

UNITED STATES STEAMER RATTLER.

61st Congress }
3d Session }

HOUSE OF REPRESENTATIVES

{ DOCUMENT
No. 1017

STATE LIBRARY

OFFICIAL RECORDS

OF THE

UNION AND CONFEDERATE NAVIES

IN THE

WAR OF THE REBELLION.

PUBLISHED UNDER THE DIRECTION OF

The Hon. **GEORGE V. L. MEYER**, 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 25.

NAVAL FORCES ON WESTERN WATERS

FROM MAY 18, 1863, TO FEBRUARY 29, 1864.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1912.

CONTENTS OF PRECEDING VOLUMES.

VOLUME 1.

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

VOLUME 2.

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

VOLUME 3.

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

VOLUME 4.

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

VOLUME 5.

Operations on the Potomac and Rappahannock rivers from December 7, 1861, to July 31, 1865. Operations of the Atlantic Blockading Squadron from April 4 to July 15, 1861.

VOLUME 6.

Operations of the Atlantic Blockading Squadron from July 16 to October 29, 1861. Operations of the North Atlantic Blockading Squadron from October 29, 1861, to March 8, 1862.

VOLUME 7.

Operations of the North Atlantic Blockading Squadron from March 8 to September 4, 1862.

VOLUME 8.

Operations of the North Atlantic Blockading Squadron from September 5, 1862, to May 4, 1863.

VOLUME 9.

Operations of the North Atlantic Blockading Squadron from May 5, 1863, to May 5, 1864.

VOLUME 10.

Operations of the North Atlantic Blockading Squadron from May 6 to October 27, 1864.

VOLUME 11.

Operations of the North Atlantic Blockading Squadron from October 28, 1864, to February 1, 1865.

VOLUME 12.

Operations of the North Atlantic Blockading Squadron from February 2 to August 3, 1865. Operations of the South Atlantic Blockading Squadron from October 29, 1861, to May 13, 1862.

VOLUME 13.

Operations of the South Atlantic Blockading Squadron from May 14, 1862, to April 7, 1863.

VOLUME 14.

Operations of the South Atlantic Blockading Squadron from April 7 to September 30, 1863.

VOLUME 15.

Operations of the South Atlantic Blockading Squadron from October 1, 1863, to September 30, 1864.

VOLUME 16.

Operations of the South Atlantic Blockading Squadron from October 1, 1864, to August 8, 1865. Operations of the Gulf Blockading Squadron from June 7 to December 15, 1861.

VOLUME 17.

Operations of the Gulf Blockading Squadron from December 16, 1861, to February 21, 1862. Operations of the East Gulf Blockading Squadron from February 22, 1862, to July 17, 1865.

VOLUME 18.

Operations of the West Gulf Blockading Squadron from February 21 to July 14, 1862.

VOLUME 19.

Operations of the West Gulf Blockading Squadron from July 15, 1862, to March 14, 1863.

VOLUME 20.

Operations of the West Gulf Blockading Squadron from March 15 to December 31, 1863.

VOLUME 21.

Operations of the West Gulf Blockading Squadron from January 1 to December 31, 1864.

VOLUME 22.

Operations of the West Gulf Blockading Squadron from January 1, 1865, to January 31, 1866. Operations of the Naval Forces on Western Waters from May 8, 1861, to April 11, 1862.

VOLUME 23.

Operations of the Naval Forces on Western Waters from April 12 to December 31, 1862.

VOLUME 24.

Operations of the Naval Forces on Western Waters from May 18, 1863, to February 29, 1864.

TABLE OF CONTENTS.

	Page.
List of illustrations-----	vii
Preface-----	ix-xii
Order of compilation of Series I-----	xiii, xiv
List of vessels of naval forces on Western waters-----	xv, xvi
Calendar-----	xvii
Naval forces on Western waters:	
Principal events--	
Union reports--	
Combined operations against Vicksburg in the Yazoo River, including evacuation and destruction of works at Haynes' Bluff (Snyder's Mill); burning of naval station and destruction of vessels at Yazoo City, and engagement at Liverpool Landing May 18 to 23, 1863-----	5-12
Operations against Vicksburg, May 19-July 4, 1863, including bombardments May 19-22, May 27, June 20, and surrender, July 4-----	15-111
Sinking of U. S. S. Cincinnati, in action with Vicksburg batteries, May 27, 1863-----	37-44
Engagement near Austin, Miss., May 24, 1863-----	127-129
Expedition of U. S. S. Baron De Kalb and other vessels in Yazoo and Sunflower rivers, for destruction of Confederate vessels, May 24 to 31, 1863-----	133-136
Engagement near Simmesport, La., June 3, 1863-----	154-157
Operations of U. S. Gunboats Choctaw and Lexington in engagement at Milliken's Bend, June 7, 1863-----	162-165
Burning of Eunice and Gaines Landing, Ark., June 13-15, 1863-----	172-174
Action near Richmond, La., June 15, 1863-----	175-177
Engagement at Cerro Gordo, Tenn., June 19, 1863-----	188, 189, 205
Operations of the Marine Brigade at Goodrich's Landing, La., June 30, 1863-----	212-216
Cooperation of U. S. S. Tyler in repulse of Confederate attack upon Helena, Ark., July 4, 1863-----	227-233
Operations of naval force under Lieut. Commander Fitch, U. S. Navy, during Morgan's raid, July 8-19, 1863-----	238-259
Expedition in the Black, Texas, and Ouachita rivers, July 12-20, 1863-----	263-271
Occupation of Yazoo City, Miss., by a joint army and navy force, July 13, 1863, resulting in the sinking of the U. S. S. Baron De Kalb and destruction by Confederates of their vessels-----	280-289
Correspondence relating to transfer of Marine Brigade from Navy to Army-----	293-301
Operations of naval force in White and Little Red rivers, Ark., cooperating with army under Maj. Gen. Steele, U. S. Army, August 8-17, 1863-----	347-363

Naval forces on Western waters—Continued.

Principal events—Continued.

Union reports—Continued.

Page.

Capture of Acting Master Fentress, U. S. Navy, and party of men at Rodney, Miss., September 13, 1863.....	404-411
Action on Bayou Fardoche, near Morganza, La., September 29, 1863.....	439
Capture and burning of Confederate steamers Argus and Robert Fulton in Red River, October 7, 1863.....	450-458
Cooperation of naval force with the army in the Tennessee River, October 10 to December 13, 1863.....	466-498
Burning of steamer Allen Collier at Whitworth's Landing, Miss., November 7, 1863.....	535-538
Attacks upon U. S. S. Signal, U. S. transport Emerald, and steamer Black Hawk by Confederate battery near mouth of Red River, November 18 and 21, 1863.....	570-575
Expedition of U. S. S. Reindeer up Cumberland River to Creelsboro, Ky., December 22, 1863, to January 3, 1864.....	646-651
Repulse by the U. S. S. Forest Rose of attacks upon Waterproof, La., February 13-15, 1864.....	748-752
Operations in Yazoo River in cooperation with army expedition to Meridian, Miss., February 2-5, 1864.....	763
Sinking of the U. S. S. Linden in Arkansas River, February 22, 1864.....	774-783
Expedition up Black and Ouachita rivers, February 29 to March 5, 1864.....	787-789

Confederate reports—

Combined operations against Vicksburg in the Yazoo River, including evacuation and destruction of works at Haynes' Bluff (Synder's Mill); burning of naval station and destruction of vessels at Yazoo City, and engagement at Liverpool Landing, May 18 to 23, 1863.....	12, 13
Operations against Vicksburg, May 19-July 4, 1863, including bombardments May 19-22, May 27, June 20, and surrender July 4.....	111-124
Sinking of the U. S. S. Cincinnati, in action with Vicksburg batteries, May 27, 1863.....	112, 116, 117, 121
Engagement near Austin, Miss., May 24, 1863.....	129
Expedition of U. S. S. Baron De Kalb and other vessels in Yazoo and Sunflower rivers, for destruction of Confederate vessels, May 24 to 31, 1863.....	136
Cooperation of U. S. gunboats Choctaw and Lexington in engagement at Milliken's Bend, June 7, 1863.....	165, 166
Cooperation of U. S. S. Tyler in repulse of Confederate attack upon Helena, Ark., July 4, 1863.....	234, 235
Occupation of Yazoo City, Miss., by a joint army and navy force, July 13, 1863, resulting in the sinking of the U. S. S. Baron De Kalb and destruction by Confederates of their vessels.....	289-293
Capture of Acting Master Fentress, U. S. Navy, and party of men at Rodney, Miss., September 13, 1863.....	407, 411
Action on Bayou Fardoche, near Morganza, La., September 29, 1863.....	440
Capture and burning of Confederate steamers Argus and Robert Fulton in Red River, October 7, 1863.....	458

LIST OF ILLUSTRATIONS.

	Page.
United States steamer Rattler.....	Frontispiece
Hospital Battery, Vicksburg, Miss.....	100
Defenses of Vicksburg, Miss.....	113
Torpedo catcher.....	348
United States steamer Lexington.....	348
Red, Mississippi, and Atchafalaya rivers, La.....	457
Sketch of rams building at New Albany, Ind.....	560
Mississippi and Red rivers, Concordia Parish, La.....	574

PREFACE.

The work of preparing for publication the Official Records of the Union and Confederate Navies, which was begun July 7, 1884, was organized under the superintendency of 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-fourth volume of the records (Series I, vol. 24), which has recently been published by the Department, gives the operations of the Naval Forces on Western Waters from January 1 to May 17, 1863. The present volume (Series I, vol. 25) gives the operations of the Naval Forces on Western Waters from May 18, 1863, to February 29, 1864.

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, 1912.

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 Tattnell, 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.

* 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.

5. Atlantic Blockading Squadrons, 1861-1865—Continued.

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.

6. Gulf Blockading Squadrons, 1861-1865.

Gulf Blockading Squadron, under Flag-Officer Mervine, U. S. N., 1861.

Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1861-1862.

*Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.

East Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1862.

East Gulf Blockading Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1862.

East Gulf Blockading Squadron, under Acting Rear-Admiral Bailey, U. S. N., 1862-1864.

East Gulf Blockading Squadron, under Captain Greene, U. S. N., 1864.

East Gulf Blockading Squadron, under Acting Rear-Admiral Stribling, U. S. N., 1864-1865.

West Gulf Blockading Squadron, under Flag-Officer Farragut, U. S. N., 1862-1863.

Mortar Flotilla, under Commander Porter, U. S. N., 1862.

Lower Mississippi River Defenses, under Commander J. K. Mitchell, C. S. N., 1862.

*Mobile Defenses, under Flag-Officer Randolph, C. S. N.

Trans-Mississippi Marine Department, under Major Leon Smith, C. S. A.

West Gulf Blockading Squadron, under Commodore Bell, U. S. N. (ad interim), 1863.

West Gulf Blockading Squadron, under Rear-Admiral Farragut, U. S. N., 1864.

*Mobile Defenses, under Admiral Buchanan, C. S. N.

West Gulf Blockading Squadron, under Commodore Palmer, U. S. N., 1864-1865.

West Gulf Blockading Squadron, under Acting Rear-Admiral Thatcher, U. S. N., 1865.

*Mobile Defenses, under Flag-Officer Farrand, C. S. N.

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

Naval Forces on Western Waters, under Commander Rodgers, U. S. N., 1861.

Naval Forces on Western Waters, under Flag-Officer Foote, U. S. N., 1861-1862.

*Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.

Naval Forces on Western Waters, under Flag-Officer Davis, U. S. N., 1862.

*Mississippi River Defense Fleet, under Captain Montgomery, C. S. A.

*Mississippi River Defenses, under Commander R. F. Pinkney, C. S. N.

*Mississippi River Defenses, under Flag-Officer Lynch, C. S. N.

Mississippi Squadron, under Rear-Admiral Porter, U. S. N., 1862-1864.

Mississippi Squadron, under Acting Rear-Admiral Lee, U. S. N., 1864-1865.

*Naval Defenses of Red River, Louisiana, under Lieutenant J. H. Carter, C. S. N.

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

**UNITED STATES VESSELS OF WAR SERVING IN THE MISSISSIPPI SQUADRON
MAY 18, 1863, TO FEBRUARY 29, 1864.**

Name.	Rate.	Tonnage.	Class.	Guns.
Abraham	Fourth	800	Paddle-wheel steamer	0
Alexandria ¹	Fourth	60	do.	2
Alfred Robb	Fourth	86	do.	4
Argosy	Fourth	219	do.	8
Baron De Kalb	Third	512	Ironclad	14
Benton	Third	1,000	do.	16
Black Hawk	Third	902	Side-wheel steamer	8
Brilliant	Fourth	266	Stern-wheel steamer	4
Carondelet	Third	512	Ironclad	14
Champion	Fourth	115	Paddle-wheel steamer	4
Chillicothe	Fourth	395	Ironclad	2
Choctaw	Third	1,000	Side-wheel steamer	4
Cincinnati	Third	512	Ironclad	14
Clara Dolsen	Third	1,200	Side-wheel steamer	1
Conestoga	Fourth	512	do.	5
Covington	Fourth	224	Paddle-wheel steamer	8
Cricket	Fourth	156	do.	6
Curlew	Fourth	196	do.	8
Dahlia	Fourth	60	do.	0
Daisy	Fourth	60	do.	0
Eastport	Third	700	Ironclad	10
Essex	Third	614	do.	12
Exchange	Fourth	211	Paddle-wheel steamer	7
Fairplay	Fourth	156	do.	7
Fawn ²	Fourth	174	do.	7
Fern	Fourth	50	Screw steamer (tug)	0
Forest Rose	Fourth	260	Stern-wheel steamer	6
Fort Hindman ³	Fourth	286	Paddle-wheel steamer	7
Gazelle ⁴	Fourth	117	do.	6
General Bragg	Fourth	700	Side-wheel steamer	3
General Lyon	Third	1,200	Paddle-wheel steamer	1
General Pillow	Fourth	50	Side-wheel steamer	2
General Price ⁵	Fourth	633	do.	4
Glide	Fourth	127	Stern-wheel steamer	6
Grampus	Fourth	300	Paddle-wheel steamer	0
Great Western	Fourth	800	Side-wheel steamer	3
Hastings ⁶	Fourth	293	Paddle-wheel steamer	8
Hyacinth	Fourth	50	Screw steamer (tug)	0
Ivy	Fourth	50	do.	0
Judge Torrence	Fourth	600	Side-wheel steamer	1
Juliet	Fourth	157	Stern-wheel steamer	6
Kenwood	Fourth	232	Paddle-wheel steamer	6
Key West	Fourth	207	do.	9
Lafayette	Third	1,000	do.	12
Laurel	Fourth	50	do.	0
Lexington	Fourth	448	Ironclad	8
Linden	Fourth	177	Paddle-wheel steamer	6
Little Rebel	Fourth	400	Screw steamer (ram)	3
Louisville	Fourth	326	Ironclad (center wheel)	14
Manitou ⁷	Fourth	286	Paddle-wheel steamer	7
Marmora	Fourth	207	Stern-wheel steamer	8
Mignonette	Fourth	50	Paddle-wheel steamer	0
Mistletoe	Fourth	50	Paddle-wheel (tug)	0
Moose ⁸	Fourth	189	do.	6
Mound City	Third	512	Ironclad (center-wheel)	14
Myrtle	Fourth	50	Paddle-wheel steamer	0
Naumkeag	Fourth	250	do.	6
Necho	Third	523	Ironclad	2
New Era	Fourth	157	Stern-wheel steamer	6
New National	Fourth	379	Paddle-wheel steamer	1
Osage	Third	523	Ironclad	2
Ouachita ⁹	Fourth	720	Paddle-wheel steamer	14

¹ Captured under name of St. Mary.

² Formerly Fanny Barker.

³ Purchased as James Thompson; known also as U. S. S. Manitou.

⁴ Formerly Emma Brown.

⁵ Formerly C. S. ram General Sterling Price.

⁶ Formerly Emma Dunoon.

⁷ Purchased as James Thompson; known also as U. S. S. Fort Hindman.

⁸ Formerly Florence Miller.

⁹ Captured under name of Louisville.

UNITED STATES VESSELS OF WAR SERVING IN THE MISSISSIPPI SQUADRON
MAY 18, 1863, TO FEBRUARY 29, 1864—Continued.

Name.	Rate.	Tonnage.	Class.	Guns.
Ozark.....	Third.....	578	Ironclad.....	2
Pansy.....	Fourth.....	50	Paddle-wheel steamer.....	0
Paw Paw ¹	Fourth.....	175	do.....	8
Peosta.....	Fourth.....	233	do.....	14
Petrel.....	Fourth.....	226	do.....	8
Pittsburg.....	Third.....	512	Ironclad (center-wheel).....	14
Prairie Bird.....	Fourth.....	171	Paddle-wheel steamer.....	8
Queen City.....	Fourth.....	212	do.....	9
Rattler.....	Fourth.....	165	do.....	6
Red Rover.....	Fourth.....	786	Side-wheel steamer.....	1
Reindeer ²	Fourth.....	212	Paddle-wheel steamer.....	6
Romeo.....	Fourth.....	175	Stern-wheel steamer.....	6
St. Clair.....	Fourth.....	203	do.....	4
Signal.....	Fourth.....	190	do.....	6
Silver Cloud.....	Fourth.....	236	Paddle-wheel steamer.....	6
Silver Lake.....	Fourth.....	236	Stern-wheel steamer.....	6
Sovereign.....	Fourth.....	800	Paddle-wheel steamer.....	0
Springfield.....	Fourth.....	146	do.....	6
Tawah ³	Fourth.....	108	do.....	8
Texas ⁴	Fourth.....	150	do.....	2
Thistle.....	Fourth.....	50	do.....	0
Tuscumbia.....	Third.....	565	Ironclad.....	5
Tyler.....	Fourth.....	575	Side-wheel steamer.....	10
Victory.....	Fourth.....	160	Paddle-wheel steamer.....	6
William H. Brown.....	Fourth.....	800	do.....	1

¹ Formerly Ebenezer.

² Formerly Rachel Miller.

³ Formerly Fannie.

⁴ Formerly Tom Sugg.

CALENDAR.

1863.

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

1864.

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

NAVAL FORCES ON WESTERN WATERS.

FROM MAY 18, 1863, TO FEBRUARY 29, 1864.

51246°—N W R—VOL 25—12—1

NAVAL FORCES ON WESTERN WATERS.

FROM MAY 18, 1863, TO FEBRUARY 29, 1864.

*Report of Lieutenant-Commander Greer, U. S. Navy, commanding
U. S. S. Benton, regarding movements of that vessel.*

U. S. S. BENTON,
U. S. Naval Depot, below Vicksburg, May 18, 1863.

SIR: I respectfully report the arrival of this vessel last evening at this place. After you left us above Ellis Cliffs we averaged 3 miles per hour, up to James' plantation. After filling up with coal, I came on up, not averaging more than 2½ miles per hour.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

*Report of Acting Volunteer Lieutenant Dominy, U. S. Navy, com-
manding U. S. S. Signal, regarding injuries to that vessel.*

U. S. S. SIGNAL,
Mississippi River, May 18, 1863.

SIR: In obedience to your order from Acting Rear-Admiral D. D. Porter to me, bearing date of the 16th instant, I proceeded up the Mississippi River as convoy to the *V. F. Wilson* and three transports.

On the night of the 16th, at 11:45 o'clock, this vessel was run on a snag at the foot of Islands 101 and 102, striking us on the starboard side about amidships, carrying away part of our bulkheads and part of the cabin, also injuring Mr. Browne, my executive officer, and throwing several men from their hammocks.

The officer of the deck and quartermaster reported a snag off our starboard bow, and the pilot, Mr. Parker, replied he saw it, and still he allowed the vessel to come in contact with the snag, damaging the vessel seriously.

The river was wide at this point and the snag stood from 6 to 8 feet above water.

I think it my duty to make this report, and hope the matter may be investigated.

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

C. DOMINY,
*Acting Volunteer Lieutenant,
Commanding U. S. S. Signal.*

Lieutenant-Commander K. R. BREESE,
Commanding Flagship Black Hawk.

Report of Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Conestoga, regarding repairs needed by that vessel.

U. S. S. CONESTOGA,
Between Memphis and Cairo, May 18, [1863].

SIR: The boilers of this steamer were examined this morning at Memphis and the repairs recommended so heavy as would take from three to four weeks.

As I neither cared to place myself in the hands of the Memphis mechanics for this length of time nor to assume the responsibilities of such extensive repairs, I have considered it my duty to proceed to Cairo and await the decision of Captain Pennock and Mr. Faulkner, chief engineer.

Hoping this will meet the approval of the admiral.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Lieutenant-Commander K. R. BREESE,
Senior Officer, Yazoo River.

Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Linden, regarding engagement with masked battery at Island No. 82.

U. S. GUNBOAT LINDEN, May 18, 1863.

SIR: I have the honor of reporting to you that while on our way down the river this day at 1:30 o'clock p. m., convoying the transports *Crescent City*, *Luminary*, *Ohio Belle*, *Gladiator*, and *Sultana*, all having on board troops, in the bend of Island No. 82, the *Crescent City*, being in the advance, was fired into by a masked battery of three pieces. They fired rounds into her, wounding 12 or 14, some seriously. I immediately opened fire on the rebels with shell and canister, killing 2 of their horses, and, I think, 1 officer. Immediately upon our opening on them they fell back out of sight. We fired 25 rounds. The troops in command of General Lauman landed as soon as possible and went in pursuit, but I think made no captures. Every building in the vicinity was burned. The troops marched across the point to Greenville and burned the place.

I am, most respectfully, yours, etc.,

THOMAS E. SMITH,
Acting Volunteer Lieutenant.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding change of name for purchased vessel.

No. 26.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Yazoo River, May 18, 1863.

SIR: I have the honor to request that I may change the name of the purchased steamer *Thompson* to *Manitou*.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Combined operations against Vicksburg in the Yazoo River, including evacuation and destruction of works at Haynes' Bluff (Snyder's Mill); burning of naval station and destruction of vessels at Yazoo City, and engagement at Liverpool Landing, May 18 to 23, 1863.

Report of Acting Rear-Admiral Porter, U. S. Navy.

No. 27.]

MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Haynes' Bluff,
Yazoo River, May 20, 1863.*

SIR: On the morning of the 15th I came over to Yazoo River to be ready to cooperate with General Grant. Leaving two of the ironclads at Red River, one at Grand Gulf, one at Carthage, three at Warrenton, and two in the Yazoo, left me a small force to cooperate with; still, I disposed of them to the best advantage.

On the 18th, at meridian, firing was heard in the rear of Vicksburg, which assured me that General Grant was approaching the city. The cannonading was kept up furiously for some time, when, by the aid of glasses, I discovered a company of our artillery advancing, taking position, and driving the rebels before them. I immediately saw that General Sherman's division had come into the left of Snyder's Bluff and that the rebels at that place had been cut off from joining the forces in the city. I dispatched the *De Kalb*, Lieutenant-Commander Walker; *Choctaw*, Lieutenant-Commander Ramsay; *Linden*, *Romeo*, *Petrel*, and *Forest Rose*, all under command of Lieutenant-Commander Breese, up the Yazoo, to open communication in that way with Generals Grant and Sherman. This I succeeded in doing, and in three hours received letters from Generals Grant, Sherman, and Steele, informing me of their vast successes and asking me to send up provisions, which was at once done. In the meantime Lieutenant-Commander Walker, in the *De Kalb*, pushed on to Haynes' Bluff, which the enemy commenced evacuating the day before, and a party remained behind in hopes of taking away or destroying the large amount of ammunition on hand. When they saw the gunboats they ran and left everything in good order—guns, forts, tents, and equipage of all kinds, which fell into our hands. Soon as the capture of Haynes' Bluff and 14 forts was reported to me I shoved up the gunboats from below Vicksburg

to fire at the hill batteries, which fire was kept up for two or three hours. At midnight they moved up to the town and opened on it for about an hour, and continued at intervals during the night to annoy the garrison. On the 19th I placed 6 mortars in position, with orders to fire night and day as rapidly as they could.

The works at Haynes' Bluff are very formidable; there are 14 of the heaviest kind of guns mounted, 8 and 10 inch and 7½-inch rifled guns, with ammunition enough to last a long siege. As the gun carriages might again fall into the hands of the enemy, I had them burned, blew up the magazines, and destroyed the works generally.

I also burned up the encampments, which were permanent and remarkably well constructed, looking as if the rebels intended to stay for some time.

These works and encampments covered many acres of ground, and the fortifications and rifle pits proper of Haynes' Bluff extend for about a mile and a quarter. Such a network of defenses I never saw. The rebels were a year constructing them, and all were rendered useless in an hour.

As soon as I got through with the destruction of the magazines and other works I started Lieutenant-Commander Walker up the Yazoo River with sufficient force to destroy all the enemy's property in that direction, with orders to return with all dispatch, and only to proceed as far as Yazoo City, where the rebels have a navy yard and storehouses.

In the meantime General Grant has closely invested Vicksburg, and has possession of the most commanding points.

In a very short time a general assault will take place, when I hope to announce that Vicksburg has fallen, after a series of the most brilliant successes that ever attended any army. There never has been a case during the war where the rebels have been so successfully beaten at all points, and the patience and endurance shown by our army and navy for so many months is about to be rewarded.

It is a mere question of a few hours, and then, with the exception of Port Hudson (which will follow Vicksburg), the Mississippi will be open its entire length.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

MISSISSIPPI SQUADRON,

Flagship Black Hawk, near Vicksburg, May 25, 1863.

SIR: I have the honor to inform you that the expedition I sent up the Yazoo under command of Lieutenant-Commander Walker, after taking possession of the forts at Haynes' Bluff, was perfectly successful. Three powerful steamers, rams, were destroyed at Yazoo City, one a monster, 310 feet long, 70 feet beam, to be covered with 4-inch iron plates. A fine navy yard, with machine shops of all kinds, sawmills, blacksmith shops, etc., were burned up.

The property destroyed and captured amounted to over \$2,000,000. Had the monster ram been finished she would have given us some trouble. One battery was destroyed at Dreyr's Bluff. Our loss on the expedition was 1 killed and 7 wounded.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary Navy.

Report of Acting Rear-Admiral Porter, U. S. Navy, on learning of concern expressed by the President regarding destruction of property at Snyder's Bluff.

58.]

MISSISSIPPI SQUADRON,
Near Vicksburg, June 14, 1863.

SIR: I heard unofficially that the President, General Halleck, and Secretary Stanton are somewhat concerned in relation to the destruction of the enemy's works at Snyder's Bluff, up the Yazoo. The Department may rest assured that nothing was destroyed that was useful to ourselves.

The guns and ammunition were all saved, and only that portion of the works destroyed that commanded the water approaches. We destroy no guns, but save all we can.

The ammunition captured at Snyder's Bluff is now being used against the rebels; the gun carriages that were unfit for our purposes were destroyed, but we have plenty to supply their places, of a better kind.

The army was not so certain of holding Vicksburg as they are now, and it would have been very unwise in me to let the water batteries stand, with the chance of losing Snyder's Bluff and the command of the Yazoo.

General Grant can always get all the guns he wants from this squadron, and has already six of our 8 and 9 inch in battery, some of them worked by sailors.

I merely make this explanation to relieve apprehensions felt on the subject.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Additional report of Acting Rear-Admiral Porter, U. S. Navy, transmitting report of Lieutenant-Commander Walker, U. S. Navy, commanding U. S. S. Baron De Kalb, regarding operations at Yazoo City.

No. 30.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, near Vicksburg, May 24, 1863.

SIR: I have the honor to inform you that the expedition I sent up Yazoo River the day after I took possession of the forts on Snyder's Bluff has returned, having met with perfect success.

As the steamers approached Yazoo City the rebel property was fired by Lieutenant Brown (of the ram *Arkansas*), and what he had begun our forces finished. Three powerful rams were burned.

The *Mobile*, a screw vessel, ready for her plating; the *Republic*, being fitted for a ram with railroad iron plating; and a vessel on the stocks (a monster), 310 feet long and 70 feet beam. This vessel was to have been covered with 4½-inch iron plating, was to have had 6 engines, 4 side wheels, and two propellers; she would have given us much trouble.

The rebels had under construction a fine navy yard, containing fine sawing and planing machines, an extensive machine shop, carpenter and blacksmith shops, and all the necessary appliances for a large building and repairing yard.

Lieutenant-Commander Walker burned all these, with a large quantity of valuable building lumber; he also burned a large sawmill that had been used in constructing the monster ram. The material destroyed, at a moderate estimate, cost more than \$2,000,000.

We had 1 man killed and 7 wounded by fieldpieces from the enemy's batteries, going up the river, but the wounded are doing well. I enclose you Lieutenant-Commander Walker's report in relation to this affair.

He deserves much credit for the handsome manner in which he performed the duty assigned him. If he could have obtained pilots he would have succeeded in getting possession of all the rebel rams instead of having them burned.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of Navy, Washington.

[Enclosure.]

U. S. J. BARON DE KALB,

Mouth Yazoo River, May 23, 1863.

SIR: I have the honor to report that in obedience to your order I started from Snyder's Bluff on the 20th instant with the *De Kalb*, *Choctaw*, *Forest Rose*, *Linden*, and *Petrel* on an expedition to Yazoo City. Arriving at Haynes' Bluff, I landed a force and spiked an 8-inch gun in the works there, and burned the carriage. I also burned some forty tents left standing, and a steam sawmill. Arriving at Yazoo City at 1 p. m., on the 21st instant, I was met by a committee of citizens, who informed me that the place had been evacuated by the military authorities, and asking protection. Enclosed I send copies of communications received, and my reply. The navy yard and vessels had been fired by the enemy, and I sent a working party to ensure the destruction of everything valuable to the rebels. The vessels burned were the *Mobile*, a screw vessel ready for her plating; the *Republic*, which I understand was being fitted for a ram, and the vessel on the stocks, a monster, 310 feet long and 70 feet beam. The navy yard contained five saw and planing mills, an extensive machine shop, carpenter and blacksmith shops, and all the necessary fixtures for a large building and repairing yard, which, with a very large quantity of lumber, were burned. I also burned a large sawmill a little above the town.

Most of the public stores had been removed. Such as I found in town were taken on board the vessels or destroyed.

Enclosed I send the lists of articles removed or destroyed by Acting Volunteer Lieutenant Brown, the officer detailed for that purpose.

In the hospitals I found and paroled 115 soldiers, a list of whom I enclose.

Returning, I left Yazoo City this morning, arriving here at 4 p. m. At Liverpool Landing, in a sharp bend of the river, we were attacked by a force of three field guns and about 200 riflemen concealed in the bushes, and for a few minutes the firing was very sharp. The enemy retreated as soon as the vessels got into position to use their guns with effect. The *Petrel*, *Linden*, and *Choctaw* were struck by shot, but with no particular injury to either.

Sergeant Stockinger, of this vessel, was killed by a rifle shot. The *Linden* had 5 wounded, the *Petrel* 2, and the *Choctaw* 1; most of the wounds, I am happy to say, are slight.

Very respectfully, your obedient servant,

JOHN G. WALKER,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Subenclosures.]

YAZOO CITY, *May 21, 1863.*

GENTLEMEN: At the request of the resident citizens of this place I appoint you a committee to act in behalf of the people of Yazoo City in this emergency, to wit, that in the event of the capture and occupation of this place by the Federal forces you will wait on the officer commanding; and ask him to protect the persons and property of the inhabitants of this city from insult and spoliation by the forces under his command. The details and mode of procedure in the premises are left at your discretion.

Respectfully,

W. J. EPPERSON, *Mayor.*

Messrs. W. H. MANGUM, HIRAM HARRISON, J. R. BURNS, J. B. WHITE, and W. A. ADAMS.

YAZOO CITY, *May 21, 1863.*

SIR: We have the honor to hand you a communication addressed to us by the mayor of this city, requesting us to wait upon you with the accompanying document, and earnestly request that the matter may have your serious attention. We are ready to receive your communication on the subject.

Yours, respectfully,

HIRAM HARRISON,
W. H. MANGUM,
J. R. BURNS,
JAS. B. WHITE,
WM. A. ADAMS,
Committee.

The COMMANDING OFFICER OF THE FEDERAL FORCES.

U. S. S. BARON DE KALB,
Yazoo City, Miss., May 21, 1863.

GENTLEMEN: I have received your communication of this date, enclosing your appointment as a committee to act on this occasion. In reply I have to say that no indignity will be offered any citizen, and I hope that all will remain quietly in town. I shall expect that my officers and men meet with no insult or opposition. You will please appoint some one to point out all public property in town and vicinity. The police of the town remain in the hands of the town authorities.

Very respectfully, etc.,

JNO. G. WALKER,
Lieutenant-Commander and Senior Officer.

W. H. MANGUM, J. R. BURNS, W. A. ADAMS, etc.

Report of Lieutenant-Commander Walker, U. S. Navy, commanding U. S. S. Baron De Kalb, regarding the evacuation of Snyder's Bluff.

U. S. S. BARON DE KALB,
Snyder's Bluff, May 19, 1863.

SIR: I reached this place at 5 p. m. The rebels have evacuated, leaving all their guns, ammunition, tents, etc., behind; guns spiked with nails and priming wires.

There is a very large quantity of ammunition.

There is a chain across the river which can easily be cast adrift. The steamer *Alonzo Child* is here, but much knocked to pieces. The guns are 8-inch, 10-inch, and 6-inch rifles.

Very respectfully, your obedient servant,

JOHN G. WALKER,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Linden, regarding engagement at Liverpool Landing.

U. S. GUNBOAT LINDEN, *May 23, 1863.*

SIR: I have the honor of reporting to you that while on our way down from Yazoo City this 8 a. m., and near the town Liverpool, in company with the *Baron De Kalb*, *Choctaw*, *Forest Rose*, and *Petrel*, the *Petrel* leading the advance, was fired into by a battery and infantry from the Mississippi side. We being the second in line, immediately opened on them with shell and canister, also with sharpshooters. We were struck four times from the batteries. One rifled shot, 12-pounder, I think, lodged on our berth deck, one shell exploded on our port quarter gangway, carrying away a boat davit. The infantry fired into us very briskly. Our cabin, wardroom, etc., are riddled with their balls. We expended 39 rounds of shell and

canister and quite a large amount of small-arms cartridges. We had two captains of guns, soldiers belonging to the Fifty-eighth Ohio Regiment, dangerously wounded. W. C. Perry, first assistant engineer, and W. A. Seagrave, quartermaster, slightly. The soldiers were left on board the U. S. hospital boat *City of Memphis*, now lying at Chickasaw Bayou.

I am, most respectfully, your obedient servant,

THOMAS E. SMITH,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

[Enclosure.]

Report of the wounded on board of the U. S. Linden, May 23, 1863.

William C. Perry, chief engineer, contusion on the left forearm.

William A. Seagrave, quartermaster, slightly wounded at the insertion of the pyramidalis nasi.

Emanuel Boysil, sergeant, buckshot entered the lumbar region immediately below the twelfth rib; it passed inwardly. Not felt by a probe.

William C. Roberts, corporal, rifle ball passed between the fourth and fifth ribs, near the origin of the senatus magnus of the left side; passed through both lungs and lodged beneath the fascia of the right side.

J. T. FIELD,

Acting Assistant Surgeon.

Acting [Volunteer] Lieutenant T. E. SMITH,

Commanding.

Report of Acting Master Miner, U. S. Navy, commanding U. S. S. Petrel, regarding engagement at Liverpool Landing.

U. S. GUNBOAT PETREL,

Mouth Yazoo River, May 23, 1863.

SIR: In obedience to your order of the 22d instant, I got underway this morning at 5:15 a. m. and proceeded down the Yazoo River, and when off Liverpool was fired into by the enemy with artillery and musketry. I received two 6-pound rifle shots, one through the port side, which lodged in the coal bunkers, and one through the port quarter, which, after tearing away the bulkheads of a number of state-rooms and the stern of my gig, dropped in the river.

Enclosed I hand you the surgeon's report of the casualties.

We expended 6 shells, 10 stand of canister, and 6 rounds of shrapnel.

I have the honor to be, yours, etc.

WILLIAM H. MINER,

Acting Master, Commanding.

Lieutenant-Commander JNO. G. WALKER,

Commanding.

[Enclosure.]

U. S. S. PETREL,
Yazoo River, May 23, 1863.

SIR: I respectfully report that in the engagement at the bluffs near Liverpool to-day there were 2 men wounded in our boat, viz:

Private William McCord, Company K, Twenty-ninth Regiment Illinois Volunteers, wounded by a rifle ball in the anterior part of thigh, about an inch above patella. His wound is not serious.

Wesley W. Long, quartermaster, wounded severely by a rifle ball in the gluteal region.

I am, yours, very respectfully,

FREDERICK JEBB,

Acting Assistant Surgeon, U. S. Navy.

Acting Master WM. H. MINER,
Commanding.

Letter from Commander Brown, C. S. Navy, to General Johnston, C. S. Army, reporting the presence of Federal gunboats in the Yazoo River.

YAZOO CITY, MISS., *May 19, 1863—11 p. m.*

GENERAL: At Liverpool, which is 25 miles below this point by the river, I learned two hours ago that the enemy's gunboats were at the mouth of Big Sunflower River at sunset. This point is 18 miles farther down than Liverpool. The report was made to me by cavalry scouts, and I consider that there is no doubt of the fact. The smoke of the boats was seen from the hills at Liverpool. It is also reported that a body of the enemy's cavalry are advancing up the Yazoo Valley, but this is not so well established as the fact regarding the gunboats. These last will be at Yazoo City perhaps by noon to-morrow, or twelve hours from now. I shall get the boats out of the way, and do all that I can under this unpleasant condition of things. I was on my way down the river on a steamer, to set at rest the question with us "as to whether Snyder's Bluff had been abandoned by us," when I learned of the advance of the enemy here reported.

I have the honor to be, very respectfully,

ISAAC N. BROWN,

Commander, C. S. Navy.

General JOSEPH E. JOHNSTON,
Commander-in-Chief, Headquarters Near Moore's Ferry.

Letter from General Johnston, C. S. Army, to Commander Brown, C. S. Navy, regarding protection of the guns at Fort Pemberton against the Federal forces in the Yazoo.

CANTON, *May 21, 1863.*

If the guns at Fort Pemberton can not be used against the gunboats ascending the Yazoo, they should, if possible, be saved by removal out of reach of the gunboats or light-draft vessels. Could they reach Grenada in this way? Your knowledge of the river and circumstances enables you to judge better than I can. You have full

authority. I have sent some light guns to the neighborhood of Liverpool.

J. E. JOHNSTON.

Captain I. N. BROWN, C. S. Navy,
Yazoo City.

Report of Colonel Adams, C. S. Army, regarding the engagement with Federal gunboats at Liverpool Landing.

NEAR LIVERPOOL, *May 23, 1863.*

GENERAL: I marched my command on yesterday as rapidly as the exhausted condition of the artillery horses would permit, crossed the river, and by dark reached a point 4 miles distant from Liverpool. Resuming the march this morning at 5 a. m., I hastened on to Liverpool and posted my battery near the river bank and my cavalry dismounted within a few steps of the river. The smoke of the enemy's boats descending the river was plainly visible at the time of my arrival, and within a few minutes after taking position three transports and two large gunboats appeared. The battery at once engaged them as they came within range, and as they passed my dismounted men poured a rapid and effective fire through the portholes of the gunboats and all openings of the transports, driving the enemy from his guns. Taking position below the town, he opened a brisk fire of shell, grape, and canister, with but little injury to my command, I am pleased to say. The fleet, after an hour's delay, resumed its course down the river and has passed Satartia. The transports are boarded up on the sides and covered with thin iron plates, loopholed for small arms, and armed with six fieldpieces each. My impression is the fleet has gone down for reinforcements. The force left in Yazoo City is estimated by my scouts, who have just returned from the town, at from 800 to 1,200 men. A cavalry force is expected by the enemy at Yazoo City, coming by the valley road. For this I am now watching.

I find that Liverpool is the only point where the battery can be advantageously posted on the Yazoo from Snyder's to Yazoo City, and I think it doubtful whether the enemy will give me another opportunity at that point.

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

WIRT ADAMS,
Colonel, Commanding, etc.

Brigadier-General JOHN ADAMS,
Commanding Brigade.

[Telegram.]

CAIRO, ILL., *May 19, 1863—2.30 p. m.*

The following telegram was received yesterday by me:

WASHINGTON, D. C., *May 18, 1863.*

The War Department proposes to send a force up the Arkansas River. In the absence of Admiral Porter, give all the cooperation in your power and necessary instructions.

H. W. HALLECK.

Captain PENNOCK,
Senior Officer, U. S. Navy, Cairo, Ill.

I answered it as follows:

CAIBO, ILL., May 18, 1863.

I have no control over the movements of the naval forces below this station. Admiral Porter left his instructions with Lieutenant-Commander Breese, at mouth of Yazoo River, in regard to the disposition of naval forces above Vicksburg.

Will forward your telegram for cooperation to him by earliest opportunity.

A. M. PENNOCK.

Major-General H. W. HALLECK,
General-in-Chief, Washington, D. C.

The dispatch has been forwarded.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Prichett, U. S. Navy, commanding off White River, urging additional vessels in that vicinity.

U. S. GUNBOAT TYLER,
Off White River, May 19, 1863.

SIR: I would respectfully request that more light-draft gunboats may be ordered to this station, in order to fully comply with your order of the 16th instant in regard to keeping four gunboats near Greenville and in sight of each other. It will be impossible for me to carry out the order now without leaving the mouth of the Arkansas unguarded. I deem it actually necessary that a gunboat should be stationed off Napoleon, as I have information that there are some three or four hundred of the enemy's troops stationed on Red Fork, and that their pickets come into Napoleon almost every day, and I fear that they will fire into our transports if there is not a gunboat stationed there.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Commodore Palmer, U. S. Navy, to Captain Walke, U. S. Navy, commanding off Red River, regarding coal for the ram Switzerland.

U. S. S. HARTFORD, May 20, [1863]—9 a. m.

MY DEAR CAPTAIN: Have you finished coaling? I hope you have left some for the *Switzerland*. I have just emptied the schooner which purported to have 130 tons, but found she had but 73. My intentions were to have taken out 100 and to have divided the 30 remaining between the *Sachem* and *Switzerland*, though it is questionable whether the latter can burn hard coal. It is absolutely necessary that the *Switzerland* has coal, in case she is needed to trans-

port the army across. So soon as I learn of General Banks' arrival at Simmesport, I shall pay him a visit and then go down the river, and if I can possibly spare the *Pittsburg* will send her up.

When are you going up to the mouth of the Black River? It is necessary that that place be blockaded as soon as possible.

The *Price*, I suppose, has gone up the river to assist the *Estrella* to tow down the raft, but for what purpose I can not imagine, as I learn they have already transported their whole army across the Atchafalaya.

Let me know your plans.

Very truly, yours,

JAS. S. PALMER.

Captain HENRY WALKE, U. S. Navy.

Report of Fleet Captain Pennock, U. S. Navy, regarding the purchase of light-draft boats.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., May 21, 1863.

SIR: I have the honor to inform you that the following light-draft boats have been purchased in Cincinnati by Paymaster Gilman, for service in the upper Ohio, Kanawha, and Big Sandy rivers, viz: The *Victory*, a new vessel, draft 18 inches when converted into a gunboat; the *Florence Miller*, new last March, and the *Rachel Miller*, new, draft 23 inches when converted into a gunboat.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Operations against Vicksburg, May 19–July 4, 1863, by the United States naval forces under Acting Rear-Admiral Porter, U. S. Navy, including bombardments May 19–22, May 27, June 20, and final surrender July 4, 1863.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, announcing the investment of Vicksburg by the Army forces.

REAR OF VICKSBURG, MISS., May 19, 1863.

My forces are now investing Vicksburg. Sherman's forces run from the Mississippi River, above the city, 2 miles east. McPherson is to his left and McClernand to the left of McPherson. If you can run down and throw shell in just back of the city it will aid us and demoralize an already badly beaten enemy. The enemy have not been able to return to the city with one-half of his forces.

We beat them badly on the 16th, near Edwards Station, and on the 17th at [Big] Black River Bridge, taking about 6,000 prisoners, besides a large number killed and wounded.

Two divisions were also cut off from their retreat and have gone eastward, many of their men throwing down their arms and leaving. The enemy only succeeded in getting back three pieces of artillery.

I have instructed my quartermaster and commissary to send up boats to Lake's Landing with forage and provisions. Will you please send a convoy? Please send a boat up to Haynes' Bluff, which I think is evacuated. Our cavalry have gone up to see.

U. S. GRANT.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Major-General Sherman, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, requesting the services of two gunboats to silence a water battery.

HEADQUARTERS 15TH ARMY CORPS,
Walnut Hills, May 19, 1863.

DEAR ADMIRAL: My right is on the Mississippi. We have possession of the bluff down a mile or more below the mouth of the bayou. Can't you send immediately a couple of gunboats down? They can easily see and distinguish our men, and can silence a water battery that is the extremity of their flank on the river and enfilade the left flank of their works.

I think nearly all the guns of their upper batteries are moved inside of Vicksburg and are now on the land front.

You will have no trouble in distinguishing our flank. It is about one-fourth mile below a cattle pen on the immediate shore of the Mississippi.

I would get General Grant to make this request, but he is far on the left flank, and it would take hours to find him.

Truly, yours,

W. T. SHERMAN,
Major-General.

Admiral PORTER or SENIOR OFFICER at mouth of Yazoo.

Letter from Brigadier-General Steele, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding the investment of the city.

BLUFFS NEAR MISSISSIPPI RIVER,
Just above Vicksburg, May 19, 1863.

You can rely on any information which may be given you by the bearer. We have the city invested, and all the bluffs between this and Snyder's under our control. There are no troops at Haynes' Bluff. General Grant has sent Colonel [Grantham] Taggart to communicate with Admiral Porter by way of Snyder's Bluff. General Grant wishes the admiral's cooperation in taking Vicksburg.

We are short of rations and want rations sent up the Yazoo to Snyder's, if the Chickasaw Bayou is not navigable.

Very truly, yours,

FREDK. STEELE.

Admiral PORTER, U. S. Navy.

(Any officer of the Army or Navy of the United States into whose hands this may fall will please forward it to Admiral Porter immediately.)

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, to move up toward the town.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, May 19, 1863.

SIR: Get underway with all the vessels and move up toward the town, but do not get under fire. Be prepared to throw in shells in case you see an attack from our land forces.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant-Commander JAMES A. GREER,
Commanding U. S. S. Benton.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, to open at long range, when troops are attacked by the enemy.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Near Vicksburg, May 19, 1863.

SIR: The moment you see the forts on the hills opening on our troops advancing toward the town, move up and open at long range with shell on such forts as may be firing; do not, however, get so far above as to be within a cross fire. The object is to disconcert the enemy, and by firing shell at your longest range, you can do so.

Do not come in range of the guns above the city, as there are no forts there that can trouble our army. Fire on the forts on the hill, and try and drop your shell in them. You can, no doubt, do so with heavy charges and good elevation without exposing the vessels.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant-Commander JAMES A. GREER,
Commanding Benton, below Vicksburg.

If you are doubtful how to proceed, send over here at once. I can't leave here at present.

Additional order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Near Vicksburg, May 19, 1863—4: 10 p. m.

SIR: Go up high enough with the vessels to throw shell into the forts and into the town if possible, keeping the vessels scattered and keeping them on the move so the enemy won't get the range.

Try as high as the canal first, and if you find that right, move higher, always looking out for your vessels. Fire heaviest charges and long ranges, and scatter your shot around the forts and town.

Respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,
Commanding Benton.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, making enquiry why orders had not been received and obeyed.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Near Vicksburg, May 19, 1863—9:40 p. m.

SIR: I sent an order to you by my aid, Mr. Brown, to go up to-night and get as near to the town as you could without being seen. The object was to keep the people alarmed. The order was delivered by Mr. Brown to an officer who was in the *Carondelet's* boat (Mr. Brown not being able to communicate with you). The officer was made to understand the order.

I wish you would examine into the matter and explain why the order was not delivered and obeyed. If the *Tuscumbia* can raise some 10-second shell, you will go up to-night and fire at the town, so that 10-second shell will reach it; 2,100 yards will be about the distance, which will be some ways above the canal. If the *Tuscumbia* can not be of service, the *Benton* and *Carondelet* will go up, and by shelling now and then, and training your rifled 42-pounders sharp on the bow, you will be able to use them effectively. Let the *Carondelet* follow you closely, and keep her abreast of you, a little on your quarter.

To-morrow, if General McArthur wishes to land troops at Warrenton, the gunboats must cover him while landing, and then move up toward the town.

By shifting your 40-pounder to the bow, you can easily throw shell into the town. The object is to throw shell about the courthouse, if possible.

The army will likely go in to-morrow, and we must do our share, even if the vessels suffer.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,
Commanding Benton.

P. S.—Since writing the above I have received your explanation in relation to going up. Carry out the order, give them a good shelling for a little while, and let each vessel take turns in annoying them through the night. The water batteries won't amount to much in the dark. Don't get ashore.

General order of Acting Rear-Admiral Porter, U. S. Navy, regarding the use of shrapnel.

GENERAL ORDER, }
No. 55.

U. S. MISSISSIPPI SQUADRON,
May 19, 1863.

A great quantity of 24 and 12 pound shrapnel is uselessly expended by the light-draft vessels, from not taking proper precautions in firing and from the officers not being instructed in the manner of cutting the fuze.

It is useless to fire shrapnel when it is going to burst beyond the enemy; therefore, a shrapnel should burst at least 30 feet before getting to the object fired at; 5 seconds gives a flight of about 1,200 yards, therefore it is easy to calculate what one second would give, viz, 240 yards. The great mistake in shrapnel firing on the river is not cutting the fuze short enough.

The distance to be fired can always be ascertained to a nicety, for the seconds on the fuze correspond with the long mark on the sight bar, and when the breech and muzzle sights are in line the shrapnel will burst at the point on which the gun is sighted.

In driving guerrillas from the levees, the proper way is to get below them about 200 yards and fire so that the shrapnel will burst along the levee and not over it; this enfilades it and must drive anyone out.

When there is more than one vessel, one should go below and the other above and get a cross fire. By a little reflection and a little practice there will be less waste of ammunition.

Care must be taken, in cutting fuzes, not to cut too deep, thereby entering the magazine, endangering the bursting of the shrapnel as it leaves the gun.

There are no better incendiary shells than shrapnel, when used against inflammable material.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, regarding the firing from that vessel.

U. S. GUNBOAT BENTON,
Below Canal, May 19, 1863.

SIR: I have received your verbal order to go up after dark and shell the town. I have respectfully to inform you that I came up with the vessels this afternoon as high as the foot of the canal. A large gun that was put up to control the canal opened on us, the enemy making very good shots; fortunately, none of us were struck. We fired back, using heavy charges and long-range shell. Some of our shell exploded in close proximity to the fort. There are also two forts, one above and one below the gun mentioned, the latter partially masked. The one above had three guns that I could see. In going up, and whilst in the act of firing on the town, we shall be exposed to a cross fire from these three batteries that I mention. It will be impossible to keep out of the range of the batteries when above them. With my Dahlgren 50-pounder rifle, to-day, I threw

shot into the town every time. The *Tuscumbia* got out of 10-second and 15-second shell, and I sent her back to the depot to see if any had come for her to-day. This was before I received your order for the night attack. I propose moving about 11 o'clock, unless otherwise ordered.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Shirk, U. S. Navy, commanding U. S. S. *Tuscumbia*, regarding the firing from that vessel.

U. S. MISSISSIPPI SQUADRON, U. S. S. TUSCUMBIA,
Crevasse, May 19, 1863.

SIR: By request of Lieutenant-Commander Greer, I have the honor to inform you that we engaged the enemy's batteries at Vicksburg this afternoon at long range.

Lieutenant-Commander Greer states that with his 50-pound Dahlgren rifles he threw shell into the town.

This vessel engaged the battery that fired upon us, but I am not able to say whether we did them any damage. None of the vessels was struck.

The *Tuscumbia* got out of ammunition, except 5-second shell, and, by order of Lieutenant-Commander Greer, we withdrew, at dark, out of action.

The *Benton* and *Carondelet* will follow us to this place soon.

Lieutenant-Commander Greer desires me to say that we will be ready to engage the enemy again to-morrow morning.

I have the honor to be, sir, very respectfully, your obedient servant,
JAMES W. SHIRK,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron, Flagship Black Hawk.

P. S.—I find that there is no XI-inch ammunition here. We have no shell but 5-second, and when we are in range of the lower batteries these shells explode at about one-third of the distance between us and them.

JAMES W. SHIRK,
Lieutenant-Commander.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Breese, U. S. Navy, to take temporary charge of the bombarding fleet.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Haynes' Bluff, May 20, 1863.

SIR: You will go below and take charge of everything there until I come down. Keep the mortars at work night and day, with nothing less than 20 pounds of powder.

If the town does not surrender, take charge of the gunboats, and after dark to-night let them proceed up close to the town so that 5-second shell will reach the center of it, and bombard it furiously until it gets too hot for you, or endangers the destruction of the vessels. Make the vessels keep out of the line of the mortars. After bombarding furiously for a time, let the vessels (one at a time) go up during the night and annoy the enemy all they can.

In the daytime keep one vessel employed all the time with her rifled guns, throwing shot and shell deliberately into the town, keeping out of their rifle range, if there is much chance of injuring you.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander K. R. BREESE,
Senior Naval Officer, Commanding Boats Below Vicksburg.

[Endorsement.]

This was turned over to me, being the senior officer just below Vicksburg, Captain Breese remaining above.

JAMES A. GREER.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, requesting that the gunboats shell the Confederate intrenchments.

NEAR VICKSBURG, MISS., *May 21, 1863.*

I expect to assault the city at 10 a. m. to-morrow. I would request, and earnestly request it, that you send up the gunboats below the city and shell the rebel intrenchments until that hour and for thirty minutes after. If the mortars could all be sent down to near the point on the Louisiana shore, and throw in shells during the night, it would materially aid me. I would like at least to have the enemy kept annoyed during the night.

U. S. GRANT.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting letter from Brigadier-General Arthur, U. S. Army.

No. 29.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
May 23, 1863.

SIR: On the evening of the 21st I received a communication from General Grant, informing me that he intended to attack the whole of the rebel works at 10 a. m. the next day, and asking me to shell the batteries from 9:30 until 10:30 a. m., to annoy the garrison. I kept six mortars playing rapidly on the works and town all night; sent the *Benton*, *Mound City*, and *Carondelet* up to shell the water batteries, and other places where troops might be resting during the night.

At 7 o'clock in the morning the *Mound City* proceeded across the river and made an attack on the hill batteries opposite the canal. At 8 o'clock I joined her with the *Benton*, *Tuscumbia*, and *Carondelet*. All these vessels opened on the hill batteries, and finally silenced them, though the main work (on the battery containing the heavy rifled gun) was done by the *Mound City*, Lieutenant Commanding Byron Wilson. I then pushed the *Benton*, *Mound City*, and *Carondelet* up to the water batteries, leaving the *Tuscumbia* (which vessel is still out of repair) to keep the hill batteries from firing on our vessels after they had passed by.

The three gunboats passed up slowly, owing to the strong current, the *Mound City* leading, *Benton* following, and *Carondelet* astern.

The water batteries opened furiously, supported by a hill battery on the starboard beam of the vessels. The vessels advanced to within 440 yards (by our marks) and returned the fire for two hours without cessation, the enemy's fire being very accurate and incessant.

Finding that the hill batteries behind us were silenced, I ordered up the *Tuscumbia* to within 800 yards of the batteries, but her turret was soon made untenable, not standing the enemy's shot, and I made her drop down.

I had been engaged with the forts an hour longer than General Grant asked; the vessels had all received severe shots under water which we could not stop up while in motion, and not knowing what might have delayed the movement of the army, I ordered the vessels to drop out of fire, which they did in a cool, handsome, manner.

This was the hottest fire the gunboats have ever been under, but owing to the water batteries being more on a level with them than usual, the gunboats threw in their shell so fast that the aim of the enemy was not very good.

The enemy hit the vessels a number of times, but, fighting bow on, the shot did but little damage; not a man was killed, and only a few wounded. I had only ammunition enough for a few moments longer, and set all hands to work to fill up from our depot below. After dropping back, I found that the enemy had taken possession again of one of the lower hill batteries, and was endeavoring to remount his guns, and had mounted a 12-pounder fieldpiece to fire at General McArthur's troops, which had landed a short time before, at Warrenton. I sent the *Mound City* and *Carondelet* to drive him off, which they did in a few moments.

The officers and men of all the vessels behaved with their usual gallantry. They had none of them been to rest for three days and nights, most of them having been engaged in firing on the batteries and town, and I allowed them to devote the afternoon to the necessary repose.

I beg leave to enclose a letter from General McArthur, explaining why he did not (to use his own expression) "take advantage of the results gained by the gunboats." I have since learned through General Grant that the army did assault at the right time vigorously—in the noise and smoke we could not see or hear it. The gunboats therefore were still fighting when the assault had proved unsuccessful.

The army had terrible work before them, and are fighting as well as soldiers ever fought before, but the works are stronger than any of us dreamed of.

General Grant and his soldiers are confident, and I am confident, that the brave and energetic generals in this army will soon overcome all obstacles and carry the works.

I might give the army more assistance if I had some more ironclads above the town, and by sacrificing one or two of them; but the calls on me from Red River up to this place enable me to do less than I wish to, with nine ironclads in all.

I am, sir, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of Navy, Washington.

[Enclosure.]

HEADQUARTERS 6TH DIVISION, 17TH ARMY CORPS,
In Field near Vicksburg, Miss., May 23, 1863.

ADMIRAL: I received your communication regarding the silencing of the two batteries below Vicksburg, and in reply would say that I witnessed with intense satisfaction the firing on that day, being the finest I have yet seen. I would have taken advantage of the results then gained by your vessels, and had given the necessary orders to do so, when I received peremptory orders from Major-General McClelland to move my command around to the right of my position, to support a portion of his troops who had gained a lodgment in the enemy's works.

I arrived, however, too late, and have now been ordered back to my former position, and to follow up any advantages your vessels may gain. I have made a request to have some rifled guns sent me, which I require, and on receipt of which I expect to be able to enfilade "Whistling Dick's" position; at any rate I will try.

I am informed to-night that there is a levee, running from the spur of the hill opposite my camp to the river, which I intend to have explored to-morrow, when I expect to be able to communicate more freely with your vessels. I will watch their action and cooperate.

I am your most obedient servant,

J. McARTHUR,
Brigadier-General, Comdg. 6th Division, 17th Army Corps.

Admiral D. D. PORTER,
Commanding U. S. Mississippi Squadron.

Instructions of Acting Rear-Admiral Porter, U. S. Navy, for all officers, regarding the attack.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Near Vicksburg, May 21, 1863—Evening.

SIR: Every vessel must work hard to-night and to-morrow morning to get General McArthur's command across the river. At 8 o'clock to-morrow morning all the gunboats must be underway near the mouth of the canal, ready to attack the lower battery. The plan will be to open one battery at a time and silence that. I will be

over early in the morning. Tell Captain Shirk his vessel will have to go into action; if she sinks, the tug will pick up the swimmers.

The army attack the town at 10 o'clock to-morrow, and we must, with our small force, be heard from. Our shells must burst well to-morrow, 5-second the favorite. Read this letter to all the officers. Have a tug ready for me at the landing where the *Tuscumbia* lies by 6 o'clock to-morrow morning, by which time I expect you to have all of McArthur's troops over.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,

Commanding Benton, below Vicksburg.

P. S.—If McArthur's troops can get over without you, at 12 to-night move up the *Benton*, *Mound City*, and *Carondelet* as near the city as possible. Throw in rapid broadsides and bow guns without any particular aim, and not too high. Keep dropping down and going ahead to shift position. After firing for an hour rapidly, keep up a moderate bombardment during the night, so as to annoy the enemy all we can before the attack in the morning. Fire at the flash of the hill batteries, particularly at that big rifle gun. Have the tug all ready for me. Mr. Germain will remain on shore to take care of the stores.

DAVID D. PORTER.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting reports of commanding officers.

No. 38.]

U. S. MISSISSIPPI SQUADRON,
Near Vicksburg, May 27, 1863.

SIR: I have the honor to forward the reports of the commanders of the ironclads engaged in the actions of the 22d of May and the 27th* of May.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. GUNBOAT MOUND CITY,
Below Vicksburg, 22 May, 1863.

SIR: I have the honor to enclose the executive officer's report of the damage sustained by this vessel during the fight to-day; also the surgeon's report of the wounded. One hundred and seventy projectiles were expended.

* See pp. 34-37.

The officers of the gun divisions deserve great credit for their skillful handling of the guns under a most galling fire.

I am, very respectfully, your obedient servant,

BYRON WILSON,
Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Subenclosure.]

U. S. GUNBOAT MOUND CITY,
Below Vicksburg, May 25, 1863.

SIR: I beg leave, respectfully, to report the damages received by this vessel in the engagement with the Vicksburg batteries, May 22, 1863:

1st. A shot struck and lodged in starboard bow near the stem and 5 feet under water, not doing much damage, the timbers being 4 or 5 feet thick.

2d. A shot went through the forecastle, on port side, into the coal locker and lodged in the coal, cutting the deck plank only.

3d. A shot on starboard side went through the hammock nettings and starboard chimney at the lower band, tearing the chimney half off, then through the galley and overboard.

4th. A shot in front passed through two plates of heavy boiler iron, the iron of pilot house near deck, and through deck, cutting away carline, and lodged in a mess chest.

5th. A shot on starboard side cut through half of the hog-chain stanchions, passed through wheelhouse, cutting away iron wheel arm and brace, then through steerage, tearing up about 8 feet of the plank, and breaking carline and woodwork in wardroom.

6th. A shell burst close to No. 6 Dahlgren gun, starboard side, knocking off a small piece of the muzzle.

7th. A shot on the starboard side struck the iron near the top, cutting half through and bending one of the plates, knocking out a stanchion and starting the bolts on the inside.

8th. A shot on starboard side struck muzzle of No. 7 gun, 32-pounder, cracking the gun about 5 inches, then glanced and went through the hammock netting and four or five clothes bags and dropped over alongside pitman.

9th. A shot struck iron on starboard side, over shell-room hatch, knocking off the plate and driving a piece of it about the size of the ball through the casemate.

10th. A shot on starboard quarter cut away an awning stanchion, and passed through cabin skylight, close to the deck, tearing up the plank.

11th. A shot through port chimney, 20 feet from the deck.

12th. A shot through brace of forward stanchion and skylight.

13th. A shot on starboard side struck iron plating between guns Nos. 4 and 5, 3 feet above the water, and glanced off, bending the plate and starting bolts.

14th. A shot on the starboard side at the shell room, 2 feet under water line, glanced without doing any damage.

15th. A shot struck knuckle on port quarter and glanced, knocking a hole in the casemate.

16th. The lower block of one of the boat tackles was shot away and the davit badly bent.

Respectfully, your obedient servant,

F. T. COLEMAN,
Acting Ensign and Executive Officer.

Lieutenant Commanding BYRON WILSON, U. S. Navy,
Commanding U. S. S. Mound City.

—
U. S. S. MOUND CITY,
Mississippi River, below Vicksburg, May 22, 1863.

SIR: The following casualties occurred on board this vessel to-day during the engagement with the Vicksburg batteries, viz: Theodore Scheid, lieutenant of infantry, contused wounds of left eye and right side; Christopher Luft, private, Company A, Fifty-eighth Regiment Ohio Volunteers, contused wound of right forearm, slight; Frank Holly, master-at-arms, contused wound of back, slight; Charles Gunnerson, fireman, contused wound of left side and punctured wound of shoulder.

Very respectfully,

THOS. RICE,
Acting Assistant Surgeon, U. S. Navy.

BYRON WILSON, Esq.,
Commanding U. S. S. Mound City.

—
U. S. GUNBOAT BENTON,
Below Vicksburg, May 24, 1863.

SIR: I respectfully submit the following report of the movements of this vessel:

On May 19 got underway from naval landing and stood up toward rebel batteries, the *Tuscumbia* and *Carondelet* in company. At 12:20 the lower hill batteries opened fire on us, which we returned at long range, fired seven shots, the other vessels also firing, and then went to the bank and tied up on Louisiana side.

At 4:30 p. m. the three vessels again got underway, and when within range opened on the batteries. This vessel fired 55 times. Toward dark dropped down and tied up to the bank. The rebels fired slowly and deliberately at us, but fortunately none of the vessels were struck. At 11 p. m. this vessel and the *Carondelet* stood up above the canal on the Louisiana shore and opened on the town at long range, the enemy firing but a few shots in return. This vessel fired 43 times, then dropped down out of range.

At 2 a. m., May 20, got underway and stood up within range of rebel batteries and fired 41 times upon them and the town. At 2:30 dropped down out of range. The *Carondelet* then passed up to shell the town.

At 9:10 p. m. got underway, accompanied by the *Carondelet* and *Mound City*, and proceeded slowly up toward Vicksburg, crossed over to the Mississippi shore, and approached the hospital battery. At 11:28 opened fire and engaged this battery thirty-three minutes,

then dropped down, the *Mound City* and *Carondelet* coming up in turns. We fired 42 times. The enemy responded, but not rapidly. We were struck twice in the upper works; no one was injured.

At 12:30, May 21, tied up to Louisiana shore. At 2:45 this vessel got underway again; was detained some time by tiller chain parting; then stood up on Louisiana side and fired 11 times upon batteries at long range; then dropped down. The *Mound City* occupied lower batteries from 8 a. m. till noon; the *Carondelet* from 1 till 5. At 5:28 we stood up and opened fire on rebel batteries; fired 26 times. The vessels went up in turns during the night and shelled hospital battery and town. At 1 a. m., May 22, this vessel went up and fired 24 times, with but one or two shots in return from the rebels.

At 7:30 a. m. this vessel, with the whole squadron, stood up toward Vicksburg, fighting and passing the lower batteries. This vessel advanced well up to the hospital battery, firing whenever a gun would bear, the enemy firing upon us very rapidly and from nearly all his batteries. We opened fire at 8:23; at 10:40 the signal to discontinue action was made. We then dropped down, and after communicating with you went in to the Mississippi shore and tied up. In this sharp action we fired 283 times. We were struck 13 times, 4 times at the water line, once on each bow, and twice on starboard side. At first the vessel leaked some, but we have it now completely under control. Fortunately, no one was hurt.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Reports of Lieutenant-Commander Shirk, U. S. Navy, commanding U. S. S. Tuscumbia.

U. S. S. TUSCUMBIA,
Below Vicksburg, May 22, 1863.

SIR: I have the honor to report that, in obedience to your order, I got underway at 7:05 a. m. to-day, in this ship, and followed the U. S. S. *Benton*, *Mound City*, and *Carondelet* toward Vicksburg.

At 8:55 we opened fire upon the lower bluff battery, which was soon silenced. We then proceeded on up the river and engaged the lower water battery. The enemy brought to bear upon us all of his lower batteries, mounting at least 50 guns of heavy caliber.

We continued firing until 11:25 a. m., when, by your order, given from the *Ivy*, on which tug you carried your flag, we made signal to the squadron to discontinue the action.

There were expended on board of this ship, using two guns only, 55 XI-inch shell.

The officers and men of the *Tuscumbia* behaved with their usual gallantry and spirit.

To Acting Ensigns James Marshall and Thomas M. Farrell, who commanded the only guns engaged, and to Pilot Isaac N. Ashton, I am much indebted for their services.

Francis Reno, seaman, was at the wheel during the whole of the action, assisting the pilot, and was slightly wounded in the hand. There were no other casualties.

I enclose a separate report of damages received.

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

JAMES W. SHIRK,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Comdg. U. S. Mississippi Squadron, Flagship Black Hawk.

[Subenclosure.]

U. S. S. TUSCUMBIA,
Below Vicksburg, May 22, 1863.

SIR: During two days' action with the enemy's batteries at Vicksburg this ship was struck three times, once upon the hull, doing no damage, once through the woodwork, injuring the upper deck slightly, and once upon the iron plating of the fighting pilot house. This shot was broken into small fragments, but the effect upon the pilot house was to start every bolt, throw out of place every iron plate, and start every timber in the forward part of the pilot house.

I again most respectfully call your attention to the outrageous manner in which this ship has been put together. The bolts that held the iron on the front of the pilot house were not more than five inches long; they could be drawn out after the house was struck by one's fingers.

I enclose two drawings, one a fore-and-aft midship section of the turret and fighting pilot house.

By this you will see that from x to y there is no protection to the wheel from a shot or shell entering the forward midship port, and also that z , the hatchway of the magazine passage, is very much exposed. During the engagement at Grand Gulf, sparks of fire did enter it.

$U-V$ is the iron armor intended to protect the upper part of the pilot house, laid on as in the drawing.

O is the lookout hole; there are two of these on the forward part of the house; the shot above mentioned struck the port one.

The second drawing represents the present appearance of the upper part of the pilot house.

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

JAMES W. SHIRK,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Comdg. U. S. Mississippi Squadron, Flagship Black Hawk.

Report of Acting Lieutenant Murphy, U. S. Navy, commanding U. S. S. Carondelet.

U. S. S. CARONDELET,
Below Vicksburg, May 23, 1863.

SIR: It becomes my duty to report to you the condition of this vessel. By the enclosed letter from the executive officer, you will be

better able to judge of the propriety of loading her down with ammunition and the necessary quantity of coal for continuous running. She has now on board about 1,100 bushels of coal. Her boilers have not been cleaned for forty-one days, and the engineer considers it unsafe to use them longer. I have an ardent desire to participate in the capture of Vicksburg, and not to suffer the well-earned reputation of the *Carondelet* to be diminished while in my hands. At the same time, I feel my responsibility deeply as her commander, but I owe you a duty, which is to tell you of her precarious condition. The order to receive ammunition has nevertheless been obeyed.

I am, very respectfully, your obedient servant,

JNO. McLEOD MURPHY,
Acting Lieutenant, Commanding, U. S. Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding U. S. Mississippi Squadron, etc.

[Subenclosure.]

U. S. S. CARONDELET,
Below Vicksburg, May 22, 1863.

SIR: In obedience to your order, I respectfully report the condition of this vessel after the engagement of to-day. She received in close quarters one shot on her starboard side, on the iron plating near the davit, doing but little damage. She also received a shot on her port bow, between the knuckle and water line, cutting out about 10 feet of plank within 1½ inches of the water line; this I have battened with a pine board to keep the vessel afloat.

This damage, with the severe jams in the knuckle she received in the Deer Creek expedition, and the parting of a beam in the engine room, which causes the vessel to spread in the deck room, have placed the boat in such a leaky condition as to require the constant working of the pump. I respectfully recommend that these damages be repaired before receiving coal or ammunition on board. I do not think she could otherwise make a long run with safety.

I also recommend that a couple of steam or syphon pumps be procured. I believe they can be had at the blacksmith's shop in the Yazoo River. The fore-castle pump can not be worked when the vessel is in action.

I am, respectfully, your obedient servant,

O. DONALDSON,
Acting Ensign and Executive Officer.

Lieutenant Commanding JOHN McLEOD MURPHY,
U. S. S. Carondelet.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, announcing the silencing of the hill batteries by the gunboats, and attack upon water batteries.

U. S. S. TUSCUMBIA,
Below Vicksburg, May 22, 1863—2 p. m.

GENERAL: I attacked the batteries this morning at 8 o'clock with the gunboats after they had been playing on them all night. We silenced all the hill batteries, and then attacked the water batteries at

short range. The enemy's fire slackened considerably, but not enough to induce me to continue the action, the men being very much fatigued. Continued the action an hour and a-half longer than you requested, and I wished to keep ammunition enough on hand in case you hove in sight. In the meantime McArthur's division were seen straggling along the top of the hills near the deserted batteries. The enemy, perceiving they were unaccompanied by artillery, got one or two fieldpieces in one of the batteries we had silenced. I immediately got underway with two of the gunboats and shelled them out. Could General McArthur have known the state of things, he could have gone into the forts without any trouble, and can do so now. I will write to him, and inform him of the fact. It is an important position, and commands all the batteries down to the water batteries.

There is only one gun on the battery opposite the Marine Hospital. We disabled the big rifle gun above the canal, after a short action with it, and we now hold the river within 1,800 yards of the batteries in front of Marine Hospital.

Very respectfully and sincerely,

DAVID D. PORTER.

Major General U. S. GRANT.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, regarding further operations.

FLAGSHIP BLACK HAWK,
Near Vicksburg, May 22, 1863—Evening.

DEAR GENERAL: I wrote to you to-day that we had commenced an attack with all the gunboats on the forts on the hills, which are silenced, and then proceeded to the water battery in front of the hospital, in hopes of silencing that. We found it a hard nut to crack, and fought it two hours, with apparently no damage to men, fort, or guns, which is not very strange, considering it stands back from the river, none of it is above ground, and we never saw a man. The vessels were a good deal cut up, but fortunately no one was killed. One of the hill batteries, after we had dismounted the gun, went to work to repair the damages, and got a fieldpiece in the fort, which we found out, and shelled the people away.

General McArthur's troops, which were landed at Warrenton this morning, went straggling along that way and were fired at by this fieldpiece. It is a pity they did not assault, for they would have taken the place without any trouble, as there were not 20 men in it. It is the most important fort along that range of hills, commands the big rifle-gun fort, which we damaged and silenced, and the latter commands the rest of the batteries. I thought it would be well to let you know this, and also that all the left of Vicksburg is open for the enemy to go out or in as he likes.

To-day, before General McArthur came up, a large number of rebel cavalry went out, and a short time after a company of our cavalry came in, looking for Warrenton, and they never even met each other. McArthur has only 3,000 men; if he had 5,000 he could block up all that range of hills. If he will assault these forts, with the aid of the

gunboats, he will take them all. They are poorly manned; still, he must have ladders, as the ditches are deep. Our men are much used up, but we will bombard all we can. There is no danger of our firing into you, as we know exactly where you are. Most of our shell fall beyond the court-house, and none to the left of the fort which General Sherman has been working at to-day.

Very respectfully,

DAVID D. PORTER.

Major-General U. S. GRANT,
Commanding Forces in Rear of Vicksburg.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, requesting cooperation of gunboats and mortars in besieging the city.

NEAR VICKSBURG, MISS., *May 22, 1863—8:30 p. m.*

Your note, dated 2 p. m., is just received. I had sent you a dispatch stating that the assault at 10 a. m. was not successful, although not an entire failure. Our troops succeeded in gaining positions close up to the enemy's batteries, which we yet hold, and, in one or two instances, getting into them. I now find the position of the enemy so strong that I shall be compelled to regularly besiege the city. I would request, therefore, that you give me all the assistance you can with the mortars and gunboats. McArthur has been ordered to join McClernand, but I wish to countermand the order, if it has not already been executed. I have no means of communicating with General McArthur, except by way of Young's Point. Will you do me the favor to forward to him the accompanying?

U. S. GRANT.

Rear Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

P. S.—If the gunboats could come up and silence the upper water battery and clear the southern slope of the second range of hills from the Yazoo Bottom, it would enable Sherman to carry that position, and virtually give us the city. The mortar boats, I think, could be brought with security to within 1 mile or less of the bluff, on the Mississippi shore, from which they could rain shells into the city. Let me beg that every gunboat and every mortar be brought to bear upon the city.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding the movements of the enemy.

NEAR VICKSBURG, MISS., *May 23, 1863.*

Your note of this date is just received. I am satisfied that you are doing all that can be done in aid of the reduction of Vicksburg. There is no doubt of the fall of this place ultimately, but how long it will take is a matter of doubt. I intend to lose no more men, but to force the enemy from one position to another without exposing my troops.

I have information that the enemy under Johnston, who have been threatening me, have gone back to Calhoun, on the Mississippi Central Railroad. There are but about 8,000 of them, much demoralized.

A force is collecting at Yazoo City which numbers now about 2,000 men. Does this expose your boats now up the Yazoo? If so, I will send Lauman to disperse them, although I do not like to detach any troops until this job here is closed up. One week is as long as I think the enemy can possibly hold out.

U. S. GRANT.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, regarding continued operations, and referring to the disabling of the U. S. S. Tuscumbia.

U. S. MISSISSIPPI SQUADRON,
Above Vicksburg, May 23, 1863.

GENERAL: YOURS of May 22 has been received. I am doing all with the mortars and gunboats that can be done.

I attacked all the batteries yesterday as high as the water batteries at hospital, but I found it impossible, with our slow vessels, to get beyond that point, the current was so strong. We were perfect targets for the enemy. The *Tuscumbia* was soon disabled, and the other boats cut up between wind and water, and we had to haul out of action to repair damages. I fought the batteries one hour and a half longer than you asked me to do.

I do not think it possible to get the gunboats up to the point you speak of without sacrificing every vessel and man on board, but I am feeling my way along with the mortars, and drop them down a little every day. Depend that I am doing everything that can be done with my small means. I think we lost a fine chance yesterday on your left of going into the fort on that range of hills. Those hills, as I told you, had no one on them. I forwarded your letter to General McArthur.

Hope you will soon finish up this Vicksburg business or these people may get relief. I wrote to General Hurlbut four days ago, telling him that I thought you would thank him for every man he or anyone else could send you.

General Banks is not coming here with his men. He is going to occupy the attention of Port Hudson and has landed at Bayou Sara, using your transports for that purpose.

If the people in the batteries now in our possession see us sending coal barges by, it would be well to fire on any boats the enemy may send out to destroy them.

Very respectfully, your obedient servant,

DAVID D. PORTER.

Major-General U. S. GRANT,
Commanding Army of the Tennessee.

[Telegram.]

VICKSBURG, *May 24—1 p. m.*

General Steele, with sharpshooters, can keep the upper water batteries from firing. With his batteries he can silence the guns from the top of the second range of hills. If one or two gunboats will then run down and enfilade the southern slope of the second range, General Steele can secure that height.

U. S. GRANT,
Major-General.

Admiral PORTER.

[Telegram.]

MISSISSIPPI SQUADRON, *May 24, [1863].*

I have but one gunboat here; she is unfit for the purpose. The *Carondelet*, below, is unfit to go into a fight. *Tuscumbia* disabled, and two would be too small a force to pass up by the batteries.

I will write you on the subject. In the meantime, will open the mortars on that spot.

PORTER,
Admiral.

General GRANT.

Order of Major-General Grant, U. S. Army, to Major-General Sherman, U. S. Army, giving notice of suspension of hostilities for purpose of burying the dead.

HDQRS. DEPARTMENT OF THE TENNESSEE,
Near Vicksburg, May 25, 1863.

GENERAL: By an agreement entered into between the major-general commanding and Lieutenant-General Pemberton, commanding Confederate forces in Vicksburg, there will be a suspension of all hostilities for two hours and a half, to commence at 6 p. m. to-day, during which time you will send and bury our dead and gather in any of our wounded we have in front of your line.

By order of Major-General U. S. Grant:

JNO. A. RAWLINS,
Assistant Adjutant-General.

Major-General W. T. SHERMAN,
Commanding Fifteenth Army Corps.

[Circular.]

HEADQUARTERS FIFTEENTH ARMY CORPS,
Near Vicksburg, May 25, 1863.

There will, therefore, be a suspension of hostilities from 6 p. m. to 8:30 p. m., to bury the dead and gather in the wounded. All commanders will respect the truce with absolute fidelity, and avail themselves of the opportunity to bring in and bury the dead. Surgeons will be sent with stimulants.

By order of Major-General W. T. Sherman:

R. M. SAWYER,
Assistant Adjutant-General.

[Telegram.]

NEWPORT NEWS, *May 26, 1863—6:20 a. m.*

(Received, Washington 7:20 a. m.)

Steamer *State of Maine*, just down from City Point with 100 officers, including those of *Indianola*. Richmond Examiner, of May 25, has the following:

MOBILE, *May 23.*

A special dispatch to the Advertiser and Register from Jackson yesterday, says heavy firing was heard in the direction of Vicksburg this morning. It is reported and believed in official circles that the enemy assaulted the works at Vicksburg on Wednesday and were repulsed. Snyder's Bluff has been evacuated. The courier reports that Yazoo City was captured by the Federals and the navy yard burned by our troops. An officer from Vicksburg reports that Grant has been whipped back.

Later.—The enemy have made three desperate assaults at Vicksburg, and repulsed. Some official information has been received of the capture of Helena, Ark., by General Price. A letter from Jackson, dated 19th, says General Johnston this morning threw ten to twelve thousand men over the Big Black to Vicksburg. An official dispatch from General Johnston, dated the 23d, says an officer who left Vicksburg on Tuesday, reports that an assault near the Yazoo Road on Pemberton's entrenchments had been repulsed.

S. P. LEE,
Acting Rear-Admiral.

HON. GIDEON WELLES,
Secretary Navy.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Commander Woodworth, U. S. Navy, for the bombardment of hill batteries, *May 27, 1863.*

U. S. S. BLACK HAWK, *May 26, 1863.*

SIR: You will move up with all the gunboats to opposite the canal, hugging the shore under the bank on the side of the river on which Vicksburg lies. At 8 o'clock attack hill batteries and try and silence them if you can. If they are silenced perfectly, move on up and make a feint as if going to attack the water batteries, keeping close under the land. You may give the water batteries some long-range shot. Watch the motions of the *Cincinnati* and protect her when she goes up the river again.

Respectfully,

D. D. PORTER.

Commander S. E. WOODWORTH,
Senior Officer, Commanding General Price.

Report of Commander Woodworth, U. S. Navy, commanding U. S. S. General Price, regarding bombardment of hill batteries.

U. S. S. GENERAL STERLING PRICE,
Below Vicksburg, May 27, 1863.

SIR: I have the honor to acknowledge the receipt of your communication (at 6 a. m. this day), dated May 26, in which I am directed, with all the gunboats, to engage, at 8 o'clock, the hill batteries.

At the appointed hour got underway and proceeded up to the point designated, opposite the canal, and immediately engaged the hill batteries.

Discovering a number of men occupying the extreme lower hill battery, our vessels opened on them with shell and shrapnel.

After a space of about half an hour, discovered them to be our troops, they hoisting an American flag. I immediately made signal for the vessels to desist their fire on this battery.

We continued to engage the other hill batteries until the *Cincinnati* was seen to return up river, when, after a period of thirty minutes, to make certain of the withdrawal of the *Cincinnati*, retired from action.

We were engaged for one hour and fifteen minutes with the hill batteries, but were not able to silence them; they replied to our fire, however, but slowly.

The *Tuscumbia* was not able to go up, owing to her being without a pound of coal. I left directions for her to take on coal sufficient to last about three hours, should it arrive, and come up, but it did not reach here until our return.

Enclosed, I forward you the reports of Captains Greer, Murphy, and Wilson, also the report of the gunner as to the amount of ammunition expended on this vessel.

I am happy to state no one was injured during the action, although the enemy's shell flew thickly around us.

I send you, under the charge of an officer, John B. Morrow and Thomas M. Cobb, of the Second Missouri Regiment, and James Stratur, of the First Mississippi Regiment, all three being deserters, coming down to our vessels while under the bank; also J. M. Babcock, of the Forty-sixth Illinois Regiment, who escaped from one of five companies which were surrounded and taken by the enemy.

Very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, regarding bombardment of hill batteries.

U. S. S. BENTON,
Below Vicksburg, May 27, 1863.

SIR: I have respectfully to report that this morning this vessel, with the other vessels of the squadron under your command, stood up and at 8.20 opened fire on the lower hill battery. We worked in quite close to the Mississippi shore and fired very deliberately and only when we could plainly see the enemy's gun. The enemy responded as rapidly as his large gun would allow him to work it, a number of his shot falling quite close to us. Fortunately, we were not struck. We fired 14 9-inch 10-second shell, 7 42-pounder rifle 10-second shell, and 3 32-pounder 10-second shell, a total of 24 fires.

Owing to the action of the current and the height of the battery above us, I was at times obliged to be silent for several minutes while working out to get the range.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Commander S. E. WOODWORTH,
Commanding U. S. S. General Price, Senior Officer present.

Report of Acting Lieutenant Murphy, U. S. Navy, commanding U. S. S. Carondelet, regarding bombardment of hill batteries.

U. S. S. CARONDELET,
Off Vicksburg, May 27, 1863.

SIR: I have the honor to report as follows, in reference to the engagement of to-day:

In accordance with a signal from the U. S. S. *Sterling Price*, this vessel engaged the lower batteries at about 8.15 a. m., and withdrew to the Louisiana shore at about 9.45 a. m. The bow battery and the battery on the starboard side, respectively, in charge of Acting Ensigns Benjamin and Amerman, were engaged. The range of shot was in the direction of the bluffs and as near the locality of the batteries as could be determined from our position and the random fire of the enemy. The elevation varied from four to seven degrees. Enclosed is the gunner's report of the expenditure of ammunition. I am glad to report the good behavior of officers and men and the absence of accident or casualties. It becomes my duty, however, to recall the attention of Admiral Porter to the leaky condition of the ship and the precarious state of the boilers.

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

JOHN MCLEOD MURPHY,
Acting Lieutenant, Commanding, U. S. Navy.

Commander SELIM E. WOODWORTH, U. S. Navy,
Senior Officer in charge.

P. S.—We have on board about 800 bushels of coal.

Report of Lieutenant Wilson, U. S. Navy, commanding U. S. S. Mound City, regarding bombardment of hill batteries.

U. S. GUNBOAT MOUND CITY,
Below Vicksburg, May 27, 1863.

SIR: I have the honor to report that this morning about 8 o'clock, in obedience to signal, I got underway and took my station astern of the *Benton* for the purpose of engaging the battery on the hill below Vicksburg.

I did not get a good position for firing, as I had to keep below the *Benton*, and the trees hid the gun almost entirely from my sight.

No one was injured on board.

Enclosed is a list of the ammunition expended.

I am, very respectfully, your obedient servant,

BYRON WILSON,
Lieutenant, Commanding.

Commander S. E. WOODWORTH, U. S. Navy,
U. S. S. Price.

[Telegram.]

HEADQUARTERS, *May 27, 1863.*

General Lauman, on our left, informs me that your firing to-day did good execution, but several shots were too far to the left, your right going into his camp.

U. S. GRANT, *Major-General.*

Admiral PORTER.

Report of Major-General McClelland, U. S. Army, regarding improved effect of the fire from the naval forces.

[No date.]

GENERAL: I am happy to congratulate Admiral Porter through you on the improved and successful effect of the fire of this evening. Many of the shells have exploded over the enemy's works. Any higher elevation would probably bring them upon my lines; perhaps their effect would be increased by lowering their range.

JOHN A. MCCLELLAND,
Major-General.

Major-General U. S. GRANT.

[Telegram.]

CAIRO, ILL., *June 2, 1863.*

(Received Washington 3.30 p. m., June 2.)

I have received the following report by steamer *Judge Torrence*, arrived from the fleet, Mississippi Squadron, flagship *Black Hawk*:

NEAR VICKSBURG, *May 27, 1863.*

SIR: Amidst our successes regret to report any reverses, but we can not expect to conquer a place like this without some loss. At the urgent request of Generals Grant and Sherman I sent the *Cincinnati* to enfilade some rifle pits which barred the progress of the left wing of the army. General Sherman supposed that the enemy had removed his heavy guns to the rear of the city. On the contrary, he seemed to have placed more on the water side than usual. The *Cincinnati* was sunk and went down in shoal water with her flag flying. The enemy still fired at her, but the flag was not hauled down. Twenty-five were killed and wounded and 15 missing, the latter supposed to be drowned. The vessel can be raised. The pilot was killed early in the action. I forward Captain Bache's report by mail.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

A. M. PENNOCK,
Captain, Commanding Station.

Hon. GIDEON WELLES.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the loss of the U. S. S. *Cincinnati*, transmitting report of commanding officer and telegraphic messages.

No. 37.]

U. S. MISSISSIPPI SQUADRON,
Near Vicksburg, May 27, 1863.

SIR: I have the honor to inform you that in accordance with Generals Grant's and Sherman's urgent request, and being led to believe that the enemy had moved his guns to the land side, I fitted the *Cincinnati* for the occasion by packing her with logs and hay, and sent her down to enfilade some rifle pits which barred the progress of our army. I had my doubts about the strength of the position, and took every precaution I could think of.

The *Cincinnati* started from the anchorage at 9 a. m., and thinking it was only an attack on rifle pits, I went down after her in a tug, to direct the operation if necessary. As I approached her, I saw that she was coming up stream at a great rate, under a heavy fire from all the enemy's guns in that vicinity. They had moved none, and were pouring the shot and shell into her very rapidly. Still, I could see none strike her, and went across the river to direct the firing of the mortar boats.

She disappeared in a bayou, and I supposed she was taking a short cut through Old River to avoid the enemy's fire. In an hour after, two of her seamen came to the bank, and I sent a boat for them. I was then informed that she had sunk. I enclose the captain's report and the telegraphic messages that passed between General Sherman and myself on the occasion.

The general had good reasons for supposing the guns had been moved, as it had been done at most of the other hill batteries. The *Cincinnati* went down with her colors flying and kept them up after she was sunk, the rebels still firing on her. She can be raised when the water falls a little. Officers and men lost all their effects; only the public money was saved. As near as we can learn, 25 were killed and wounded, and about 15 missing, supposed to be drowned. The pilot was killed as she rounded to abreast of the batteries. Lieutenant Commanding Bache steered her out of the action himself.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

[Enclosures.]

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Above Vicksburg, May 27, 1863.

SIR: In obedience to your order, the *Cincinnati* got underway this morning at 7 o'clock and steamed slowly down until a little abreast of where the mortars lay, when we rounded to. The enemy fired several shots from a gun called "Whistling Dick," but soon gave it up.

At half past 8, with a full head of steam, we stood for the position assigned us.

The enemy fired rapidly, and from all their batteries.

When abreast of our position, and rounding to, a ball entered the magazine, and she commenced filling rapidly. Shortly after, the starboard tiller was carried away. Before and after this time the enemy fired with great accuracy, hitting us almost every time. We were especially annoyed by plunging shots from the hills, an 8-inch rifle and a 10-inch smoothbore doing us much damage. The shots went entirely through our protection—hay, wood, and iron.

Finding that the vessel would sink, I ran her upstream and as near the right-hand shore as our damaged steering apparatus would permit. About ten minutes before she sunk, we ran close in, got out a plank, and put the wounded ashore. We also got a hawser out to make fast to a tree to hold her until she sunk. Unfortunately, the men ashore at the hawser left it without making fast, the enemy still firing.

The boat commenced drifting out, and I sung out to the men to swim ashore, thinking we were in deeper water (as was reported) than we really were. I suppose about 15 were drowned and about 25 killed and wounded, and 1 probably taken prisoner; will sum up our whole loss.

The boat sank in about 3 fathoms of water, lies level, and can easily be raised. She lies within range of the enemy's batteries.

The vessel went down with her colors nailed to the mast, or rather the stump of one, all three having been shot away. Our fire until the magazine was drowned, was good, and I am satisfied did damage.

We only fired at a two-gun water battery.

Very respectfully, your obedient servant,

GEO. M. BACHE,
Lieutenant, Commanding.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

MISSISSIPPI SQUADRON, *May 25, [1863]—10 a. m.*

I am fitting a gunboat to go down and attack that water battery—the only one I have. She will be ready to-morrow.

PORTER, *Admiral.*

General SHERMAN.

VICKSBURG, *May 25, [1863]—4:45 p. m.*

We are making regular approaches. I will look out for you, and I can operate with the 30-pounder rifles.

SHERMAN, *General.*

Admiral PORTER.

MISSISSIPPI SQUADRON, *May 25, [1863]—5 p. m.*

I would like one of your officers here to point out what you hold, so that we will not fire on you to-morrow.

PORTER, *Admiral.*

General SHERMAN.

VICKSBURG, *May 26, [1863]*—7 a. m.

Certainly your mortars can drop shell in the city, and gunboat expected this day can fire on reaching Steele's flank, which will be known by the United States flags.

SHERMAN, *General.*

Admiral PORTER.

MISSISSIPPI SQUADRON, *May 26, [1863]*—8:30 a. m.

Your officer has arrived. I am getting the vessel ready. Will be down about 2 p. m., or before.

Four deserters came to me yesterday. Rebels think Vicksburg sure to fall; troops dissatisfied; provisions not plenty.

Mortar shells killing many beef cattle stowed in city.

PORTER, *Admiral.*

General SHERMAN.

MISSISSIPPI SQUADRON, *May 26, [1863]*—2:20 p. m.

I am all ready with the gunboat. Please appoint the time of attack and make your arrangements accordingly.

PORTER, *Admiral.*

General SHERMAN.

VICKSBURG, *May 26, [1863]*—10 p. m.

We do not propose to attack, but wish all demonstration that the gunboats can make when the time comes to cooperate in clearing the hills on our right. Then you will send a boat down along this shore, at 9 a. m., and shell at close range. I will be there and pour in the 30-pounder Parrotts and 6-pounder shell and clear the hill of sharpshooters.

SHERMAN, *General.*

Admiral PORTER.

MISSISSIPPI SQUADRON, *May 26, [1863]*—10:30 p. m.

I will be there.

PORTER, *Admiral.*

General SHERMAN.

MISSISSIPPI SQUADRON, *May 27, [1863]*—11:15 a. m.

Too hot, I think, for the gunboat.

PORTER, *Admiral.*

General SHERMAN.

MISSISSIPPI SQUADRON, *May 27, [1863]*—12:20 p. m.

Cincinnati is sunk.

PORTER, *Admiral.*

General SHERMAN.

MISSISSIPPI SQUADRON, *May 27, [1863]*—12:45 p. m.

Will you send out troops to protect our men until I can rescue them? They are at the bayou.

PORTER, *Admiral.*

General SHERMAN.

MISSISSIPPI SQUADRON, *May 27, [1863]*—12:45 p. m.

Can the enemy cut our men off?

PORTER, *Admiral.*

General SHERMAN.

VICKSBURG, *May 27, [1863]*—2:15 p. m.

The boat ran close to the batteries, rounded upstream, caught several shots under her stern. She sunk to the level of her upper deck. I have sent men to relieve and guide them out. The boat is lost for the time.

SHERMAN, *General.*

Admiral PORTER.

Commendatory letter from the Secretary of the Navy to Lieutenant Bache, U. S. Navy, late commanding U. S. S. *Cincinnati*.

NAVY DEPARTMENT, *June 12, 1863.*

SIR: Acting Rear-Admiral Porter has forwarded to the Department copies of your reports of the 27th and 29th ultimo, detailing the circumstances of the loss of the U. S. S. *Cincinnati*, under your command, in an attack upon the Vicksburg batteries.

Whilst regretting the loss of a ship that has so often successfully engaged the enemy, the sad casualties attending it, and the sorrows that have been brought to the hearts of the families of those who gave up their lives in the service of their country, it is gratifying to feel that the officers and crew of the *Cincinnati* performed their duty nobly and faithfully. All reports yet received testify to this fact, and General Sherman, with whom you were directed especially to cooperate, and who was an eyewitness, says, "The style in which the *Cincinnati* engaged the battery elicited universal praise."

Amidst an incessant fire of shot and shell, even when the fate of the vessel had been sealed and destruction both from the elements and the enemy was threatened, the officers and men appear to have stood bravely at their posts, and it is a proud record of the *Cincinnati* that when her last moments came "she went down with the colors nailed to the mast."

It is with no ordinary pleasure that I express to you and the surviving officers and crew of the *Cincinnati* the Department's appreciation of your brave conduct.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant GEORGE M. BACHE,

*Late in Command of the U. S. S. Cincinnati,
Mississippi Squadron.*

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting additional report of the commanding officer of U. S. S. *Cincinnati* and letter from Major-General Sherman, U. S. Army.

No. 44.] U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Near Vicksburg, May 30, 1863.

SIR: I have the honor to enclose a communication from Lieutenant-Commanding Bache, containing further particulars concerning the *Cincinnati*, with a list of killed, wounded, and drowned. Also a letter from General Sherman, who witnessed the affair.

From all accounts the officers and crew of the *Cincinnati* behaved in the most handsome manner.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. BLACK HAWK, May 29, 1863.

SIR: I have to make the following additional report of the affair between the *Cincinnati* and the Vicksburg batteries:

The only shot which did not penetrate us struck the bow casemate, which was well greased. Two shots entered the shell room, one coming through the fantail and ricochetting up through the recess of the wheel below the water line, the other passing through the side, capsizing nearly all the boxes on the port side of the alley. It was immediately filled with water. A third shot entered the magazine and flooded it almost instantly, thereby preventing us from returning (any more) the enemy's fire. I believe she was hulled twice after this, as she was felt to lift bodily without other apparent cause. A heavy rifle shot penetrated through the pilot house; the starboard tiller was shot away; all of her staffs were shot away, rendering it necessary to nail the flag to the stump of the fore-staff. Several plunging shots went through the deck; one IX-inch, an VIII-inch, a rifle 30-pounder, a 32-pounder and a 12-pounder howitzer were disabled. Two shots were fired after the vessel sunk, one of them throwing up a shower of mud and water, drowning several men swimming. I can not notice one of my officers without the rest, all behaved so remarkably well. I have to recommend for medals the following-named men, viz:

Thomas Hamilton (quartermaster), severely wounded at the wheel, afterwards returned to lend a hand, and had to be sent below. Frank Boise (quartermaster), coolness in making signals, also nailing the flag to the stump of fore-staff, when I called for some one to do so.

Thomas Jenkins (seaman), Martin McHugh (seaman), T. E. Corcoran (landsman), and (from the *Choctaw*) Andrew Dow (boat-swain's mate), were conspicuous for their bravery and coolness. These were no ordinary cases of performance of duty, for we were suffering terribly from a severely accurate fire.

The casualties were as follows, viz: Henry Attenborough, pilot, killed; Tobias Cody, carpenter's mate, killed; James Thompson,

landsman (*Choctaw*), killed; Daniel Hand, landsman (*Choctaw*), mortally wounded (since dead); Peter Dalton, landsman (*Choctaw*), mortally wounded; Gilbert L. Coleman, ensign, contusion; Simon Schultice, first assistant engineer, slightly wounded; Henry Booby, ensign, slightly wounded; G. H. Stevens, acting carpenter, contusion, severe; Charles Bratton, seaman (*Choctaw*), fracture of right forearm; William Woodruff (contraband), second-class fireman, fracture of forearm; Clovis O. Smith, landsman, splinter wound in right arm; Thomas W. Hamilton, quartermaster, contusion; Solomon Guess, master-at-arms, contusion; Patrick Rockett, first-class boy, scalp wound; George Washington, contraband, contusion; William H. Cohen, paymaster's steward, contusion; Isaac Foreman (contraband), captain's steward, contusion; Fred. Young, private, Company C, Fifty-eighth Ohio Volunteers, wounded; James Cooper, captain after guard, missing, drowned; Patrick Burns, captain after guard, missing, drowned; Henry Thornbury, seaman, missing, drowned; Cornelius O'Neil, seaman, missing, drowned; Leopold Snyder, landsman, missing, drowned; James Pettingill, landsman, missing, drowned; James Wilson (contraband), first-class boy, missing, drowned; Henry Freeman (contraband), first-class boy, missing, drowned; Albert Williams (contraband), first-class boy, missing, drowned; Richard Howard (contraband), first-class boy, missing, drowned; William Redhorn, corporal, Company C, Fifty-eighth Ohio Volunteers, missing, drowned; Martin Campbell, private, Company C, Fifty-eighth Ohio Volunteers, missing, drowned; George Just, private, Company C, Fifty-eighth Ohio Volunteers, missing, drowned; Thomas Smith, landsman, taken prisoner and paroled.

Respectfully, etc.,

GEO. M. BACHE,
Lieutenant, Commanding.

P. S. June 1, 1863.—John McMorrow, seaman, drowned.

HEADQUARTERS 15TH ARMY CORPS,
Walnut Hills, May 28, 1863.

DEAR ADMIRAL: I was on the hill to our extreme right yesterday, ready to take advantage of any success to be gained by the gunboat attack on the enemy's left flank. At 9 a. m. I saw four gunboats advance from below and engage the enemy's lower batteries, and soon the *Cincinnati* came down from above, steering directly for the upper water batteries. From our position we could only see the hill which shielded them from the rear. As the gunboat approached she was fired upon from three points. We directed 30-pounder Parrotts, some 6-pounder guns, and our musketry opened on all points within reach, but these batteries were covered by the shape of ground. As the *Cincinnati* neared, she fired several of her bow guns, but as the current would have carried her below, she rounded to, firing from her broadside guns, but soon presented her stern.

The enemy's shot at first went wild, but soon got her range and struck her several direct shots, and two right under her stern. She ran slowly upstream, keeping mid-channel, and when about $1\frac{1}{2}$ miles up, steered directly to the shore in the bend. I saw that her larboard quarter boat was shot away and her flagstaff, but otherwise she appeared uninjured. She ran to the shore and soon sunk; her bow appeared down and her stern up, her upper decks out of water.

The moment I saw her sink, I sent a company of the Seventy-sixth Ohio to her relief. I could see by a glass that she was near shore, and her people on the bank.

Waiting a couple of hours to hear more definite news from her, I came to the center of my line and dispatched one of my aids, Lieutenant [Jacob C.] Hill, to see that all possible assistance should be afforded the crew, and received message that a boat had been sent to you and that as soon as dark would make it safe, you would send a boat down with all the assistance required. I received the following official report. Inasmuch as you must know all, I have no occasion to report more than that the style in which the *Cincinnati* engaged the batteries elicited universal praise, and I deplore the sad result as much as any one could.

The importance of the object aimed to be accomplished, in my judgment, fully warranted the attempt. It has proved unsuccessful, and will stimulate us to further efforts to break the line which terminates on the Mississippi in such formidable batteries.

I am, with great respect, your obedient servant,

Admiral D. D. PORTER,
Commanding Mississippi Squadron.

W. T. SHERMAN,
Major-General.

Letter from Major Jackson, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding the loss of three Ohio volunteers on the U. S. S. *Cincinnati*.

HDQRS. 58TH REGIMENT, OHIO VOLUNTEER INFANTRY,
U. S. Ordnance Steamer Great Western,
Near Vicksburg, May 29, 1863.

SIR: Your communication in reference of 3 soldiers of the Fifty-eighth Ohio Volunteers missing from the detachment on U. S. gunboat *Cincinnati* is at hand. In reply I would say that, so far, I could not learn anything of their fate. The impression amongst the members of the same company is that they drowned.

A member of the company detached on steamer *Signal* is on board of this boat. I would like it much to have him transferred from here to the *Signal*.

Very respectfully, your obedient servant,

E. P. JACKSON,
Major, Commanding.

Acting Rear-Admiral D. D. PORTER,
Steamer Black Hawk.

Reports of Lieutenant-Commander Owen, U. S. Navy, regarding the destruction of Rock Hill Point Battery and other affairs at Grand Gulf, Port Gibson,* and vicinity, May 27-June 5, 1863.

U. S. S. LOUISVILLE,
Grand Gulf, May 27, 1863.

SIR: Your order of the 23d, directing me to destroy Point of Rocks [Rock Hill Point] Battery, was not received until last night, accompanied by your two orders of the 26th instant. The men are now at work destroying the fort.

I have kept afloat and saved two barges. General Dwight took one of them below with the *Forest Queen* and *Moderator*. I now have two empty ones, and will send up one by the *Silver Wave*, as she tows a covered barge loaded with wagons, etc. From time to time the army has called upon me for coal. I was obliged to grant the request, as no wood was on hand, nor could it be had in sufficient quantities to meet the immediate wants of the boats. All the teams at this post have been steadily engaged in hauling rails; yet, only about one-half of the consumption of fuel can be supplied in that way; so, rather than lock their actions, I knew you would prefer their having the coal. All the coal I now have is one full barge, containing about 6,000 bushels. I am full, but keep up a light head of steam since cleaning and repairing the boilers.

I was down to the *Horizon* (sunk) and succeeded in getting out three gun carriages, but the stench arising from 60 dead horses and men made my officers and men sick. The colonel commanding this post has told me he would send some negroes down with me to cut away the roof and drift the dead bodies out, so that the diver could have fresh water to go down in. As soon as the water gets in a condition to admit the negro diver I shall get the guns if they are yet on board. The boat has not moved any. The guerrillas are stealing flour, saddles, etc., from her; we have caught some three or four of them. No guns have been taken from her.

At the earnest request of Colonel [William] Hall, late commanding this post, I went up Big Black some three miles and destroyed a raft the enemy had placed across the river, chained at both ends, and commanded by three batteries of two heavy guns each; no guns had ever been mounted, though the works were complete. The batteries were situated on the brow of a hill, as high as the highest point of the hill in the rear of Point of Rocks [Rock Hill Point] Battery. The distance of the raft from the center battery in a straight line was about 200 yards, and the elevation about 15 degrees. The five guns and the shot captured here are still on the bank. I have succeeded in blowing out the spikes of two rifles (6½-inch).

The enemy in the neighborhood of Port Gibson are busily employed in shooting, killing, and capturing negroes. They show no disposition to make an attack upon this place. The army have built earthworks on the crest of the hills here, and also some rifle pits; six fieldpieces are now in position, and command all the approaches to the place.

* See also Official Records of Union and Confederate Armies, vol. 24, pt. 1, p. 663.

Forty gallons, each, of molasses and vinegar, and 200 pounds of butter will give me two months' provisions on hand; of these three articles we have none on board.

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

E. K. OWEN,
Lieutenant-Commander.

Acting Rear Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

P. S.—The *Silver Wave* declines towing up the barge, as her boilers are weak. I have been presented with one barrel of molasses, so none need be sent.

E. K. O.

U. S. S. LOUISVILLE,
Grand Gulf, May 29, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 28th instant. The *Price* arrived this morning at 4, took in tow the barge of coal and proceeded down the river. There are but three barges here that can be used; they are good. The Point of Rocks Battery is completely demolished, and contrabands are employed digging out the loose earth. I shall go down to the *Horizon* to-morrow and endeavor to recover the guns and all things that may be of value. I am full of coal (2,400 bushels).

The enemy are reported no nearer than Jackson. Stragglers and foragers report having met in Louisiana Banks' Cavalry, 40 miles from here. Some of our soldiers have been very far in the interior of both Louisiana and Mississippi.

All the citizens of Port Gibson have signed a petition to the colonel commanding this post, praying for an officer to be stationed at that place to protect them from the encroachments of stragglers, negroes, and their own friends, pledging everything sacred that he will not be molested. The planters between the Mississippi and Tensas rivers and Bayou Maçon and Lake St. Joseph (some fifteen of whom I have seen and talked with) desire to take the oath and be protected. They report the negroes have full sway, and life and property are not safe. [Isaac F.] Harrison's small partisan band is the only force between this and Black River. He is beyond Tensas River and can not get to the river. The *Victor*, with Colonel Regan, has not yet returned.

There is no coal here.

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

E. K. OWEN,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

U. S. S. LOUISVILLE,
Grand Gulf, Miss., June 5, 1863.

SIR: By to-morrow afternoon the water defenses of this place will have been thoroughly destroyed. The colonel commanding this post has received orders to evacuate the place. It is now being done

as rapidly as transportation will admit. All the ordnance and ordnance stores will be sent up to Young's Point. On the 31st May I went down to the *Horizon* to recover what could be had of value. Only two caissons could be found. The steamer having careened so much with the falling water, I am led to believe the guns slipped off the deck. The water on the outer guards is 5 fathoms deep, and with poles, grappels, and leads could find nothing but dead horses and the above-mentioned caissons. To get rid of the stench and dead animals I burned off the roof, which had slid over the starboard side. We buried two dead men drowned in the boat. The company of negro infantry, headed by an orderly sergeant, were captured yesterday on the Louisiana side by about 100 of Harrison's cavalry. They were all taken to St. Joseph. The enemy still continues to kill and capture negroes. I have 1,800 bushels of coal on hand, and keep very low fires, using about 33 bushels per day. The mouth of Big Black is closed in by a bar running from Point of Rocks [Rock Hill Point] to the Mississippi shore opposite. I have permitted two of my officers, Mr. Bates and Mr. Curry, to go to Young's Point, to procure mess stores, as their messes are entirely out. Third Assistant Engineer Degelman and Captain Friesner, Fifty-eighth Ohio Volunteers, have returned from leave and reported for duty.

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

E. K. OWEN,

Lieutenant-Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Extracts from orders of Acting Rear-Admiral Porter, U. S. Navy, to Commander Woodworth, U. S. Navy.

FLAGSHIP BLACK HAWK, *May 28, 1863.*

Turn over to Captain Greer all unexecuted orders and tell him to send me a written report every day of the movements of the vessels and what the enemy appears to be doing; also what our troops are about.

D. D. PORTER.

Commander S. E. WOODWORTH,
Commanding General Price.

FLAGSHIP BLACK HAWK, *May 28, 1863.*

I am told there is a party of rebels at work burning rifle pits down toward the water and in the direction of one of the lower batteries. I want these workers annoyed as much as possible without wasting shell. The *Mound City* and *Benton* will reconnoiter constantly, one at a time, and when any workers are seen, drive them out. Fire but seldom and then with effect: What is General McArthur doing? If you can do so, ask him to hoist the American flag on the advanced work he holds.

D. D. PORTER.

Commander S. E. WOODWORTH,
Commanding General Price.

Report of Commander Woodworth, U. S. Navy, commanding U. S. S. General Price, regarding the location of certain vessels.

U. S. S. GENERAL STERLING PRICE,
Below Vicksburg, May 28, 1863.

SIR: I have on board this vessel eight days' coal, also the provisions sent for the *Lafayette* and *Pittsburg*, and now await instructions from you.

There was no list or invoices sent with the stores received. They were taken on board this vessel as they arrived. Several of the packages are not marked as to their contents or destination. Some were broken open, and a portion of the contents missing, amongst which were coffee, bread, rice, and beans; 1 barrel of molasses and 1 of vinegar were stove. I have had them entered upon the log as so many packages received, contents unknown.

The *Tuscumbia* is now coaling. The *Carondelet* is lying at this point, cleaning boilers. The *Benton* is just below the canal on this side the river, the *Mound City* under the bank on the opposite side of the river, and Captain Wilson is in constant communication with General McArthur's command, now in possession of the hill.

I send you three very equivocal individuals who gave themselves up to Captain Wilson, of the *Mound City*.

I am, very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Commander Woodworth, U. S. Navy, urging vigilance in preventing the erection of batteries by the enemy.

MISSISSIPPI SQUADRON,
Above Vicksburg, May 28, 1863.

SIR: You will keep an officer at all times in the day at the canal, who will move between that and the house above. His duty will be to watch the opposite hills and report by some preconcerted signal when bodies of troops are working on the hills. When I left the other side for this place (where I am so much occupied) I supposed that I had sufficiently indicated my wishes in this matter.

Hereafter it will be the duty of the commander of every vessel to fire on people working on the enemy's batteries, to have officers on shore examining the heights, and not to have it said that the enemy put up batteries in sight of them and they did nothing to prevent it.

Very respectfully,

DAVID D. PORTER.
Acting Rear-Admiral, Commanding Mississippi Squadron.
Commander S. E. WOODWORTH,
Commanding General Price, Below Vicksburg.

[Endorsement.]

Captain Woodworth sailed last night, and I, being next in rank, fall heir to this order.

JAMES A. GREER,
Commanding Gunboat Benton.

MAY 29, 1863.

Report of Commander Woodworth, U. S. Navy, commanding U. S. S. General Price, acknowledging orders.

MAY 28—5:30 p. m.

SIR: As enclosing this, your two communications dated May 28 were received.

Yours relating to the rifle pits I will turn over to Captain Greer, of the *Benton*, with instructions that he attend to the same.

The other, in relation to my destination and communicating with Captain Walke, I will put at once into execution.

Yours, truly,

SELIM E. WOODWORTH,
Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, requesting the presence of two gunboats for cooperation in the Yazoo River.

NEAR VICKSBURG, MISS., *May 29, 1863.*

A large force of the enemy having been driven in from about 35 miles northeast from here, I sent out a force, about 12,000 strong, on the evening of the 26th. This force is commanded by Major General Blair, and is instructed to clear out the enemy between the [Big] Black and Yazoo rivers, and, if possible, destroy the Mississippi Central Railroad Bridge over the [Big] Black River.

There is great danger of the enemy crossing [Big] Black River in the rear of this force, and cutting them off from their return to this place.

I have instructed General Blair, in cases of this kind, to strike for the Yazoo River, by which route a way back can easily be opened. If you can send one or two gunboats to navigate the Yazoo as high up as Yazoo City, I would think it highly advisable, at least until Blair is heard from.

U. S. GRANT.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, requesting the presence of the Marine Brigade at Haynes' Bluff, Yazoo River, and the services of two siege guns.

LAKE'S LANDING, MISS., *May 29, 1863.*

Will you have the goodness to order the Marine Brigade to Haynes' Bluff, with directions to disembark and remain in occupation until I can relieve them by other troops? I have also to request that you put at the disposal of Major S. C. Lyford, chief of ordnance, two siege guns, ammunition, and implements complete, to be placed to

the rear of Vicksburg. After they are in battery, and ready for use, I should be pleased to have them manned by crews from your fleet.

U. S. GRANT.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, responding to request for services of Marine Brigade and siege guns.

FLAGSHIP BLACK HAWK, *May 29, 1863.*

DEAR GENERAL: The brigade will leave for Haynes' Bluff early in the morning. I have not a 9-inch gun here—not anything larger than a 32-pounder (long range), excepting one 10-inch gun with shell. This would require too much work to mount it, on account of pivot bolts, etc. I am fitting it on a mortar boat, to throw shells into the pits in front of Sherman. I ordered two 9-inch guns sent to General McArthur at Warrenton. They are there now, on board the *Tuscumbia*, ready to be delivered. The difficulty will be in hauling them so far, though, perhaps, they may be in a better place for your purpose. I have six 8-inch guns on the *Manitou*, which vessel is now up at Yazoo City. The moment she arrives I will direct her commander to land the guns, and send to Cairo at once for more 9-inch guns.

Very respectfully,

DAVID D. PORTER.

General GRANT.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. *Benton*, regarding attack upon the enemy at work on rifle pits.

U. S. S. BENTON,
Below Vicksburg, May 29, 1863.

SIR: I have respectfully to report that the U. S. S. *General Price* left last night for down the river. The enemy have been building rifle pits or trenches on the crest and side of the hill toward the battery containing the large gun that commands the canal. This morning, seeing a number of men there, I went up and fired upon them for an hour, using 10-second shell, which seemed to burst in the right spot, and drove them away. I also gave the large gun which opened on us a few shot. Fortunately we were not struck. The works referred to extend about a mile to the right of the "large gun battery" and toward the city; the rebels appear to have worked on them vigorously at night.

The *Mound City* is lying on the Mississippi side of the river. I heard from Captain Wilson last night. He has opened communication with our army pickets, and states that our troops are abreast of him and are getting up three guns to bear on the extreme lower

battery, which, I think, contains nothing larger than fieldpieces. I propose giving the rebels another shelling, if they make their appearance, and at dark will exchange stations with the *Mound City*.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Gunner Mack, U. S. Navy, in charge of mortar boats, preferring charges against Acting Master's Mate Dooley, U. S. Navy.

U. S. MISSISSIPPI SQUADRON,
Mortar Boats, Before Vicksburg, May 29, 1863.

SIR: I have the honor to inform you that a sense of duty obliges me to report Acting Master's Mate [Edward] Dooley (of the steam ram *Sampson*, who has been on duty here since the 23d instant, in obedience to orders from Lieutenant-Commander K. R. Breese) for not promptly obeying an order to open fire on the city at about 6.30 yesterday morning.

Previous to giving Mr. Dooley the order, I was informed by a paroled army officer, who had just returned from the city with a number of others, that I came near planting a shell in the headquarters of General Pemberton, and that a little more powder would reach them. That was good news to me. After waiting more than a reasonable time to hear from Mr. Dooley, I went to learn the cause of his not opening fire, and as I approached the lower boats, I saw Mr. Dooley coming from some fallen timber toward me. I asked him why he was not at his boats and firing on the city when I directed? He said that the men were at breakfast when I gave the order. I told him that it mattered not whether they were at breakfast or not, that he should have obeyed the order; that my order was the orders of Admiral Porter, and that they should be obeyed, let the consequence be what it would. Then Mr. Dooley told me that he had his orders from Admiral Porter, also; that I should treat him as a gentleman, etc.; he, all this time, arguing and making use of aggravating language, and called upon the men as I left him to remember what I had said to him.

When he told me that he was a volunteer and would leave the boats, I told him that if he attempted to leave without my knowledge I would send him to the *Black Hawk* under a guard. Upon one occasion I had to call his attention to an ironical remark which he made about the shelling of the city, that all we were doing to it was knocking down houses.

Very respectfully, etc.,

EUGENE MACK,
Ordnance Gunner, in Charge of Mortar Boats.

Acting Rear-Admiral DAVID D. PORTER,
Commanding U. S. Mississippi Squadron.

Report of Lieutenant-Commander Shirk, U. S. Navy, regarding orders to Lieutenant Murphy, U. S. Navy, commanding U. S. S. *Carondelet*, to proceed down river with bearer of dispatches.

U. S. S. TUSCUMBIA,
U. S. Mississippi Squadron, May 31, 1863—4 a. m.

SIR: I have the honor to inform you that Mr. [Charles A.] Dana, bearer of dispatches from General Grant to General Banks, came over here last night with an order from you to either Commander Woodworth or Lieutenant Commanding Wilson. He informed me of its contents, and in the absence of both of these gentlemen I opened it.

Knowing that the *Mound City* had not coal enough to make the proposed trip, I gave Lieutenant Commanding Murphy, of the *Carondelet*, the order, with directions to obey it. He finished coaling and started down the river at 10:20 p. m.

The transport *Forest Queen*, from below, has just passed us, going up the river to a landing above.

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

JAMES M. SHIRK,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron, Flagship Black Hawk.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. *Benton*, regarding the shelling of Confederate works by that vessel and the U. S. S. *Mound City*.

U. S. S. BENTON,
Below Vicksburg, May 30, 1863.

SIR: I have respectfully to report that as soon as your order was received an officer was stationed as a lookout near the canal. During the afternoon no men were seen at work, but just before dark they commenced work on the turn of the road about a mile to the right of the large gun battery (the same place which I shelled yesterday forenoon).

As soon as the clouds cleared away sufficiently to enable me to see my landmarks, I went up in this vessel and shelled the work for half an hour; some of our shell seemed to burst at the right spot. Yesterday I saw at times men moving and idling about on the side of the hill; they are, I think, a portion of a force stationed to meet our men, should they advance up the bluffs.

I have seen no men actually at work this morning, but seeing a number in the vicinity of the earthwork they have commenced, I directed the *Mound City* to shell them, which she did. I have just heard from Captain Wilson. He has not communicated with our pickets lately. I send over four deserters; one of them appears to be very intelligent.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, regarding the shelling of works under construction.

U. S. S. BENTON,
Below Vicksburg, May 31, 1863.

SIR: I have respectfully to report that the rebels are engaged in making works on the side of the hill between the Hospital Battery and the range of hills to the left of the city. They are below and to the left of a prominent white frame house. I, in this vessel, drove them out this forenoon. I fired ten shell at them at intervals and at long range. They return to their work as soon as the boats drop down. Some of the mortar shells burst very well for these works to-day. I am also informed there is a camp back of and between the large gun battery and the city. One of my officers thought he saw them at work back there, evidently at inland defenses. I threw some shell in that direction. Last night three mortar shell burst in that vicinity. The *Mound City* fires occasionally and with apparently good effect. She lies in a position for partially enfilading the hill road. I propose keeping her where she is until it is absolutely necessary that she should drop down for coal.

The *Carondelet* left last night at 10:40 p. m. for down the river.

Very respectfully, your obedient servant,

JAS A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding the services of the Marine Brigade.

NEAR VICKSBURG, MISS., *May 31, 1863.*

Will you please direct the Marine Brigade to debark at Haynes' Bluff, and send all their steamers, or as many of them as possible, to Memphis to bring down reinforcements? I have ordered the troops, but it is a difficult matter to get transportation. I would specially request that any of these steamers that can be spared be got off at the earliest possible moment.

U. S. GRANT.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Gunner Mack, U. S. Navy, referring to a successful shot of one of the mortars.

MORTAR BOATH, *June 1, 1863.*

SIR: At 5 o'clock this morning I met Lieutenant [Ira] McFarlan, One hundred and thirty-first Illinois, who told me that about 3 p. m. yesterday some thirty rebels crossed the river in a boat from near the water battery and landed on this side. Lieutenant McFarlan and two

of his men were hailed and asked what force we had on this [side], and his answer was that we only had three men (pickets). The rebels at once opened fire on our party, who were obliged to run back for a reinforcement, but before anything could be done, the rebels recrossed the river after firing sixteen times at McFarlan. I exploded a shell quite close to a heavy gun this morning which the rebels put into position yesterday. This gun commands General Sherman's advance. I will open fire on it again as soon as I can get some small canister shot to put in our shell.

Very respectfully, etc.,

EUGENE MACK,
Ordnance Gunner.

Admiral PORTER.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, regarding the continued shelling of works under construction.

U. S. S. BENTON,
Below Vicksburg, June 1, 1863.

SIR: I have respectfully to report that the rebels are still at work at the same place I mentioned yesterday, near a prominent white house some distance to the left of the Hospital Battery; they appear to be running rifle pits. I shelled them at long range again yesterday evening; as soon as the firing ceases they return to their work. The laborers are, I think, black men with white overseers. The mortars can reach this place very easily, some of the shells have burst right over the works. The *Mound City* still lies on the Mississippi side and throws a shell occasionally. She will be obliged to drop down for coal, I think, to-morrow night. The water is falling rapidly, and the vessel on the Mississippi side has to anchor in the stream, and will soon have to go higher up, where they, should the rebels take advantage of it, will be in an exposed position; in fact the rebels could reach the *Mound City* now, if they chose. I send over a deserter that was picked up yesterday; they come in very slowly, and their chances for getting down to the gunboats are not so good as they were. When the *Mound City* goes down for coal, shall I cross over, or remain here, where I can see what is going on, and be in direct communication with the flagship?

The *Carondelet* arrived from below last night. I directed Captain Murphy to take in coal and to go up and communicate with you personally in regard to the information he brought back. The U. S. S. *Arizona* came up to the naval landing this morning, but did not communicate with me. She has since gone down the river.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant Murphy, U. S. Navy, commanding U. S. S. Carondelet, regarding expedition to Perkins' Landing for securing and destruction of property.

U. S. S. CARONDELET,
Near Perkins' Landing, June 2, 1863.

SIR: I have the honor to submit my report of the last twenty-four hours, as follows:

I got underway from the ordnance landing below Vicksburg at 5:30 last evening, and proceeded down the river, anchoring at 8:45 off New Carthage, or James' plantation.

At broad daylight this morning I started for Perkins' Landing, sent a picket ashore, and men to take charge of such property as was found there.

A small rebel picket was observed to leave after we landed. The main body, consisting of artillery, cavalry, and infantry, as I am informed, had left for Tensas Bayou.

We took on board a quantity of intrenchment tools, a number of tents, and some provisions.

The rest of the property remaining was fired and destroyed.

I am, this evening, anchored near the head of Diamond Island, abreast of the wreck of the *Indianola*, and between Perkins' Landing and James' plantation, commanding the three points.

I am, respectfully, your obedient servant,

JNO. McLEOD MURPHY, U. S. Navy,
Lieutenant, Commanding.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, regarding occasional shelling of Confederate works and movements of U. S. steamers Carondelet and General Price.

U. S. S. BENTON,
Below Vicksburg, June 2, 1863.

SIR: I have respectfully to report that yesterday the rebels did not work much on their works. The *Mound City* gave them a shell occasionally, and picked up 6 teamsters (deserters). I sent them over to you this morning. There was a large fire in Vicksburg last night; the deserters think it was a large storehouse filled with bacon.

A few of our pickets can be seen at times on the bluffs below the *Mound City*. I do not think our men are there in any force.

The *Carondelet* left for down the river at 5:30 p. m. yesterday. The *Price* arrived at 6 p. m. yesterday and started down the river this morning. I send over 6 more deserters picked up by the *Mound City*. Two of them are intelligent. They say the works near the white house are rifle pits, to be used in case of an attack by our

troops from the water side. I can see a few men working there to-day.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Major-General Sherman, U. S. Army, regarding the proposed mounting of naval guns in shore battery under direction of Lieutenant-Commander Selfridge, U. S. Navy.

HEADQUARTERS FIFTEENTH ARMY CORPS, *June 2, 1863.*

DEAR GENERAL: Admiral Porter, with some of his junior officers, was here on horseback the day before yesterday, the same on which I found you complaining of illness.

I took the party forward to the trenches, the sun glaring hot, and the admiral got tired and overheated, so that, although we proposed coming to see you, he asked me to make his excuses and say he would come again to make you a special visit. He took the loss of the *Cincinnati* in good part, and expressed himself willing to lose all the boats if he could do any good. He wanted to put a battery of heavy guns ashore, and I told him there would be no objection, and accordingly Captain Selfridge came up last evening, and said he was prepared to land two 8-inch howitzers—to man and work them—if I would haul these guns out and build a parapet. I can put the party and their guns on Steele's Hill. The hauling will be on a dead-level road till the guns reach the foot of the hill, and the troops can haul them up. I don't think 8-inch howitzers can do any particular good at that point, but they will clear off that hill and make the enemy suppose it is to be one of our main points of attack.

* * * * *

I am, etc.,

W. T. SHERMAN.

Major-General U. S. GRANT.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding the preparation of the shore battery under his command.

IN CAMP BEFORE VICKSBURG, *June 5, 1863.*

SIR: After many vexatious delays I have succeeded in getting one of my 8-inch guns in battery, having worked at it all last night.

As usual, the army promises everything, but I have had to do all the work. I shall have the other gun mounted to-night; it is on the spot and would have been up last night but for the fact that the ordnance officer who supplied the gun did not send the iron bolt that connects the tripod, which is indispensable.

There is a long 42-pounder in front of me that I shall endeavor to knock down; afterwards I shall direct my fire upon the town.

I send the *Manitou* down for more ammunition. I should like very much to have some pieces of portfire cut short and put in the 15-second shell, to make them more combustible.

When I am ready to open fire upon the town I will let you know by signal, and I would like to have some return directions how the fire tells.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding the operations of the shore battery under his command.

JUNE 8, 1863.

SIR: I send the *Manitou* for more ammunition and lumber for platforms.

It is absolutely necessary that we should have the latter, as the platforms are completely worn out, and the guns can not be used without them.

The sides of one of the coal barges lying ashore at Young's Point would be just the thing, as they must be heavily constructed, as we are obliged to fire with the rear trucks off.

Our firing thus far has been excellent, though we have nothing especial to fire at, excepting three or four different earthworks, the guns in which are not visible. I fire every fifteen minutes at night, and two hours every morning and evening, consuming on an average about 150 rounds per day.

The rebels have camps in the ravines back of their works, and we endeavor to throw the most of our shell in them, though being invisible, I am unable to know what execution has been made.

The mortars are firing well.

My command are all well, but the work is hard and the heat intense. I hope you will be able to furnish me with the heavy plank.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, requesting convoy for troops in the Yazoo River.

NEAR VICKSBURG, MISS., June 2, 1863.

The expedition under General Blair has clearly ascertained the fact that Joe Johnston is collecting an army at and around Canton, Miss. They find also that there is a good ridge road leading between the Big Black and Yazoo rivers, with cross-roads to every ferry on the Black. From Satartia, on the Yazoo, it is only about 10 miles

across to Cox's Ferry on the Big Black. Mechanicsburg, 3 miles from Satartia, is a keypoint to the whole neck of land. I have determined to send a garrison up there, using Satartia as a base of supplies. The infantry will go on steamers to-morrow. I would request that the fleet you keep at Haynes' Bluff convoy these troops up the Yazoo, and remain at Satartia whilst troops are kept at Mechanicsburg.

U. S. GRANT.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

JUNE 3, 1863.

Captain Walker has command at Haynes' Bluff and will give any convoy required.

A deserter just came in; says they talk of cutting their way out.

PORTER.

General GRANT.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, regarding occasional firing from the U. S. S. Mound City.

U. S. S. BENTON,
Below Vicksburg, June 3, 1863.

SIR: I have respectfully to report that yesterday and to-day the rebels have not been seen at work. The *Mound City* fires an occasional shot into the road. I sent over 6 deserters this morning.

I have received 17 new men and have sent those belonging to the *Black Hawk* back.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, to fire upon the enemy's cattle and enfilade "Whistling Dick" and the forts above.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 3, 1863.

SIR: I wish to throw some shells (about one every six minutes) beyond that woods above "Whistling Dick." The enemy have sent all their cattle up there; they are below the hill, on this side of it, in the hollow. We have killed a good many of their beeves with mortar shells, which are running short, so we must keep up the fire with the gunboats. The *Benton* or the *Mound City* must keep at them all the time. I will send you ammunition if running short.

The object is to burst the shells about 50 feet above the ground.

Try if you can not enfilade "Whistling Dick" and the forts above him. The town will soon fall now, and we can afford to expend a little more ammunition.

Before the moon gets up to-night go up as close as you can to the town, you and the *Mound City*, and open a brisk fire on it with long fuzes. They retire there at sundown for repose.

I will send over a lot of 9-inch to-day. Captain Shirk has a lot on board the *Tuscumbia*.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAS. A. GREER,
Commanding Benton.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, referring to operations at Perkins' Landing and in the Yazoo River, and other matters.

FLAGSHIP BLACK HAWK,
June 3, 1863.

DEAR GENERAL: Six deserters have just come in. One, who has been in the trenches, says that if you were to fire more at night it would prevent the rebels from working and resting. They are moving some heavy guns to the rear, which they could not do if the artillery kept at work. I give you this information for what it is worth. We get about 15 deserters a day, who all tell the same story—shortness of food and intention to hold out ten or twenty days. Our mortar shells have given out, but I hope to have a fresh supply in a day or two. Our mortars have killed a great many cattle of all kinds, and I am sorry we have no more on hand. The gunboats, though, keep shelling in direction of the cattle pens. All the cattle drivers (Mexicans) have deserted us.

The rebels have made a raid upon Perkins' Landing from Tensas River. Fifteen hundred of them stood the fire of the gunboat *Carondelet* for an hour, but finally retreated. The colonel commanding at James' plantation destroyed all the stores at that place when the rebels hove in sight, though the gunboat was near at hand. The captain of the gunboat thinks he behaved badly.

I have sent six 8-inch guns up the Yazoo, with men to work them, to be placed where required, and two 9-inch at Warrenton. I will send plenty of hand grenades if you want them. I have sent some already. They work beautifully.

Nine steamers were burned by the late expedition up the Yazoo. The rebels set fire to some of them, and our men could not put the fire out. Others were aground, and we had to burn them, and others up the Sunflower were inside of a bar, and could not be got out. They were burned with a large amount of provisions. I was in hopes of presenting you with some fine transports.

I would have been over to see you the other day, but after going over Sherman's works I was so sick I had not the strength to go farther. I will be up in a day or two.

Very truly, yours, etc.,

DAVID D. PORTER.

Major-General U. S. GRANT.

P. S.—An intelligent black has just come in. He says they talk of cutting their way out. I have just found out where they have moved their cattle to for safety, and am going to shell them with the gun-boats. There are not many troops kept opposite McClernand's front. Most of them are in front of McPherson and Sherman. Your shot and shell are killing a great many.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, regarding the firing from that vessel and the U. S. S. Mound City upon the enemy's cattle and water battery.

U. S. S. BENTON,
Below Vicksburg, June 4, 1863.

SIR: I have respectfully to report that yesterday we saw no rebels at work.

Upon the receipt of your order this vessel and the *Mound City* commenced firing once in six minutes at the hills where the enemy are said to keep their cattle.

Just before the moon rose, the two vessels started up toward the city, the *Mound City* on the Mississippi side, while I took the Louisiana shore. Owing to a mistake in time, we did not get within range until the moon had risen, but was not very powerful.

We opened on the city and water battery and shelled them briskly for half an hour. I used 10-second and 15-second shell and am sure many of them fell into the city.

The fuzes used in the 42-pounder rifle shell are the army fuze and are not reliable. The 15-second navy fuze used in 9-inch shell, which we had, were not good, a number of them not bursting, although every precaution was taken in loading.

After shelling the city, I dropped down to my present anchorage, just inside towhead, and have been throwing a shell into the woods, night and day, at intervals of fifteen minutes. A scarcity of long-range fuzes caused me to make the interval so great. I have received a few 42-pounder rifle shells this morning, and have to request that some 15-second, 9-inch shell, with a corresponding number of charges, be sent over.

The *Mound City* dropped down to the naval landing last night for coal and ammunition.

While firing upon the city last night "Whistling Dick" gave each of the vessels a shot, fortunately not striking us.

I have been informed that a coal barge, which sunk at the anchorage of the squadron after passing the batteries, has been, by the falling of the water, exposed. I have not learned any particulars about

its situation, but presume Captain Shirk has informed you all about it.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, regarding the firing.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 4, 1863.

SIR: I took your bearings last night, and you were 2 miles from the water battery and $2\frac{1}{2}$ from the town. Your shells all fell short, and some of them fell in the water. If you want to do any good, you will have to move up closer than that.

You need not fire much more at the cattle—only now and then. Fire occasionally at "Whistling Dick."

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAS. A. GREER,
Commanding Benton.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, regarding the firing from that vessel.

U. S. S. BENTON,
Below Vicksburg, June 5, 1863.

SIR: I have respectfully to report that yesterday and last night I kept up an occasional firing at the lower battery and the hillside where the stock was kept. Yesterday about noon the rebels drove a number of horses, mules, and beeves out of the hollow, on to the plain beyond the hospital battery; from this circumstance, I think our shell must have been the cause of it. I have seen no rebels at work. The *Tuscumbia* has gone to Warrenton to land her IX-inch guns. I have received your letter, stating that on the evening of the 3d our shells fell short. It surprised me very much, for I surely thought I was in a good position, and especially for long-range fuzes. Had I been asked previous to receiving your letter, I would have been willing to swear that our shells fell into the town.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander SHIRK, U. S. Navy, commanding U. S. S. *Tuscumbia*, regarding request of the chief of artillery for guns.

U. S. S. TUSCUMBIA,
U. S. Mississippi Squadron, June 5, 1863—1 a. m.

SIR: I have the honor to report to you that I have this moment received a message from the chief of artillery, Seventeenth Army Corps, that he wishes the IX-inch guns now on board the *Tuscumbia*.

He encloses to me a copy of your letter of June 2 to S. C. Lyford, senior ordnance officer.

I will go over to Warrenton at daylight and land the guns.

He wants 300 rounds of ammunition. I have not a single round to give him.

I have the honor to be, sir, your most obedient servant,
JAMES W. SHIRK,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding U. S. Mississippi Squadron,
Flagship Black Hawk.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. *Benton*, regarding change of position for that vessel.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 5, 1863.

SIR: Yours of this morning has been received. I do not think it safe any longer for the gunboats to go up above the towhead or on the opposite side unless specially ordered to do so. The water is falling very fast, and you will hereafter keep on the canal side. I should like to get the deserters as they come down, but it is running too much risk. You can shell the cattle (if you see any) from this side just as well, and also fire at "Whistling Dick." Our long ranges are better than his.

Do not send any boats for deserters if they come down, but pick up those that escape in skiffs.

I was very careful in taking your bearings the other night, and could see from here that your shells fell short, one or two burst near the water battery.

Very respectfully, [DAVID D. PORTER,]
Acting Rear-Admiral, Comdg. Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,
Commanding U. S. S. Benton.

P. S.—You must not suppose I wished to do you injustice in pointing out your shortness of range. I merely wanted to let you know your shells were not going right. I presume you are as anxious as I am to do all the harm you can to the enemy, and lose no shot. Do not even hesitate to express your opinion to me if you think I am unjust. I like officers to be frank with me and not take up wrong impressions.

[Endorsement.]

This letter I received with several others, and have just observed that the admiral has not signed it. I presume through a mistake, he has so much signing to do.

JAS. A. GREER.

Report of Commander Woodworth, U. S. Navy, commanding U. S. S. General Price, regarding expedition to Port Hudson touching at intermediate points.

U. S. S. GENERAL STERLING PRICE,
Below Vicksburg, June 6, 1863.

SIR: I have the honor to report my return to this point at 12 midnight of yesterday.

In obedience to instruction, contained in your order of June 1, left here at daylight on the morning of the 3d instant, touching at Warrenton and, taking on board Colonel Riggin and orderly, proceeded down the river to Waterloo, opposite Port Hudson.

Commodore Palmer dispatched the colonel and his staff across the point with a guide to the lower fleet, through whose assistance he was placed in communication with General Banks.

After receiving the enclosed communication from Commodore Palmer I proceeded to Bayou Sara, where I reembarked Colonel Riggin on his return, and started immediately (2 p. m. of the 4th instant) for this place.

Being short of fuel, was compelled to stop repeatedly for wood, which is now becoming scarce and difficult to obtain, on account of the broken condition of the banks.

On going down the river, discovered at Perkins' plantation (plundering the camp) a number of the enemy's cavalry; shelled them until out of range. Having no time to spare, left the *Carondelet* to guard the public property there until it could be removed, and continued on my course.

Also stopped to destroy a flatboat loaded with cotton that was being crossed at Waterproof, having reason to believe it was intended for the use of the enemy for the purpose of erecting a battery at Cole's Creek, where we saw a number of white men under very suspicious circumstances.

In obedience to verbal instructions, received by Captain Shirk, delivered the letters under a flag of truce at Natchez, and received the accompanying ones on my return in like manner.

We repeatedly received information from parties on the west bank of the river, and also from a deserter now on board, taken at Perkins' plantation, that the enemy is in considerable force on that side of the river between New Carthage and the Black Hawk plantation.

We were also informed that [Isaac F.] Harrison's cavalry, with Bennett's [Thomas O. Benton's] battery has reached Vidalia from Harrisonburg, where we left them last month, having crossed from Trinity by the Tensas, Brushy Lake and Bayou, and are now divided up into small parties along the river from the mouth of Red [River] to James' plantation.

The deserter taken at Perkins' plantation belonged to [William] Edgar's battery, being a portion of McCulloch's command, that came

from Texas by way of Shreveport and Monroe (there attached to General Walker's command), thence down the Ouachita to Trinity, thence via the Tensas, the lakes, and bayous to the Mississippi. The whole command consists of about 4,500 men; he reports that General Taylor was attached to the staff of General Walker's command.

The same degree of activity was observed on the river as on my last trip by skiffs and boats crossing to the Mississippi shore. I could not spare time to round to and destroy them all. On my return trip, being short of fuel, was compelled to make all haste from point to point, where I could obtain the wood.

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

SELIM E. WOODWORTH,
Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding apparent cessation of work on the Confederate batteries.

U. S. S. BENTON,
Below Vicksburg, June 6, 1863.

SIR: I have respectfully to report that yesterday we saw no men at work. The rebels appear to be doing nothing now as far as I can see. I have not seen any of our troops on or about the bluffs for over a week. I fire an occasional shot at "Whistling Dick" and into the road.

Quite a number of dead mules and horses float by us every day.

The *Switzerland* and *Price* arrived last night.

Shall I continue to make daily reports to you?

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding occasional firing, with a response from one gun of the lower water battery.

U. S. S. BENTON,
Below Vicksburg, June 7, 1863.

SIR: I have respectfully to report that I have seen no work going on about the bluffs or lower batteries, but can see at times on the hills about the city teams hauling what appears to be heavy loads. I think it is water. I fire an occasional shot at the works. One of the guns at the lower water battery opened on us this morning, but had not quite sufficient range. I am short of ammunition for my 50-pounder Dahlgren rifles. I need 100 Hotchkiss shell, 100 solid shot, and 200 charges. I have sent for it several times, but could not get it. Had I it, I could annoy the rebels a good deal.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

General Order of Acting Rear-Admiral Porter, U. S. Navy, in view of the presence of the enemy at Young's Point and Milliken's Bend.

JUNE 7, 1863.

The rebels have attacked Young's Point and Milliken's Bend and are about here in force.

The gunboats must keep a good lookout.

Permit no officer or man to cross over by the corduroy road, but send them around by the levee.

Keep away from the shore at night; either anchor or spar off. Let me know if any rebels get in sight.

The *Benton* will lie as near up to the canal as she safely can, to be ready to shell any that may attempt to burn our mortar boats.

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,

Commanding U. S. S. Benton.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, regarding work of the enemy near Hospital Battery.

U. S. S. BENTON,

Below Vicksburg, June 8, 1863.

SIR: I have respectfully to report that yesterday the rebels were working in the neighborhood of the Hospital Battery and also at a spot a little to the southward of that battery. I could not make out what they were doing, but it seemed as if they were preparing to mount a gun there. I threw a few rifle shell at them and drove them out once, but they returned immediately. Some of the mortar shells fell near them. This morning I saw them drive up a good deal of stock toward the back of the town, undoubtedly caused by the mortar firing. I send an occasional shell into the woods where they formerly kept their cattle.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding progress in the investment of Vicksburg, and referring to the erection and operation of Selfridge battery and others.

No. 55.]

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,

Near Vicksburg, June 9, 1863.

SIR: I have nothing particular to communicate with regard to the position of affairs here.

The army is still advancing close to the works. General Sherman is so close that he can not get nearer without going in.

When the other generals are up with him, I presume that an assault will be made.

Three batteries have been erected of naval guns, one consisting of two 8-inch guns in General Steele's front, under command of Lieutenant-Commander Selfridge.

This battery opened fire day before yesterday and cleared everything before it. One battery of two 9-inch guns is being erected in General McPherson's front, and two 8-inch guns in front of General McClernand. These latter did not require naval assistance, only the guns, and have not made as much progress, the guns not being yet mounted; they will be in position very soon.

The mortars keep constantly playing on the city and works, and the gunboats throw in their shell whenever they see any work going on at the batteries, or new batteries being put up.

Not a soul is to be seen moving in the city, the soldiers lying in their trenches or pits, and the inhabitants being stowed in caves or holes dug out in the cliffs. If the city is not relieved by a much superior force from the outside, Vicksburg must fall without anything more being done to it. I only wonder it has held out so long. If the city is relieved, and our army have to retire, we will lose everything we have, all of which could be prevented by an addition of 30,000 men, which men can be spared from Missouri alone. If we do not get Vicksburg now, we never will.

The rebel steamer *Lady Walton* came down from Little Rock, Ark., a few days since, and gave herself up to the commanding officer at White River. I send her to Cairo to the judge of the district.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Gunner Mack, U. S. Navy, regarding the successful fire of the mortars upon Vicksburg.

U. S. MISSISSIPPI SQUADRON,
Mortar Boats, June 9, 1863.

SIR: I have the honor to inform you that we fired into the city of Vicksburg about 175 mortars from daylight until 11:30 a. m. I would have continued the firing this afternoon, but our ammunition commenced to look small, together with being taken quite unwell myself. The men also complained of being overworked a little too much, and I thought a good rest would be an improvement.

Very respectfully,

EUGENE MACK,

Ordnance Gunner, in charge of Mortars.

Admiral DAVID D. PORTER,

Commanding U. S. Mississippi Squadron.

Report of Gunner Mack, U. S. Navy, regarding complaints made by the men under his command.

MORTAR BOATS, *June 10, 1863.*

SIR: I have the honor to inform you that the heavy rain this morning has made the men very wet and uncomfortable, and that I would respectfully recommend that a couple of tents be sent down to them.

There is a general murmur among the men about the meat ration not being enough, and they say they only average meat once a day.

Four of the soldiers left here last night without permission. They keep coming to me nearly every hour in the day to let them go to camp, and I know it is to get clear of working the mortars. These men are continually grumbling about hard work and little meat. I send Seeley Hill, fireman, to the flagship, sick.

Very respectfully,

EUGENE MAOK,
Ordnance Gunner, in charge Mortars.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Gunner Mack, U. S. Navy, regarding the fire of the mortars.

MORTAR BOATS, *June 10, 1863.*

SIR: I respectfully inform you that I only fired about seventy-five shell to-day on account of the rain, at intervals of about six minutes.

Our ammunition is getting short. The men in general request me to ask you if they can have their allowance of meat increased.

Very respectfully, etc.,

EUGENE MAOK,
Ordnance Gunner, in charge of Mortars.

Acting Rear-Admiral DAVID D. PORTER,
Commanding U. S. Mississippi Squadron.

[Telegram.]

NEAR VICKSBURG, MISS., *June 10, 1863.*

I sent you a dispatch by signal, requesting you to send a gunboat to meet transports known to be on their way here loaded with troops. I have been informed of thirteen being loaded at Memphis, and expected them here last night. Their nonarrival causes me much uneasiness, lest they may be interrupted some place by a battery of the enemy. I have information of 19,000 troops being on the way here besides those already arrived, and would request that, until they all get here, a gunboat ply about Island No. 65 and other dangerous points below it. I am aware, admiral, that heavy drafts have been made on your fleet above Vicksburg, but hope you will still be able to comply with the request made herein.

I am fortifying Haynes' Bluff, and intend to hold it. At present I do not think the enemy are near there. All the forces coming to me

now are being sent to Haynes' Bluff, and I need not tell you how anxious I feel for the arrival of those I know to have started.

U. S. GRANT.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Commander Woodworth, U. S. Navy, giving the disposition of certain vessels.

U. S. S. GENERAL STERLING PRICE,
Below Vicksburg, June 10, 1863.

SIR: I have the honor to report that we have completed such temporary repairs on the boilers of the *Price* as will render her efficient for a period of a week or ten days, only making it necessary for more perfect repairs at the expiration of that time.

It is all quiet over here; no indications of the enemy.

No coal has reached here as yet. The *Tuscumbia* is still engaged in filling the coal barge below from the sunken barge lately discovered. Captain Shirk requested that the tug be sent to him to-day, as he wishes to pull the barge off to him; he reports having recovered 4,000 bushels of coal. What disposition shall be made of it?

No intelligence from the *Carondelet* or *Louisville* below. Would it not be well for the *Price* to take a run below and see what they are doing?

The *Benton* is lying at her old place--head of the island--throwing an occasional shot into the flank of the enemy.

The *Switzerland* is lying at the upper landing, taking in supplies.

The *Mound City* is at this point, awaiting further orders.

Some wagon loads of coal have just arrived and I shall take it aboard the *Price*.

Isaiah comes over to you with your things and bearer of this communication.

I am, very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. *Benton*, regarding the placing of gun by the Confederates near Hospital Battery.

U. S. S. BENTON,
Below Vicksburg, June 11, 1863.

SIR: I have respectfully to report that my lookout officer informs me that the rebels have placed a gun in the work a little to the southward of the Hospital Battery, the place at which I reported I saw men at work a few days ago.

The firing from the mortars caused the rebels to drive their stock into the woods again.

This vessel and the *Mound City* throw a shell into the woods every half hour.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral PORTER.

Report of Gunner Mack, U. S. Navy, regarding the fire of the mortars.

MORTAR BOATS, *June 12, 1863.*

SIR: I have the honor to inform you that we fired 193 shells yesterday at intervals of about five minutes.

The fuzes which we are now using are some of the kind used against Island No. 10, and I have found out that many of them are so poorly manufactured that the composition is soft and mealy, which accounts for the many close explosions of shell to the mortar boats and halfway to the city.

None but fuzes which have hard composition in them are now fired, and we find that our shells go to where they are intended, except one occasionally which will deceive us. There are two axletrees required to replace two which were broken yesterday. One axletree had to be taken from one of the mortars hanging on the side of the bank, which makes three that we need to make these mortars serviceable. I beg leave to recommend to you that spare axletrees be furnished for these 13-inch mortars.

The carriages of these mortars are beginning to show the effect of our long and heavy firing, but not enough to prevent from being fired as long again without being repaired.

Our powder is again getting short, and there are only 35 barrels on the mortar boats and none on the *Judge Torrence*, so Captain Richardson tells me.

Very respectfully, etc.,

EUGENE MACK,
Ordnance Gunner, in charge of Mortars.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Commander Woodworth, U. S. Navy, referring to the probable fortifying by the Confederates of some point below Grand Gulf.

U. S. S. PRICE,
Below Vicksburg, June 12, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of this date. I have reasons to believe that some point below Grand Gulf has been fortified, which has prevented a communication with Admiral Farragut's fleet. From the fact that I was assured by Colonel Riggin that a transport from General Banks, loaded with wagons, was to have been dispatched the day after we left Bayou Sara for this point, and its not coming to hand leads me to suppose that some formidable point on the river has been fortified, preventing their passage.

I would suggest that the *Mound City*, or some other gunboat, accompany the *Price* as far down the river as Natchez.

I have to report the desertion of two white boys, who left this vessel forty-eight hours ago. From information obtained, I think they will attempt to get north on some transport. May a message be sent to Memphis to have them intercepted?

The *Price* is very short-handed in men and officers, there being only 35 white men fit for duty, including petty officers, there being some 12 on the sick list.

I forward you the report of the paymaster of this vessel wherein he sets forth the refusal of the paymaster of the *Black Hawk* to receive the transfer accounts of the contrabands sent to you a short time ago upon your order.

The *Tuscumbia* returned last night, and reports having recovered 1,500 bushels of coal, instead of 4,000 bushels previously reported by Captain Shirk.

The *Mound City* has received her ammunition and taken her position at the head of the towhead.

The *Benton* came down this afternoon and is now taking on board her ammunition.

Nineteen wagon loads of coal arrived this afternoon, containing 448 bushels, all of which was received on board the *Price*.

General Herron is busily transporting the reinforcements lately come to hand across to Warrenton.

I am, very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Brigadier-General Ellet, commanding Marine Brigade, requesting permission to land his cavalry and visit the ram *Switzerland*.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, June 12, 1863.

ADMIRAL: We will have saved all the coal by morning in our two sunk barges. I should like much to-morrow to land my cavalry on the opposite shore and discover if possible the present locality of the enemy that visited the point last Tuesday. I desire also to visit the *Switzerland*, if not inconsistent with your plans for the movements of the brigade.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Commanding Mississippi Marine Brigade.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to senior officer above Warrenton, for a vigilant picket service at Vicksburg.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, Near Vicksburg, June 13, 1863.

SIR: I wish you to keep the strictest lookout at night and see that no skiff or boat comes out from Vicksburg or attempts to cross the

river. Keep a picket boat (not the tug) out all night up by the canal, and have everything floating on the water that looks suspicious examined.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

SENIOR NAVAL OFFICER,
Above Warrenton.

P. S.—If any boats attempt to leave Vicksburg, they will keep on the opposite shore. Keep your boat near the towhead.

[Telegram.]

NEAR VICKSBURG, *June 14, 1863.*
(Received Washington 3:40 p. m., June 19.)

SIR: The situation of affairs here has altered very little. We are still closing on the enemy. General Grant's position is a safe one, though he should have all the troops that can possibly be sent to him. We have mounted six heavy navy guns in the rear of Vicksburg and can give the army as many as they want. I think the town can't hold out longer than 22d of June. The gunboats and mortars keep up a continual fire.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, regarding the fire of that vessel and troops upon the lower forts.

U. S. S. BENTON,
Below Vicksburg, June 16, 1863.

SIR: I have respectfully to state that last night and this morning our troops advancing along the lower range of hills have been skirmishing with the enemy, and this morning opened fire with their artillery on the lower forts. I fire at them occasionally.

I learned last evening that the prisoner whom I sent over to you yesterday stated to Mr. Murray (pilot) that he threw overboard what he had in the canoe; that he was not going to be found with anything that would condemn him.

I have to request permission to clean boilers; it is forty days since they were cleaned. I have 1,500 bushels of coal; lying as we are now, we only use about 40 per day.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. *Benton*, regarding picket duty.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 16, 1863.

SIR: You can let your fires go down about sunset and have your boilers cleaned out. You will also please see that the vessels on picket keep a bright lookout. Have two picket boats if necessary, and the moment you capture anyone, search him at once before he can throw anything overboard, and search their boat.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,
Commanding Benton.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. *Benton*, in view of expected attempt of the enemy to escape from Vicksburg by the river.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 16, 1863.

SIR: Get through with your boilers as soon as you can, and every night run up to the canal and drop down again before daylight, showing no lights. Ten thousand men (rebels) are at Richmond, [La.]. I think they are going to attack the point [opposite Vicksburg] and hold it while the garrison at Vicksburg crosses over and escapes at night. In that case your guns will command the whole point from the canal, and if such a movement takes place, go right in amongst them and give them grape and canister right and left, fore and aft. They have 500 skiffs, ten large yawls, and two coal barges, and the escape can be made if they are not looked after. I need not tell you the importance of using great vigilance.

When Johnston attacks our outposts the attempt will be made on this side. Keep your picket boats vigilant; it is important that no messengers escape from Vicksburg. Caution all the commanding officers below in regard to this matter and enjoin them to be strict and vigilant.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,
Commanding U. S. S. Benton, below Vicksburg.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding U. S. S. *Louisville*, regarding affairs at Grand Gulf.

U. S. S. LOUISVILLE,
Grand Gulf, Miss., June 16, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 11th instant.

I proposed to corral the negroes on the Louisiana shore, as it is so much lower than that at Grand Gulf. Besides, at night, the hills cast such a deep shadow over the low ground that nothing can be seen, even with the aid of a night glass; whilst on the Louisiana shore the white sand makes it comparatively clear.

A very few indeed have come in, about forty in number. The guerrillas pick them up just before getting under cover of our guns.

I send up by the *Price* several deserters from the rebel army, also the wife of one of them. No transport has been here since the 13th instant.

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

E. K. OWEN,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, to land guns at Warrenton for Major-General Herron, U. S. Army.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 17, 1863.

SIR: You will please land two 32-pounder shell guns with ammunition, carriages, and implements complete, at Warrenton for Major-General Herron. Send two-thirds 5-second and the rest in 10-second and 15-second, equal proportions. Send an officer to command the guns.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,
Commanding Benton.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, announcing the occupation by Federal troops of the lower battery.

U. S. S. BENTON,
Below Vicksburg, June 17, 1863.

SIR: I have respectfully to report that yesterday afternoon an officer from General Herron, who is advancing up toward "Whistling Dick," came on board and informed me that our troops had possession of the lower battery, and that they were working toward "Whistling Dick" and a battery inland of it. He states that this morning one of the shells from this vessel struck the earthworks of the lower battery, throwing dirt on our own men and then, bounding on, burst beyond. Fortunately no one was hurt, and I, fearing that we might damage our own men, gave orders after the first shot not to fire in that direction. I had had no intimation by signal or otherwise that the enemy had abandoned that fort, and I claim that our fire (having the range so well) must, combined with the approach of our troops, have had something to do with the rebels' leaving.

It is now hazardous to fire to the southward of "Whistling Dick."

Last evening signals were made from our forces, apparently to this vessel. Having no one on board who understands the system, I could not read them.

Last night we cleaned boilers and now have steam up ready for service.

I omitted to say in my report yesterday that the *Price* and *Mound City* went down the river on the 15th instant.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Shirk, U. S. Navy, referring to the effect of a shot from "Whistling Dick."

U. S. S. TUSCUMBIA,
U. S. Mississippi Squadron, June 17, 1863.

SIR: Enclosed* I send you a note just received from Major-General Herron. I have informed the general that I have no guns to spare, but that I would send his communication to you, and that perhaps you might direct Captain Greer to furnish him from the *Benton*.

The staff officer who brought the note says that "Whistling Dick" knocked one of our 10-pound Parrotts about ten rods to the rear this morning.

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

JAMES W. SHIRK,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Comdg. U. S. Mississippi Squadron, Flagship Black Hawk.

Report of Commander Woodworth, U. S. Navy, commanding U. S. S. General Price, regarding expedition to Cole's Creek and the destruction at Rodney and Waterproof of large numbers of Confederate craft.

U. S. S. GENERAL STERLING PRICE,
Below Vicksburg, June 18, 1863.

SIR: I have the honor to report the safe return of the *Price* after an absence of three days, having proceeded down the river below Cole's Creek, stopping at the *Carondelet* to deliver her ammunition and stores.

Not having sufficient coal for the *Mound City* to proceed to Natchez, deemed it prudent to return from that point. Discovered no evidences of military occupation at Cole's Creek, but indications of recent work in the clearing of timber there.

*Not found.

We found the enemy moving from the Mississippi to the Louisiana shore large lots of cattle, mules, and negroes. The principal points of ferriage were Rodney and Waterproof, at which places alone we destroyed some forty flats, boats, and skiffs. Altogether between sixty and seventy barges, skiffs, and boats were destroyed.

We found mules, horses, and wagons in abundance, but in consequence of the present state of high banks of the river the work in getting them on board was attended with much labor and delay.

I have brought with me 21 mules, 4 horses, and 12 wagons and carts, but was unable to procure harness. Any number of mules and wagons can be obtained within 40 miles of this place should you desire more.

We have a band of upward of 50 animals now collected under the eye of Captain Murphy, abreast of the *Carondelet* anchorage, where they can be quickly procured.

We have brought with us forage enough to last ten days for the animals we have.

I bring from the *Louisville* 4 prisoners and a woman and request to know what disposition shall be made of them. Captain Owen's report will explain who and what they are.

The *Mound City* I left some 10 miles below here, crawling slowly up, burning rails in order to save what little coal she had.

As soon as she comes to hand I will dispatch her to take up her former position ahead of the *Benton*.

We heard repeated rumors of the enemy being in the vicinity of Point Pleasant and St. Joseph, consisting of Harrison's command of 800 men, but we saw nothing of them.

At Point Pleasant they were reported as being within one-half mile of our gunboats, where we were embarking some wagons and mules stolen from Camp Perkins.

I am, very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Owen, U. S. Navy, regarding the movement of couriers from Vicksburg at night.

U. S. S. LOUISVILLE,
Grand Gulf, Miss., June 18, 1863.

SIR: I have just been informed by a Mr. J. C. B. Ward, who has protection papers and a copy of the oath of allegiance taken by him, that couriers, of whom he has seen several, leave Vicksburg at night by drifting down past the left of our lines in small skiffs. He says they report being on one-fourth rations. I send by the *Price* the 4 prisoners. The *Price* brought up from below, and landed here, a lot of negroes, which makes the number now here about 120 men, women, and children. They have nothing to live upon, nor is there anything in the neighborhood for them to get. I sent out a foraging party of 40 men and nothing was to be had. The guerrillas and jayhawkers

have driven everything off. What the negroes are to do, I can not imagine. I greatly fear I will be forced to supply them.

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

E. K. OWEN,

Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding the landing of a gun at Warrenton for use of General Herron, U. S. Army.

U. S. S. BENTON,

Below Vicksburg, June 18, 1863.

SIR: I have respectfully to report that in obedience to your orders of yesterday I went to Warrenton and landed, for the use of Major-General Herron's division, two 32-pounders, with ammunition and equipment complete.

Enclosed I send a receipt for the articles landed. I detailed Acting Master J. F. Reed to accompany the guns.

I have returned to my old anchorage under the towhead.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Shirk, U. S. Navy, commanding U. S. S. Tuscumbia, regarding engagement between picket boat and Confederate pickets.

U. S. S. TUSCUMBIA,

U. S. Mississippi Squadron, June 18, 1863—4 a. m.

SIR: The *Benton* went down last night just before dark to Warrenton to land some guns for the army.

In her absence I sent a boat with orders to go to the head of the towhead on picket duty. Before she had gone two-thirds of the way up the island she was hailed and ordered to land. The officer in command of the boat, Acting Master James Marshall, asked "Whose pickets are you?" and was answered, "General Pemberton's." He immediately headed out into the river, when about thirty shots were fired at him, one of which wounded John C. Wilson (captain after guard), causing the loss of his right eye. The firing was replied to from the boat with spirit, but of course we do not know with what result.

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

JAMES W. SHIRK,

Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,

Commanding Mississippi Squadron, Flagship Black Hawk.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, regarding signal officer sent to that vessel.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 18, 1863.

SIR: I will send you a signal officer in order that you may be able to communicate with the army at all times, night or day. You will please so inform the army forces opposite you.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,
Commanding U. S. S. Benton.

Report of Brigadier-General Ellet, commanding Marine Brigade, transmitting report regarding the placing and operating of a gun opposite Vicksburg for the destruction of the foundry, June 19-July 3, 1863.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, Young's Point, July 9, 1863.

ADMIRAL: I have the honor to enclose a report from Captain Groshon, respecting the operations of the 20-pound Parrott gun placed on the point opposite Vicksburg by my order and worked by himself, for the purpose of destroying the steam foundry operating in that city.

I am glad to be able to inform you that the gun accomplished all for which it was intended. The work at the foundry was stopped, the boiler having been exploded by a shot, and considerable damage was done to that and other buildings.

I can not refrain in this connection from calling your attention to the merit of this undertaking. To erect a battery in the very face of such frowning forts as protected the river front of Vicksburg, to fire it continually for the space of ten days, in open view, in defiance of the concentrated discharge of all the enemy's guns, and this without the slightest injury to a single person engaged, and with the most complete results as to the object for which it was intended, renders those worthy of special mention who so faithfully discharged that duty.

The fort was erected and the gun put in position by Lieutenant-Colonel George E. Currie, aided by First Master Samuel Hendricks, with the soldiers from the steamer *Adams*, of this command.

The gun was commanded and sighted by Captain Groshon in person.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Brigadier-General, Commanding Mississippi Marine Brigade.

Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

HEADQUARTERS, FORT ADAMS, *July 5, 1863.*

SIR: In compliance with your request I submit the following report:

Your order to Lieutenant-Colonel George E. Currie, to plant the 20-pounder Parrott gun (belonging to the steamer *B. J. Adams*) on the point opposite the foundry in Vicksburg, to reduce said foundry, was commenced on the night of the 19th of June. As soon as it was sufficiently dark, Lieutenant-Colonel Currie, in company with Captain Oscar F. Brown, First Battalion Cavalry, Mississippi Marine Brigade; Captain Hewes, Company C; Captain Fisher, Company E; Companies F and K, First Infantry, Mississippi Marine Brigade, repaired to the place selected by him to plant the gun. After four days and nights' hard work, with the assistance of Masters Hendricks and Malbon, of the *Autocrat* and *Adams*, we succeeded in building a casemated fort within a mile of the city of Vicksburg on the opposite side of the river, covering it with one thickness of railroad iron, deeming it sufficient protection for both men and gun.

On the morning of the 23d of June, at 9 a. m., I opened fire on the city; fired 5 rounds. The enemy responded promptly, returning 17 rounds from five different guns, 32, 64, and 128 pounders. Although there was no damage done to the fort it was thought best to strengthen the work by adding one more thickness of railroad iron, which made it sufficiently strong to withstand the heaviest fire imaginable.

On the 24th I fired 7 rounds. The enemy returned 18 rounds. The fort was struck once, but the majority of the shots were too high; these shots came principally from two 128-pounders. No damage done yet. I fired 20 rounds on the 25th, all of which were directed at the foundry and machine shop, the effects of which accomplished the desired object. The enemy returned but 6 rounds, doing no damage whatever. On the 26th I fired 8 rounds at different buildings in the city. The enemy returned 13 rounds; no damage done. On the 27th I fired 28 rounds. This day I suppose the shots had but little or no effect, or else the enemy thought it impossible to silence the gun, as they did not return the fire at all. On the 28th I fired 7 rounds, the enemy returning 64 rounds. They had by this time got perfect range of the fort and struck it three times during the day's firing. The damage done was but slight and was easily repaired. I fired but 2 rounds on the 29th the enemy returning 15 rounds. They still kept the range and seemed to strike the fort at their pleasure; 4 shots struck the fort, doing no damage to it, but the shots cut in pieces railroad iron and ties that were lying in front and on top of the fort, also tearing up the ground in every direction, rendering it unsafe for the men to venture outside of the fort, as it appeared the enemy could see all our movements and would fire the moment a man exposed himself outside. No material damage was sustained. I did no firing on the 30th of June and 1st of July as the fleet moved up the river to Goodrich's Landing and took part in an engagement near that place. On the 2d I fired 7 rounds; the enemy made no reply. The 3d and last day I fired 14 rounds, 6 of which I directed at Sky Parlor (which was used by the enemy for a lookout). They did not seem to like it and tried their best to silence the gun by firing 90 shots at the fort, 6

of which struck it, knocking off railroad ties and tearing up the ground on top of and about the fort. No damage done to the fort whatever. At 6 o'clock p. m. orders came "to cease firing as the city was about to be surrendered."

Before concluding this report I would say great credit is due to both officers and men of the companies herein mentioned for the work done and the spirit manifested in the building of the fort. Since the surrender of the city I have learned from the foreman of the foundry that 14 shots struck the foundry and machine shop, 2 of which penetrated the boilers rendering them useless for further operations. The machine shop was also badly damaged by the shots. The 6 shots thrown at Sky Parlor had good effect, killing 2 men and doing considerable damage otherwise.

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

THOS. C. GROSHON,

Capt. Co. F, 1st Inf., Miss. Marine Brigade, Comdg. Fort Adams.

Brigadier-General A. W. ELLET,

Commanding Mississippi Marine Brigade.

Report of Acting Rear-Admiral Porter, U. S. Navy, endorsing the officer in command of gun which accomplished the destruction of the foundry in Vicksburg.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Vicksburg, July 20, 1863.

SIR: I forwarded by last mail, which should have been accompanied with this letter, a report of General Ellet in relation to a battery of small guns placed opposite Vicksburg, which is said to have annoyed the enemy very much.

I think I can approve all that General Ellet has said in relation to the officer in charge of it. It certainly stopped the work in the foundry and prevented the rebels from casting cannon balls, at which they were busily engaged.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Brigadier-General Ellet, commanding Marine Brigade, regarding the opening of fire upon the foundry in Vicksburg.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, Above Vicksburg, June 24, 1863.

ADMIRAL: I have just returned from the point opposite Vicksburg. The 20-pound Parrott gun, under command of Lieutenant-Colonel George E. Currie, opened this morning upon the enemy's foundry, it is thought, with good effect. The first shot elicited 3 in reply, the second 4, the third 6, the fourth 8, and the fifth was followed by a continued fire from a great many pieces. In all, the enemy up to 10 o'clock had fired at this gun alone 74 shots.

The navy Dahlgren, under Lieutenant Nichols, was also occasionally fired to divert attention, and came in also for the enemy's favors, having received some 26 or 27 shots.

The enemy are thoroughly aroused. Every gun is manned that I could see, and all the evidence goes to show that we had reached some tender spot, of which the enemy are particularly watchful.

Your mortars are doing good work this morning. Every shell is thrown into the city, or bursts immediately over it. But few people can be seen moving about.

My cavalry marched this morning with two days' rations; two companies by way of Young's Point, the other ten by way of the Warrenton road, to form a junction at Richmond, and then proceed as far as possible toward Delhi until they can obtain some information of the rebel, Kirby Smith, and his forces.

My officers at the point advised me of heavy firing in rear of Vicksburg last night, with volleys of musketry very rapid.

Very respectfully, your obedient servant,

ALFRED W. ELLET,

Brigadier-General, Commanding Mississippi Marine Brigade.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, in case of any movement or attempted crossing of the river.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 19, 1863.

SIR: If you can not find a place to tie up above the canal, tie up at your old anchorage and be ready to move up in case there is any movement or attempt of troops to cross over. Keep your lookout boat on the alert, and do not let them get too close to the enemy's pickets.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAS. A. GREER,

Commanding U. S. S. Benton.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, regarding the night movements of that vessel.

U. S. S. BENTON,
Below Vicksburg, June 19, 1863.

SIR: I have respectfully to report that last night I ran up to the canal. Being unable to find an anchorage or a good place to tie up to, I kept underway and in the stream all night. Just before daylight I returned to my old anchorage. From this place I can run to the canal in about twenty minutes.

I have sent two captains of guns to General Herron's division.
There is a Federal signal station on the hills abreast of us.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Shirk, U. S. Navy, commanding U. S. S. Tuscumbia, regarding an attack upon boat's crew of that vessel.

U. S. S. TUSCUMBIA,
U. S. Mississippi Squadron, June 19, 1863.

SIR: In answer to yours of the 19th, I have the honor to report that my boat's crew was fired upon from the island; they were on the Louisiana side.

I do not think the rebels make a practice of going there, but upon the night in question they took advantage of the absence of the *Benton*. I will, however, fire a shrapnel from one of our XI-inch guns occasionally into the island.

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

JAMES W. SHIRK,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding U. S. Miss. Squadron, Flagship Black Hawk.

Report of Commander Woodworth, U. S. Navy, commanding U. S. S. General Price, transmitting request from commissary department for transportation of supplies.

U. S. S. GENERAL STERLING PRICE,
Below Vicksburg, June 19, 1863.

SIR: Enclosed I send you two communications received from the army. I have dispatched the tug, with instructions to Captain Wilson to stop at Warrenton until further orders.

The *Price* is busily engaged in getting her live stock, wagons, etc., on shore and organizing teams and drivers for the same. If there can be procured from the quartermaster's department at Young's Point twenty sets of harness complete, I can immediately start four wagons hauling supplies. Some provision must be made for procuring fodder to feed this stock.

I am, yours, truly,

SELIM E. WOODWORTH,
Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER.

[Enclosure.]

OFFICE OF CHIEF COMMISSARY, ARMY OF THE FRONTIER,
Warrenton, [Miss.], June 19, 1863.

If you are not using that flatboat under your control, could I have the use of it to transport commissary stores across the river until

such time as you may need it again? It would be a great favor to this department, as we are very short of transportation and have to cross a large supply of stores within the coming week. If you will let us use it and will advise me, I will have it sent for immediately.

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

H. A. LITTLETON,

Captain and Commissary Subsistence.

COMMANDING OFFICER GENERAL PRICE.

Letter from Major-General Herron, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding shells from the mortars falling within Federal lines.

HEADQUARTERS, LEFT DIVISION,
Near Vicksburg, June 21, 1863.

ADMIRAL: Permit me to introduce Major L. J. Barnes, who visits you at my request, to point out the location of our lower works, some shells from the mortars having been thrown into the lines by mistake. Your 32-pounders we have mounted, and they are doing good work.

Very respectfully, your obedient servant,

F. J. HERRON,

Major-General.

Admiral D. D. PORTER, *Commanding.*

Report of Commander Woodworth, U. S. Navy, commanding U. S. S. General Price, acknowledging order to prepare for a general bombardment.

U. S. S. PRICE,
Below Vicksburg, June 20, 1863.

SIR: Your order * to move up with all the gunboats here, to enfilade the batteries that are in advance of our forces, has just come to hand, 3:30 a. m.

I shall endeavor to comply with your order as far as practicable.

As soon as possible I will dispatch the tug to Warrenton for the *Mound City*, but fear she will not have coal sufficient to be of any use.

I have sent to the *Tuscumbia* to ascertain if she is able to move. Captain Shirk reports not a pound of coal to move his vessel, so can not go up.

The *Price* will start as soon as we can get up steam, say by 6 a. m.; have but coal, however, sufficient to last us about two hours.

Very respectfully, your obedient servant,

SELIM E. WOODWORTH,

Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER.

* Not found.

Order of Commander Woodworth, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, transmitting order for a general bombardment.

U. S. S. GENERAL STERLING PRICE,
Below Vicksburg, June 30 [20th], 1863.

SIR: You will proceed to comply with the enclosed order * by taking at once a position and engaging the mentioned batteries.

The *Price* and *Mound City* will be along as soon as possible.

Very respectfully,

SELIM E. WOODWORTH,
Commander, Commanding Price.

Lieutenant-Commander JAMES A. GREER,
Commanding Benton.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding cooperation in a general bombardment, transmitting reports of commanding officers of vessels.

No. 69.] U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Near Vicksburg, June 20, 1863.

SIR: I have the honor to inform you that I received a notification from General Grant last night, at 12 o'clock, that he intended to open a general bombardment on the city at 4 a. m., and continue it until 10 o'clock.

I sent word to Commander Woodworth at the lower fleet to move up with all the vessels below and attack at the time specified.

Giving Lieutenant-Commander Ramsay charge of a 100-pounder rifle, a 10-inch and a 9-inch gun (fitted on scows), I placed them after midnight close to the point opposite Vicksburg, protected by the bank.

At the time specified, all our shore batteries opened, also the guns on the scows, and the mortars. A little later the gunboats also opened and kept up a heavy fire, advancing all the time and throwing shells into all the batteries along the hills and near the city.

There was no response whatever; the batteries were all deserted. At 10 o'clock the vessels ceased firing, as did the scows, and mortars also. The only demonstration made by the rebels from the water front was a brisk fire of heavy guns from the upper batteries on two 12-pounder rifled howitzers that were planted on the Louisiana side by General Ellet's Marine Brigade, which has much annoyed the enemy for two or three days, and prevented them from getting water.

I enclose you the reports of the commanders.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

* Not found.

[Enclosure.]

U. S. S. STERLING PRICE,
Below Vicksburg, June 20.

SIR: Agreeable to your instructions contained in your order of this morning, proceeded with the *Mound City* to the point designated, but was unable to open fire on account of the hazy atmosphere which hung over the Vicksburg shore, completely hiding it from view.

After 7 o'clock, was able to distinguish somewhat the location of the batteries. Opened fire on "Whistling Dick" battery, which was soon silenced; it fired twice, but not in our direction. We also bombarded the other hill batteries as far up as the Hospital Battery, driving everyone from them, so much that not a single gun was fired after the silencing of "Whistling Dick."

We also shelled the lower line of works of the enemy, running from the water to the crest of the hill, until there was no longer an appearance of an enemy to fire at.

Our army batteries ceased firing about 10 a. m.; we continued to fire at intervals until 11 a. m., whenever the sign of an enemy would make its appearance within our range.

About the time we were retiring from action, a rifle gun from the other side of Young's Point commenced firing at a battery occupied by General Herron's command, from which was flying an American flag. Sent a courier across the point to notify them of the fact.

Having been engaged for three and one-half hours, and General Grant's lines being perfectly silent, we retired from action, leaving the *Benton* in her old position at the head of the towhead, and will send the *Mound City* back to Warrenton as soon as I obtain Captain Wilson's report.

Enclosed, I forward the reports of Captains Greer and Wilson, containing expenditure of ammunition, together with the gunner's report of this vessel.

The *Tuscumbia*, *Mound City*, and *Price* are destitute of fuel, the *Mound City* having barely sufficient to take her back to her position, but she will cut wood enough to prepare herself for any brief emergency; the *Price* likewise.

As soon as the harness comes to hand, will be prepared to send teams for supplies for this lower fleet.

Very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Commanding *Price*.

Acting Rear-Admiral D. D. PORTER,
Commanding *Mississippi Squadron*.

[Subenclosures.]

U. S. S. BENTON,
Below Vicksburg, June 20, 1863.

SIR: I have respectfully to report that, in obedience to your order of this date, this vessel got underway at 5:40 a. m. and stood up to the canal. It was so thick and hazy that I could not see the batteries or any landmarks. I threw a few shells into the woods to the northward of "Whistling Dick." At 8:30 it cleared away a little and I fired at "Whistling Dick" and a little to the northward of it, also

at some cattle which I saw on the lowlands. Whilst lying above the canal, a rifle gun from over the point fired, its shell bursting in the neighborhood of the position held by our troops. Seeing a soldier on horseback on the bank, I ran in and sent him over to the officer commanding the rifle, to state where the shells were falling. We were not fired on, although in good range of "Whistling Dick" for a long time.

We fired five 9-inch 15-second shell and seventeen 10-second 9-inch shell. At 10:55 stood down river to our old anchorage. I have also to report that last night I received a letter from Major General Heron, asking for some more ammunition for the 32-pounders, which he has belonging to this vessel. I supplied him with all I could spare.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Commander S. E. WOODWORTH,
Senior Officer Below Vicksburg.

U. S. GUNBOAT MOUND CITY,
Below Vicksburg, June 20, 1863.

SIR: In obedience to your orders of this date, I got underway at Warrenton at 5 a. m. and proceeded up the river with all dispatch to join in the attack on the hill batteries.

About 7 a. m. I joined the *Benton* at the mouth of the canal.

We were obliged to lie there some time, owing to the intense fog which hung over the hills, and it was not till 7:35 that we were enabled to throw a shell with any certainty.

I continued to fire as the batteries came in sight till 10 a. m., when the signal to cease firing was made.

We continued up the river about a half a mile above the canal, and at 11 returned down to our anchorage. Strange to say, during all this time we received no response.

We expended thirty-five 15-second 9-inch shell; five 15-second 80-pounder rifle shell; four percussion Dahlgren shell.

I am, very respectfully, your obedient servant,

BYRON WILSON,
Lieutenant, Commanding.

Commander SELIM E. WOODWORTH,
Senior Naval Officer Present.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding the possible escape of the enemy by way of the river, and measures of prevention.

NEAR VICKSBURG, MISS., *June 21, 1863.*

ADMIRAL: Information received from Vicksburg last night confirms your theory of the probable method Pemberton will take for escaping in the last extremity. One of our pickets and one of the enemy, by mutual consent, laid down their arms, met halfway, and

had a long conversation. The rebel said that our cannonading killed and wounded a great many in the rifle pits; otherwise did no great damage. They fully counted upon an assault as being intended and were prepared for it. Finding that no assault was made, the feeling of the troops were canvassed to see if they could be got out to attack the Yankees. They not only declined this, but those on the right (our left) almost mutinied because their officers would not surrender. They were only reassured and persuaded to continue on duty by being told that they had provisions enough on hand to last seven days. In that time they would have 2,000 boats finished, and they could make their escape by the river. The rebel said they were tearing down houses to get the materials out of which to build boats.

I will direct General Mower to keep a strong picket in the river in front of Vicksburg at night; to place his battery behind the levees or hold it in some good position, to be used if an attempt should be made to escape in that way. If possible, fix up material to light and illuminate the river, should a large number of boats attempt to cross. I will direct General Mower to call on you and consult as to the best plan for defeating this method of escape. You will find General Mower an intelligent and gallant officer, capable of carrying out any plan that may be adopted.

U. S. GRANT.

Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Instructions of Acting Rear-Admiral Porter, U. S. Navy, to Commander Woodworth, U. S. Navy, in case of the attempt of the enemy to escape by the river.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 21, 1863.

SIR: As soon as you get in coal sufficient to move, I want you to place the vessels up by the canal out of gunshot, ready to move at night at a moment's notice.

From all I can learn the rebels are getting all their boats ready for some enterprise. What it is, I can not see, though I can conjecture; it may be to attempt a boarding of some of the vessels; it may be to get possession of the point [opposite Vicksburg], or to make their escape down the river. The soldiers are all engaged in making oars and paddles.

It is supposed that the rebel army of 12,000 men near here are to cooperate when the time comes with the garrison and try and get possession of this point, which, if they know how to operate, they can easily do. You will therefore divide out the coal as it comes over, letting all the vessels have an equal share until they have enough to operate with. General Grant has promised me 50 wagons, and said they would be over to-day. In the meantime get what wood you can in case of accidents.

General Ellet will have some guns down on the levee in front of the town, and the rest of the brigade will be stationed along the canal to prevent the rebels breaking through in that way, or the 12,000 men from coming in that way, which they can not do with a vessel lying at the canal.

If the rebels start down in their skiffs, the current will drift them to about abreast of the houses where the mortars laid, and they will land there. In that case the vessels must push up amidst them, run over them, fire grape and canister and destroy all they can, looking out that they are not boarded.

General Ellet will be on picket nearly up to the point, and you will supply him with rockets and have an understanding with him in relation to signals, arranging between yourselves what rockets are to be sent up in case of any move on the part of the enemy. You had better send up a few now and then and exchange signals to worry the enemy, and let them know that we are on the alert. Supply the officer commanding the troops of the brigade (that are stationed along the canal) with rockets also, having a complete understanding with him in what direction you will fire, so as not to be firing into his ranks.

After dark send the tug up above the vessels far enough to keep a good lookout, with signals all ready to notify you if there is any move. Have her fieldpiece on her securely fitted, with plenty of grape and canister on board, and a good armed crew in her to work the gun and fire musketry. She can be made serviceable in running down light boats, for which purpose she must, when called on, carry a good head of steam. If you have any hand grenades, serve some out to her. You must have a signal gun or guns fired, that we may know over here that the enemy are slipping out. The batteries will likely be destroyed before the enemy leave Vicksburg, and our vessels must not take them into consideration at all; by running close up to them and keeping under the bank they can pour in their fire upon the boats without danger to themselves. Let the boats have a countersign every night, which you will be particular to furnish to the pickets on shore, all along the front, and to the other forces along the bank. Let the boat that accompanies the tug go up as high as she can safely go with muffled oars and good night glass, and keep a good lookout for the center of the town; there is where a move will likely be made from. If the boat sees anything of importance, let her go down to the tug and report, when the tug will examine into the matter and make signal if necessary. Let the vessels be well greased and all precautions taken against boarding. The rebels are desperate and would like to wipe [out] their disgrace by something brilliant. Show no lights at night, strike no bells, and never let the tug show any lights.

Respectfully, yours,

DAVID D. PORTER,
Acting Rear-Admiral.

Commander S. E. WOODWORTH,
Commanding U. S. S. General Price.

Report of Commander Woodworth, U. S. Navy, acknowledging orders in view of the probable evacuation of Vicksburg.

U. S. S. GENERAL STERLING PRICE,
Below Vicksburg, June 21, 1863.

SIR: In reply to your communication of to-day concerning the probable evacuation of Vicksburg, and necessary precautions to be

observed, I have to state that to-morrow morning I shall go up in the tug and make reconnoissance for the most eligible position for our station; same time explore the road and confer with the commanding officer of the Marine Brigade, to arrange upon a code of signals to meet emergencies.

I will have all these boats at the point we select above here for our station by to-morrow night, as we have fuel sufficient to accomplish that; so you need not send any coal to this point.

Is it your wish that Mr. Germain remove all his effects to the station above?

I have already made arrangements with the two men you sent over here to haul their wood to an accessible point on the levee, and presume they are now employed in so doing.

We shall need the coal as soon as it possibly can be sent to us at the new station.

Having run out of rockets, I have directed the gunner to go over early in the morning and procure a supply.

Shall the *Mound City* go up with us to the point above?

Is the ram *Switzerland* to cooperate with our vessels?

I am much in need of officers and men, having a great many sick, 2 of the men having died but a few days since, and altogether there are only 20 white men fit for duty.

I will advise you at the earliest moment after the reconnoissance of to-morrow of the station selected, condition and course of road, and the result of our plans.

Very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Commander, *Commanding Price*.

Acting Rear-Admiral DAVID D. PORTER.

Report of Commander Woodworth, U. S. Navy, giving position of gunboats for the night and transmitting signal instructions for Colonel Ellet.

U. S. S. GENERAL STERLING PRICE,
Upper Landing, Below Vicksburg, June 22, 1863.

SIR: Your two communications for the *Tuscumbia* and *Carondelet* have been received, and your instructions obeyed.

The *Tuscumbia*, as soon as she received on board the ammunition for army use, proceeded to the position assigned her, off Warrenton.

Your communication to Captain Murphy was delivered to the commanding officer at Warrenton, to be sent to the transport.

Enclosed I send you a copy of a letter directed to Colonel Ellet, not being able to see him in person this afternoon.

The following is the position of the gunboats for the night, viz:

The *Benton* is anchored at the head, and near the island.

The *Mound City*, immediately abeam of the *Benton*, and halfway between her and the shore.

The *Price*, abeam of the *Mound City*, alongside of a barge, tied up to the bank.

The ram *Switzerland* is still lying at the landing below, coaling. By to-morrow night she will have a position assigned her, abreast of the *Price*.

The tug, with 12 men, lying at the bank, abreast of the first heavy timber above the canal. The picket boat ahead of the tug, opposite the town.

Your instructions in every particular have been carried out, as far as the time and available means at hand would enable me to do.

By to-morrow night everything will be perfected, the road opened, and a quantity of wood on hand, sufficient for any emergencies.

As soon as the harness comes to hand, I will dispatch a number of navy teams to the other side for whatever supplies you may have to send us.

The 8 men you sent me are of great assistance, as I had but 12 white men on duty when they came to hand.

I shall have a large force of contrabands to work to-morrow, cutting wood and working on the road.

Please send the next coal that comes over to this point, as I have two barges ready to receive it direct from the wagons, so that the gunboats can coal at their convenience throughout the day.

Besides the signals agreed upon between Colonel Ellet and myself, [by] any firing of big guns by the gunboats at this place, you may know that the enemy are either making an attempt to escape in force or attacking us.

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

SELIM E. WOODWORTH,

Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. GENERAL STERLING PRICE,

Upper Landing, Below Vicksburg, June 22, 1863.

SIR: The gunboats *Benton*, *Mound City*, and *Price* have removed to this point for the purpose of cooperating with the Marine Brigade.

It will therefore be necessary that some system of signals be agreed upon.

I have arranged the following, viz:

Red rocket, fired in the direction of the enemy, means land attack.

Blue rocket, fired in the direction of the enemy, means water attack.

White rocket, fired perpendicular, means preparatory.

I send you the rockets wherewith to make the signals. A further supply can be obtained at any time by sending to the *Price*.

A countersign will also be necessary for both the shore pickets and those afloat. The officer bearing this communication will communicate the countersign for to-night; hereafter they will be arranged by a personal interview.

The officer will also explain our system of night pickets. Please inform me through the bearer of any of your plans for the night, that my arrangements may not conflict with them.

At any hour you may assign for an interview to-morrow, to make arrangements for future cooperations, [you] will be punctually met.

Very respectfully,

SELIM E. WOODWORTH,

Commander, Commanding Price.

Colonel ELLET, *Marine Brigade.*

Report of Lieutenant-Commander Shirk, U. S. Navy, commanding U. S. S. Tuscumbia, regarding expected departure for Warrenton, Miss.

U. S. S. TUSCUMBIA,
U. S. Mississippi Squadron, June 22, 1863.

SIR: I have the honor to inform you that I have got the last hog chain that parted up again, and a strain upon it. I have also about 150 bushels of coal that I obtained from the barge that was sunk in the crevasse.

I will leave here for Warrenton as soon as the ammunition you speak of arrives. I can, I think, go without any help from the *Price* and *Switzerland*, but I will not be able to keep up steam.

I still have a couple of prisoners brought up from below by the *Price*. Shall I send them over to you? One of them was sent up by Captain Walke.

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

JAMES W. SHIRK,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Comdg. U. S. Mississippi Squadron, Flagship Black Hawk.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding expected attack by General Johnston, C. S. Army.

NEAR VICKSBURG, MISS., *June 22, 1863.*

There is every indication of Joe Johnston making an attack within the next forty-eight hours. I have given all the necessary orders to meet him some 25 miles out, Sherman commanding. As Johnston undoubtedly communicates with the garrison at Vicksburg and the troops west of the Mississippi, there is probably an understanding by which there may be a simultaneous attack upon Young's Point, our lines here, and by Johnston on the outside. I will direct General Dennis to be vigilant, and not allow the enemy to approach without timely notice to his troops. Milliken's Bend, in such case, may come in for a visit also. I would think it advisable, therefore, to keep one gunboat there. My hands will be very full here in case of an attack. I will direct General Dennis, therefore, to consult with you in all matters relating to defenses on the west side of the river.

U. S. GRANT.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

NEAR VICKSBURG, MISS., *June 22, 1863.*

There is some probability of an attack here by Joe Johnston within the next twenty-four or forty-eight hours. In such case an attack upon you is not at all impossible. You will therefore exercise unusual vigilance in your preparations to receive an attack. Keep

your cavalry out as far as possible to report any movement of the enemy, and confer with Admiral Porter, that there may be unanimity in your action.

U. S. GRANT.

Brigadier-General E. S. DENNIS,
Commanding District of Northeastern Louisiana.

Special order of Acting Rear-Admiral Porter, U. S. Navy, in view of the expected escape of the enemy by way of the river.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 23, 1863.

The enemy are about to evacuate Vicksburg in front in boats, while a force of 12,000 rebels attempt to take possession of the point opposite the city and Joe Johnston attacks the rear of the army at Vicksburg. The gunboats and *Switzerland* will move up to the canal, ready at night to steam up, and if the enemy attempt to cross over, push in amongst the boats and destroy them and all in them; there will be no time to pick any one up. The lower gunboats will confine their fire to the river and the banks on the Vicksburg side, for fear of injuring our troops, who will be down at the point in force. In case our troops are driven back, they will fall back on the levee, where the 30-pounder battery was; and if, at night, will send up rockets, when our lower vessels will open fire on the roads and to the left of the woods, but to the right of the levee. Tar barrels will be prepared by the vessels to light up the levee from the houses where the mortars were last year to a little below the canal. A perfect understanding must be had with the officers of the Marine Brigade, that the commanders may know their exact position in the woods. The *Rattler* will remain at Milliken's Bend and be prepared to cover our troops there, the captain going on shore and making himself acquainted with the localities. He will place what vessels I send up there to enfilade the enemy as he approaches and attacks. The *Argosy* will hold herself in readiness to go to Milliken's Bend or other place, as she may be wanted. The *Manitou* will drop down abreast of the *Black Hawk*, lying near the Louisiana side, with all her port guns run out and one bow gun. The *Lexington* and *Choctaw* will be ready to drop down at a moment's notice where the mortar boats are, and be prepared to fire in the direction of Vicksburg to cut up the enemy as he comes across the land, or to take position above the canal to cut off the rebels that may come from Richmond, [La.]. The *Great Western* will haul out in the stream at her usual place and be prepared to fire shells over the tents 900 yards to the rear. The *Red Rover* will take position a little above Young's Point, and be prepared to fire shells 1,400 yards to the rear of that point. Lieutenant-Commander Breese will see that crews are provided from the different vessels for the two scows with guns, and will have a tug alongside of each one at night ready to drop them out in the middle of the stream or near the side we are on, when they will let go their anchors and commence firing shells toward Vicksburg. No one, however, on this side is to fire until I burn two Coston signals (preparatory) and send up a rocket. In the daytime I will make

signals or send orders. One officer must watch our troops, and not fire in their direction. The tugs with the fieldpieces (*Thistle* and *Hyacinth*) will be prepared to act as directed and keep near the flagship. The tug with Captain Woodworth will be well employed in running down boats and will pick up no one, nor let a boat approach her without running it down and firing her fieldpiece into it. She will be provided with a crew to work the gun. The river will be lighted with bonfires all along and those who have charge of this duty must see that it is well performed. If there are no mortar shells by to-morrow night, the men will be transferred to the gun scows and work the guns under directions of Ensign Miller.

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Acting Lieutenant Murphy, U. S. Navy, referring to the raising of the U. S. S. *Indianola* and the escape from Vicksburg of two men bearing dispatches.

U. S. GUNBOAT CARONDELET,
Grand Gulf, June 23, 1863.

ADMIRAL: The *Arizona* affords me an opportunity to answer your dispatch.

I convoyed the *Forest Queen* to this point and turned her over to Captain Owen, of the *Louisville*, and am now on my way back to Palmyra Island, at which place I left Mr. [Oliver] Donaldson with a small guard. Captain Brown must certainly be mistaken as to the leaks in the stern. There are no leaks in the vessel (*Indianola*) except those which arose from severing the pipes in her bottom. With timber to block her up, she could be got off on this rise, by launching her broadside into the slough. This would be an expensive job and require a heavy force with tackling, jack-screws, etc., which I have not.

In my last letter I informed you that I had about 40 negroes at work. I find here some 50 or more able-bodied men, whom I have taken the responsibility of receiving on board the *Carondelet* to aid those already employed. Their wives and families will go up in the *Forest Queen*. With this additional force I can accomplish what I have undertaken.

I find in the coal bunkers of the *Indianola* about 1,000 bushels of coal in good order. If I had a small cavalry force I could guard against any surprise effectually. On Saturday I picked up a skiff with muffled oars, and on Sunday I learned that two persons had escaped the vigilance of the lookouts at Vicksburg, landed on the bar above Lovell's plantation, and after obtaining mules from Jeff Davis's place, struck out for the Big Black. From all I could learn they were conveying dispatches. The information of them reached me too late to intercept them.

I shall return at once to my station, stopping, however, on my way up at Hard Times Landing to rebury the poor fellows who were

killed at Grand Gulf. The bank has caved in, and the coffins have tumbled out. It is a sad sight, and humanity and respect for our fallen comrades demand this duty.

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

JOHN MCLEOD MURPHY,
Acting Lieutenant, Commanding.

Acting Rear-Admiral D. D. PORTER,
Commanding U. S. Mississippi Squadron, etc.

The coal barge opposite James's is completely submerged. But the *Indianola* can furnish sufficient. But I ought to have a lot of sand bags to facilitate its transportation, etc. I have on board (counting out what I shall use to-day) 900 bushels.

J. McL. M.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding U. S. S. Louisville, regarding dispatches from Admiral Farragut, and proposed departure for Bruinsburg.

U. S. S. LOUISVILLE,
Grand Gulf, Miss., June 23, 1863.

SIR: Owing to the unexpected leak in the bread room, some 300 pounds of bread have been destroyed. Some beef and flour have also turned out badly, cutting our provisions down very much. I have the honor to forward paymaster's requisitions for a two months' supply. We have three weeks' bread and one month's supply of everything else.

No more contrabands come in. One hundred and twenty-five are all that remain here now. They have used none of our supplies yet, as I gave them small boats and let them forage for themselves. [Wirt] Adams' cavalry, at Port Gibson, are the only forces near here. I have burned no coal for a week past, keeping up steam by using fence rails, etc. I have 1,400 bushels of coal on hand. The *Arizona* arrived last night with dispatches from Admiral Farragut; she goes up this morning. The *Carondelet* and *Forest Queen* have arrived. I shall convoy the *Forest Queen* down to Bruinsburg, in obedience to your orders. I will remain at Bruinsburg sufficiently long to cover the troops in case they are compelled to reembark. The *Forest Queen* will take up the women and children, the *Carondelet* having taken the men.

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

E. K. OWEN,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding U. S. S. Louisville, regarding the convoy of steamer Forest Queen to Rodney, Miss.

U. S. S. LOUISVILLE,
Grand Gulf, Miss., June 24, 1863.

SIR: I convoyed the *Forest Queen* to Rodney, as Captain Mann, commanding the cavalry, requested it. After remaining four hours, according to the understanding, I came up here. Whilst at Rodney 2 of my men deserted. They were perfectly worthless. The cavalry captured 2 prisoners, whom I send to the commander at Warrenton. The trip cost 200 bushels of coal, so that now I have on hand 1,200. I shall begin again to use wood entirely.

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

E. K. OWEN,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Commander Woodworth, U. S. Navy, commanding U. S. S. General Price, referring to completion of new road and other matters.

ON BOARD U. S. S. GENERAL PRICE,
Opposite Vicksburg, June 24, 1863.

SIR: Your communication of the 24th instant came to hand at 4 p. m.

The ram *Switzerland* has now on board 2,400 bushels of coal; *Mound City* 600 bushels; *Benton* about the same quantity; the *Price* has wood and coal sufficient for any emergency. The *Arizona* has been coaling all day, and is well prepared to assist us, should occasion require. The *Tuscumbia* is out of fuel, but I have directed Captain Shirk to procure wood at Warrenton for an emergency.

Mr. Germain is yet too unwell to attend to his duties. I have detailed an officer and some men to assist him.

I am unable to dispatch the large wagons until [I] obtain swingle-trees [and] fifth chains. I can only dispatch two double and two single teams, as I have not whiffletrees for more. I have horses, mules, and harness for all the wagons and carts, but require certain kinds of harness for carts, which I am compelled to make.

Our new road is now completed and will improve by travel. It is much better than the other, and shortens the distance one-half. The navy train has made two trips over it to-day since 11 a. m. I will send over to-morrow the navy ambulance with the sick. There are a number here from the lower fleet, also many on board the *Benton*, *Mound City*, and the *Price*; another of my men has died since I commenced this letter. If the Marine Brigade would send us some ambulances to-morrow, they would be of great assistance in getting our sick to the hospital.

I have just learned that my clerk, Mr. Whitlock, has been taken sick on board the *Black Hawk*. He has been complaining for several days. I trust he will be well cared for.

Very respectfully, your obedient servant,

SELIM E. WOODWORTH,

Commander, Commanding U. S. S. Price.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Commander Woodworth, U. S. Navy, regarding request from General Herron, U. S. Army, for cooperation of gunboats.

U. S. S. GENERAL STERLING PRICE,
Below Vicksburg, June 26, 1863.

SIR: I have just received a communication from General Herron, requesting cooperation of the gunboats here and the left of the investing forces on the other side.

He will have a signal officer stationed on board the *Price* to-night, and a mounted orderly to keep open a communication between this point and General Mower's headquarters on the other side. By this means I can keep you advised of the army movements at this end of the line.

Very respectfully, your obedient servant,

SELIM E. WOODWORTH,

Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER.

General report of Acting Rear-Admiral Porter, U. S. Navy, regarding operations against Vicksburg, etc.

No. 74.]

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Near Vicksburg, June 26, 1863.

SIR: I was in hopes ere this to have announced the fall of Vicksburg, but the rebels hold out persistently, and will no doubt do so while there is a thing left to eat.

In the meantime, they are hoping for relief from General Johnston—a vain hope, for even if he succeeded in getting the better of General Sherman (one of the best soldiers in our Army), his forces would be so cut up that he could take no advantage of any victory that he might gain. General Sherman has only to fall back to our entrenchments at Vicksburg, and he could defy twice his own force.

The rebels have been making every effort to bring relief to Vicksburg through Louisiana, but without avail. With the few men we have at Young's Point and the gunboats, we keep them in check, and a few days since, as I reported to you, the Marine Brigade, General Ellet, with General Mower's brigade, chased them away from this part of the country.

They have lined the river bank and are annoying the transports a little, but the gunboats are so vigilant and give them so little rest that they have done no damage worth mentioning.

I have lined the river from Cairo to Vicksburg with a good force, the upper part under command of Lieutenant-Commander Phelps, whom I have withdrawn, with those of his vessels which draw too much water, from the Tennessee. He has the *Eastport*, which he says is much improved in every way, and is a much superior vessel to what she was.

I have had the *Indianola's* leaks stopped, machinery cleaned off, and hope to float her off the first rise in the river.

I am having the *Cincinnati's* guns removed, and Colonel Woods, of the army, is erecting a battery on shore with them. I have now ten heavy naval guns landed from the gunboats, in the rear of Vicksburg, some of them manned by sailors. They have kept up a heavy fire for some days, doing great execution.

The enemy very seldom fires now, and never from the land side. The mortars at this moment are throwing shells into the enemy's main water battery, which is quite silent and deserted.

Deserters say they have six days' provisions, and will not yield until that is gone.

General McPherson blew up the main fort yesterday, and took possession of it; will mount our two 9-inch guns on it to-night, and some 30-pounder Parrotts. This fort commands all Vicksburg.

We have news up from General Banks by the *Arizona*. Port Hudson still holds out; the men are living on parched corn. General Banks has been repulsed twice, but will likely succeed in his next attempt. Port Hudson can hold out but a few days longer anyhow; there are only 2,800 men in the fort, and I think it likely that they will go off across the river in small parties.

I am sorry to say the health of the squadron is not good. We have many sick officers and men, the duty has been incessant and most laborious, working in a very hot sun. Still the men and officers never murmur, and stand at their posts until they can stand no longer.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Report of Commander Woodworth, U. S. Navy, referring to signal lights of the enemy, and suggestion as to capture of those in charge.

U. S. S. GENERAL STERLING PRICE,
Upper Landing, Below Vicksburg, June 27, 1863.

SIR: Your communication of the 26th was received yesterday evening.

There is no intelligence to communicate as yet from the army on the left. Should any be received, I will forward it to you at once.

The signal lights made by the enemy below the crevasse, as reported by Captain Shirk, are the same lights I reported to you some time since, causing in connection therewith the arrest of three men, Messrs. Beardsley, Shaw, and Kelley, as the parties concerned.

As they now have a line of communication open from Warrenton to the rear of where these signals are made for procuring a supply

of wood, the parties making these signal lights could more easily be taken from that end than by a party sent from here by General Mower.

Colonel Ellet and myself have made several attempts to find General Mower, to obtain each night the countersign for our pickets and picket boat, but we have been unable so to do.

Very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER.

Report of Commander Woodworth, U. S. Navy, regarding attention to precautionary measures suggested by Admiral Porter.

U. S. S. GENERAL STERLING PRICE,
Below Vicksburg, June 27, 1863.

SIR: Your communication of this date has been this moment received, 3 p. m.

I shall proceed at once to Warrenton, to communicate with Captain Shirk and the commanding officer of the post, for the purpose of procuring a side-wheel steamer and soldiers to be stationed at the lower end of the island.

The other precautionary measures you suggest at this end of the line will be strictly attended to.

The *Arizona* has some 40 tons of coal on board. She will continue coaling until Sunday night, when she will have to haul out and allow the *Mound City* to come in and coal.

After the *Mound City* has completed coaling, the *Benton* will take her place, and when she will have finished, I will be able to commence filling a barge to go down the river.

I will direct Captain Upton to report, agreeable to your instructions.

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

SELIM E. WOODWORTH,
Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, regarding guns for General Herron, U. S. Army.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 27, 1863.

SIR: If General Herron sends a transport, you will put on board of her two of your 42-pounder rifled guns, together with ammunition, implements, etc., complete, taking receipts for the same.

I will soon have them replaced with two 100-pounder rifled guns.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,
Commanding U. S. S. Benton.

[Telegram.]

June 28, [1863].

A vessel will go down in about four days. I will notify you in time. Two deserters came over yesterday. They say the town will surrender on the 4th of July, after the rebels fire a salute. Six days' quarter rations left yesterday.

PORTER,
Admiral.

Major-General U. S. GRANT.

Report of Commander Woodworth, U. S. Navy, commanding U. S. S. General Price, transmitting communications from Major-General Herron, U. S. Army, and Lieutenant-Commander Shirk, U. S. Navy.

U. S. S. GENERAL PRICE,
Below Vicksburg, June 29, 1863.

SIR: Enclosed I send you copies of communications just received from General Herron and Captain Shirk. Shall I comply with the request of General Herron and go up with the vessels?

Yours, truly,

SELIM E. WOODWORTH,
Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER.

[Enclosures.]

HEADQUARTERS, LEFT DIVISION, *June 29, 1863.*

CAPTAIN: Enclosed find countersigns for the coming week for the use of your patrol boats next to my line of river pickets.

To-morrow morning at 6 o'clock I propose opening with a heavy battery on the enemy's work next to the river, where "Whistling Dick" formerly resided. My battery is located near the "lone tree." Will you please, at the same time, have your boats shell the same work and also to the rear of it, next to the city.

The boats could move a little farther up while shelling. The enemy have a mortar in that work that is annoying us terribly.

Should anything occur to prevent our opening at the time named, I will telegraph you.

Yours, etc.,

F. J. HERRON.

Commander SELIM E. WOODWORTH, U. S. Navy,
Commanding U. S. S. General Price.

JUNE 29, 1863—3:30 P. M.

CAPTAIN: I have just returned from General Herron's headquarters. The general desires me to say to you that he will have a regiment of men on the bottom above the head of the island to-night. He may have skirmishing there. He has ordered his men to go as near the lower water batteries as possible.

A letter from General M. L. Smith to his wife was intercepted the other day. He says everything looks like taking a trip North. All seem to think that Saturday or Sunday will tell of the fall of Vicksburg.

Yours, truly,

JAS. W. SHIRK.

Commander SELIM E. WOODWORTH, U. S. Navy,
Commanding U. S. S. General Price.

Report of Commander Woodworth, U. S. Navy, regarding the preparation of kites for use in the operations.

U. S. S. GENERAL PRICE,
Below Vicksburg, June 29, 1863.

SIR: Your communications and scraps were received this afternoon. I have an expedient for getting them into Vicksburg, where they will be more sure of reaching the parties for whom they are intended than the shell.

I am having a number of kites made, and shall have them landed into Vicksburg to-night or to-morrow morning.

Please send me some more of the scraps.

Very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER.

Report of Commander Woodworth, U. S. Navy, regarding prisoners taken from floating plank by a boat from the U. S. S. Mound City.

U. S. S. GENERAL STERLING PRICE,
Below Vicksburg, June 29, 1863.

SIR: I send you 3 prisoners picked up last night by one of the *Mound City* boats from a plank which was drifting down river past the fleet.

They disclaim being deserters, they going to join their own regiment. One of them is evidently a paroled prisoner, he saying he has been exchanged.

The accompanying articles were found on their persons.

The *Arizona* has dropped down from the coal barge, the *Mound City* taking her place.

Very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER.

[Telegram.]

NEAR VICKSBURG, July 2, 1863.

Brigadier-General Hovey informs me that the firing from the mortar boats this morning has been exceedingly well directed on my

front. One shell fell into the large fort, and several along the lines of the rifle pits. Please have them continue firing in the same direction and elevation.

U. S. GRANT.

Admiral PORTER.

Report of Commander Woodworth, U. S. Navy, regarding bombardment of "Whistling Dick" battery in response to signal from Major-General Herron, U. S. Army.

U. S. S. GENERAL STERLING PRICE,
Below Vicksburg, July 2, 1863.

SIR: Agreeable to signal from General Herron, we got underway this morning with the *Benton*, *Mound City*, and *General Price*, and went up abreast of "Whistling Dick" battery and opened fire.

After engaging the battery for an hour, was informed by signal that General Herron was not ready with his battery of 42-pounders. The *Price* and *Mound City* returned to their former stations, leaving the *Benton* at anchor in her new position, where she now lies, and has been firing at short intervals at the battery all day.

I have requested General Herron to notify us by signal when he is ready to-morrow morning, and the *Price* and *Mound City* will go up again and renew the attack.

General Herron signalized this evening that he was out of ammunition for his 32-pounders, and requested a fresh supply. I notified him that we could furnish him 200 rounds from the gunboats here for immediate use until we could obtain more from the other side. Please send 500 rounds, assorted fuzes, by first wagons, as he will have a transport here for it to-morrow.

I shall commence putting the coal that comes over to-morrow, in the barge, as the *Mound City* has now a thousand bushels on board.

The *Benton* will require coal soon and will delay the filling of the barge sometime. The *Tuscumbia* sent up this evening for a launch load of coal for cooking purposes.

I am, very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding U. S. S. Louisville, announcing all quiet around Grand Gulf.

U. S. S. LOUISVILLE,
Off Grand Gulf, Miss., July 4, 1863.

SIR: The *Arizona* arrived here on the 2d instant and delivered our provisions and mail. Since the departure of the *Forest Queen*, 40 negroes have come in and are now here awaiting a passage up. Everything is quiet around here. I have been sending out a reconnoitering party once a week, to see if any attempt is being made to

throw up any fortifications. By two negroes I learn the detachment of cavalry sent out under Captain [Calvin A.] Mann was captured at Brookhaven, about 26th June. I send some letters from people living near here to their friends. The one directed to James F. Maury I would call your attention to. I have eleven hundred bushels coal. I use wood almost entirely. The *Lafayette* is in sight, coming up. At meridian I fired a salute of 21 guns, with reduced charges, also dressed ship with national flags and numbers. I have on board one Thomas Irving, who stated he was a deserter from the rebel army, but has since confessed he is a deserter from the Fifty-third Indiana Volunteers.

First Assistant Engineer Bishop reported for duty on the 2d instant. I am full of engineers. Eleven men's times will be out during August, which will make our complement twenty short.

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

E. K. OWEN,

Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Major-General Herron, U. S. Army.

HEADQUARTERS HERRON'S DIVISION,
Vicksburg, Miss., July 6, 1863.

COLONEL: I have the honor to submit the following report * of the operations of my command since coming into this department:

On the 2d of June last I received orders from Major-General Schofield, commanding Department of the Missouri, to prepare the infantry and artillery of the Second and Third Divisions of the Army of the Frontier, then under my command, for immediate transportation to Vicksburg. * * *

On the morning of the 15th the troops crossed [at Young's Point]. * * * My lines were established within 1,200 yards of the enemy's main line of defense. * * *

The ground in my front, as you are aware, was unfavorable for siege operations, being a level plateau interspersed with ravines, which afforded little shelter for troops, on account of being commanded in many places by the guns of the enemy's works. The trenches, however, were pushed forward as rapidly as possible, and by the 25th were within 600 yards of the enemy's line of forts. In front of my left center I had established a battery of 42-pounder rifle guns, which were loaned from the Navy. This battery, under the command of Acting Master J. Frank Reed, of the *Benton*, did excellent service, and I can not speak too highly of the bravery and energy of this young officer. Indeed, during the whole of my op-

* For complete report see Official Records of Union and Confederate Armies, vol. 24, pt. 2, p. 318.

erations, I received valuable assistance and a hearty cooperation from the Navy.

* * * * *

I remain, colonel, your obedient servant,

F. J. HERRON,
Major-General, Commanding.

Lieutenant-Colonel John A. RAWLINS,
*Acting Assistant Adjutant General,
Department of the Tennessee.*

[Telegram.]

NEAR VICKSBURG, *July 3, 1863.*

The enemy have asked armistice to arrange terms of capitulation. Will you please cease firing until notified, or hear our batteries open? I shall fire a national salute into the city at daylight if they do not surrender.

U. S. GRANT.

Admiral PORTER.

[Telegram.]

[JULY 3, 1863.]

I have given the rebels a few hours to consider the proposition of surrendering; all to be paroled here, the officers to take only side arms. My own feelings are against this, but all my officers think the advantage gained by having our forces and transports for immediate purposes more than counterbalances the effect of sending them North.

U. S. GRANT.

Admiral PORTER.

[Telegram.]

JULY 3, 1863.

There is a cessation of hostilities. You will please cease firing till you hear from me.

U. S. GRANT.

Admiral PORTER.

Letter from Lieutenant-General Pemberton, C. S. Army, to Major-General Grant, U. S. Army, accepting terms of surrender.

HEADQUARTERS,
Vicksburg, Miss., July 4, 1863.

GENERAL: I have the honor to acknowledge the receipt of your communication of this day, and in reply to say that the terms proposed by you are accepted.

Very respectfully, your obedient servant,

J. C. PEMBERTON,
Lieutenant-General.

Major-General U. S. GRANT,
Commanding United States Forces, etc.

[Telegram.]

JULY 4, 1863—5:30 a. m.

The enemy has accepted in the main my terms of capitulation, and will surrender the city, works, and garrison at 10 a. m.

The firing now going on arises from misapprehension.

U. S. GRANT.

Admiral PORTER.

[Telegram.]

JULY 4, 1863.

I congratulate you in getting Vicksburg on any honorable terms. You would find it a troublesome job to transport so many men, and I think that you will be left so free to act it will counterbalance any little concession you may seem to make to the garrison.

I see they are taking a blow-out to-night.

PORTER.

General GRANT.

[Telegram.]

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Vicksburg, July 4, 1863.

(Received Washington 12:40 p. m., July 7.)

SIR: I have the honor to inform you that Vicksburg has surrendered to the U. S. forces on this 4th of July.

Very respectfully, your obedient servant,

D. D. PORTER,
Acting Rear-Admiral.

HON. GIDEON WELLES,
Secretary Navy.

Report of Acting Rear-Admiral Porter, U. S. Navy, announcing the surrender of Vicksburg.

No. 80.] U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Vicksburg, July 4, 1863.

SIR: I have the honor to inform you that Vicksburg has surrendered at last to the United States forces, after a desperate but vain resistance.

That she has not done so sooner has not been for want of ability on the part of our military commanders, but from the magnitude of the defenses which were intended to repulse any force the Government could possibly send there.

What bearing this will have on the rebellion remains yet to be seen, but the magnitude of the success must go far toward crushing out this revolution and establishing once more the commerce of the States bordering on this river.

History has seldom had an opportunity of recording so desperate a defense on one side, with so much courage, ability, perseverance,

and endurance on the other, and if ever an army was entitled to the gratitude of a nation, it is the Army of the Tennessee and its gallant leaders.

The Navy has necessarily performed a less conspicuous part in the capture of Vicksburg than the Army; still it has been employed in a manner highly creditable to all concerned.

The gunboats have been constantly employed below Vicksburg in shelling the works and with success, cooperating heartily with the left wing of the army.

The mortar boats have been at work for forty-two days without intermission, throwing shells into all parts of the city, even reaching the works in the rear of Vicksburg and in front of our troops, a distance of 3 miles. Three heavy guns placed on scows, a IX-inch, X-inch, and a 100-pound rifle, were placed in position a mile from the town, and commanded all the important water batteries. They have kept up an accurate and incessant fire for fourteen days, doing all the damage that could be done by guns under such circumstances.

Five VIII-inch, two IX-inch, two 42-pounder rifles, four 32-pounder shell guns have been landed at the request of the different generals commanding corps from the gunboats and mounted in the rear of Vicksburg, and whenever I could spare the officers and men from our small complement they were sent to manage the guns; with what ability, I leave to the general commanding the forces to say.

In the meantime I stationed the smaller class of gunboats to keep the banks of the Mississippi clear of guerrillas, who were assembling in force and with a large number of cannon to block up the river and cut off the transports bringing down supplies, reinforcements, and ammunition for the army.

Though the rebels on several occasions built batteries, and with a large force attempted to sink or capture the transports, they never succeeded, but were defeated by the gunboats with severe loss on all occasions. Without a watchful care over the Mississippi, the operations of the army would have been much interfered with, and I can say honestly that officers never did their duty better than those who have patrolled the river from Cairo to Vicksburg. One steamer only was badly disabled since our operations commenced, and six or seven men killed and wounded. While the army have had a troublesome enemy in front and behind them, the gunboats, Marine Brigade, under General Ellet, and a small force of troops under Generals Dennis and Mower, have kept at bay a large force of rebels, over 12,000 strong, accompanied by a large quantity of artillery. Though offered battle several times and engaged, they invariably fled and satisfied themselves by assaulting half-disciplined and unarmed blacks.

The capture of Vicksburg leaves us a large army and naval forces free to act all along the river, and I hope soon to add to my department the vessels which have been temporarily lost to the service, viz, the *Indianola* and *Cincinnati*.

The effect of this blow will be felt far up the tributaries of the Mississippi. The timid and doubtful will take heart, and the wicked I hope will cease to trouble us for fear of the punishment which will sooner or later overtake them.

There has been a large expenditure of ammunition during the siege; the mortars have fired 7,000 mortar shells, and the gunboats

4,500; 4,500 have been fired from the naval guns on shore, and we have supplied over 6,000 to the different army corps.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

[Telegram.]

JULY 4, 1863.

I will have a steamer all ready to carry dispatches to General Banks and the fleet below. What time will you wish to send, and will you take up your headquarters in the city at once?

PORTER.

General GRANT.

[Telegram.]

GRANT'S HEADQUARTERS, *July 4, 1863.*

The enemy will march outside their works, stack arms, and return inside as prisoners. No troops, except those specified in special orders, will enter the city for the present.

U. S. GRANT.

General SHERMAN.

[Telegram.]

NEAR VICKSBURG, MISS., *July 4, 1863—10:30 a. m.*

The enemy surrendered this morning. The only terms allowed is their parole as prisoners of war. This I regarded as of great advantage to us at this juncture. It saves, probably, several days in the captured town; leaves troops and transports ready for immediate service. General Sherman, with a large force, will face immediately on Johnston and drive him from the State. I will send troops to the relief of General Banks, and return the Ninth Corps to General Burnside.

U. S. GRANT,
Major-General.

Major-General H. W. HALLECK,
General-in-Chief.

Letter of congratulation from Major-General Sherman, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy.

HEADQUARTERS EXPEDITIONARY ARMY,
[Big] *Black River, July 4, 1863.*

DEAR ADMIRAL: No event in life could have given me more personal pride or pleasure than to have met you to-day on the wharf at Vicksburg—a Fourth of July so eloquent in events as to need no words or stimulants to elevate its importance.

I can appreciate the intense satisfaction you must feel at lying before the very monster that has defied us with such deep and malignant hate and seeing your once disunited fleet again a unit; and, better still, the chain that made an enclosed sea of a link in the great river broken forever. In so magnificent a result I stop not to count who did it; it is done, and the day of our nation's birth is consecrated and baptized anew in a victory won by the united Navy and Army of our country. God grant that the harmony and mutual respect that exists between our respective commanders and shared by all the true men of the joint service may continue forever and serve to elevate our national character, threatened with shipwreck. Thus I muse as I sit in my solitary camp out in the wood, far from the point for which we have jointly striven so long and so well, and though personal curiosity would tempt me to go and see the frowning batteries and sunken pits that have defied us so long and sent to their silent graves so many of [our] early comrades in the enterprise, I feel that other tasks lie before me and time must not be lost. Without casting anchor, and despite the heat and the dust and the drought, I must again into the bowels of the land to make the conquest of Vicksburg fulfill all the conditions it should in the progress of this war. Whether success attend my efforts or not, I know that Admiral Porter will ever accord to me the exhibition of a pure and unselfish zeal in the service of our country.

It does seem to me that Port Hudson, without facilities for supplies or interior communication, must soon follow the fate of Vicksburg and leave the river free, and to you the task of preventing any more Vicksburgs or Port Hudsons on the banks of the great inland sea.

Though farther apart, the Navy and the Army will still act in concert, and I assure you I shall never reach the banks of the river or see a gunboat but I will think of Admiral Porter, Captain Breese, and the many elegant and accomplished gentlemen it has been my good fortune to meet on armed or unarmed decks of the Mississippi Squadron. Congratulating you and the officers and men of your command on the great result in which you have borne so conspicuous a part, I remain as ever,

Your friend and servant,

W. T. SHERMAN,
Major-General.

Admiral D. D. PORTER,
Commanding Fleet.

Letter of congratulation from Major-General Herron, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy.

HEADQUARTERS LEFT DIVISION INVESTING FORCES,
[Vicksburg,] July 5, 1863.

ADMIRAL: While congratulating you on the success of the Army and Navy in reducing this Sebastopol of Rebeldom, I must, at the same time, thank you for the aid my division has had from yourself and your ships.

The guns received from the *Benton*, under charge of Acting Master Reed, a gallant and efficient officer, have formed the most effective battery I had, and I am glad to say that the officer in charge has well

sustained the reputation of your squadron. For the efforts you have made to cooperate with me in my position on the left, I am under many obligations.

Very respectfully, your obedient servant,

F. J. HERRON,
Major-General.

Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Major-General Herron, U. S. Army, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, commending the services of Acting Master Reed, in charge of shore battery of Navy guns.

HEADQUARTERS LEFT DIVISION INVESTING FORCES,
Vicksburg, July 5, 1863.

CAPTAIN: Having had from your ship since the first of our siege operations on the left of the investing line, four of your heavy guns, under charge of Acting Master J. Frank Reed, I must, before their return to the ship, express to you my thanks for the good service they have rendered, and the admirable and officer-like manner in which they were handled by Acting Master Reed. His battery (which I have named after your ship, Battery Benton) has been our main support in advancing, and I learn has been a terror to the rebels in our immediate front.

The management and conduct of Acting Master Reed and his subordinates, William Moore and W. P. Brownwell, can not be too highly spoken of, and I can assure you they have nobly sustained the reputation of your ship and the Mississippi Squadron.

Acting Master Reed is well worthy of promotion.

Congratulating you, captain, on the combined success of the Army and Navy in reducing this Sebastopol of the rebels, I remain,

Very truly, yours,

F. J. HERRON,
Major-General.

Captain J. H. GREER,
Commanding Benton.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding the operations of the naval shore battery under his command.

U. S. S. CONESTOGA,
Mississippi River, July 8, 1863.

SIR: I have the honor to present the following report of the naval battery, consisting of two 8-inch columbiads, whilst under my command.

Acting under your orders of June 1, I reported to General Sherman, who located the battery nearly on the extreme right, not far from the river.

After many delays, I succeeded in getting one gun in position the night of June 4. Fire was opened from it the next morning, and the next night the other was got in position.

Opposed to us was an 8-inch columbiad, 600 yards distant, and a 32-pounder, 1,000 yards distant.

The columbiad was disabled by our fire the second day, and no further use made of it; the 32 was also effectually silenced. There was nothing left at which to direct our fire but rifle pits. Upon these I kept up a slow and steady fire at different intervals during the day. Operating upon earthworks, it was impossible to know the damage inflicted. Deserters report, however, that our fire was so accurate as to cause the battery to be greatly feared, and that it had done them much harm. On June 25, agreeably to your orders, I turned my command over to Captain Walker.

It gives me pleasure to bear testimony to the good conduct of my officers and men. The labor imposed upon them was very arduous, working their guns under a hot sun, and frequently employed half the night repairing the damage inflicted during the day.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Resolutions of the General Committee of the Union Associations of New Orleans and Jefferson, on the fall of Vicksburg.

JULY 29, 1863.

Whereas the present month has been signally illustrated by triumphs of the national arms and of the principles of truth and justice on which American Government is founded; and

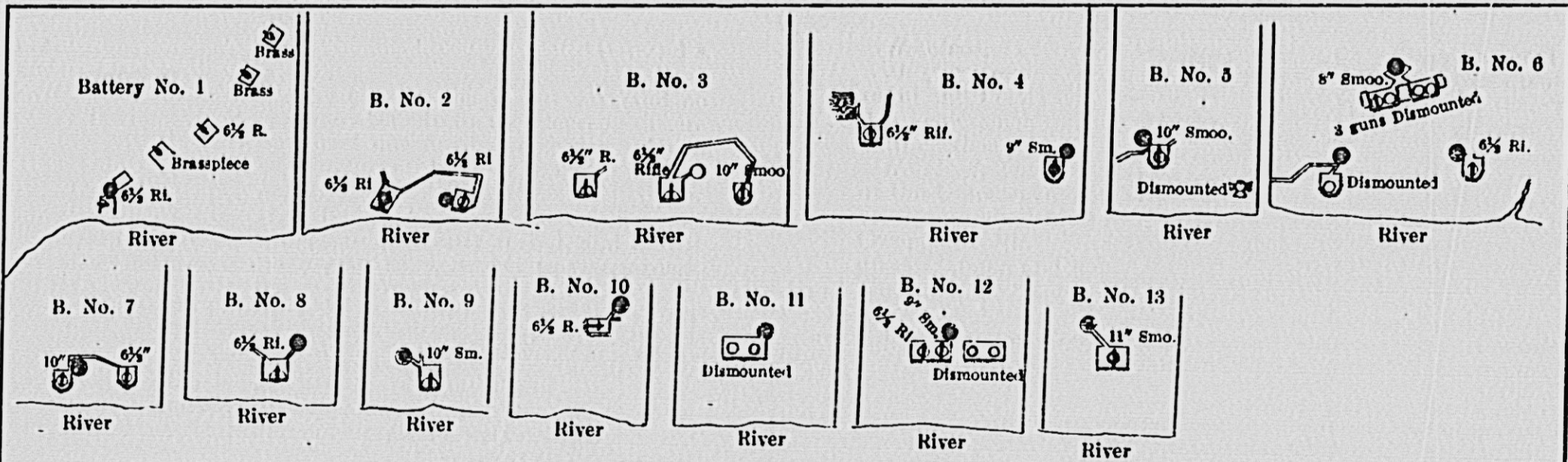
Whereas it seems proper that this committee should, in a public and formal manner, testify the deep sense of joy and gratitude with which we are inspired by these auspicious events: Therefore be it

Resolved, That the capture of the rebel strongholds at Vicksburg and Port Hudson may justly be ranked among the most important events of the war and as affording the highest evidence of the endurance and valor of the national armies.

Resolved, That in the opening of the Mississippi River may be seen the commencement of a new career of prosperity for our city, so long afflicted by the rebellion, and we hail the reoccupation of this great artery by the national forces as a death blow to the rebellion.

Resolved, That our thanks and those of the people of New Orleans are due to Generals Grant and Banks and to the heroic officers and men under their command for the bravery and constancy they have displayed and for the inestimable services they have rendered to our common country.

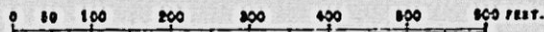
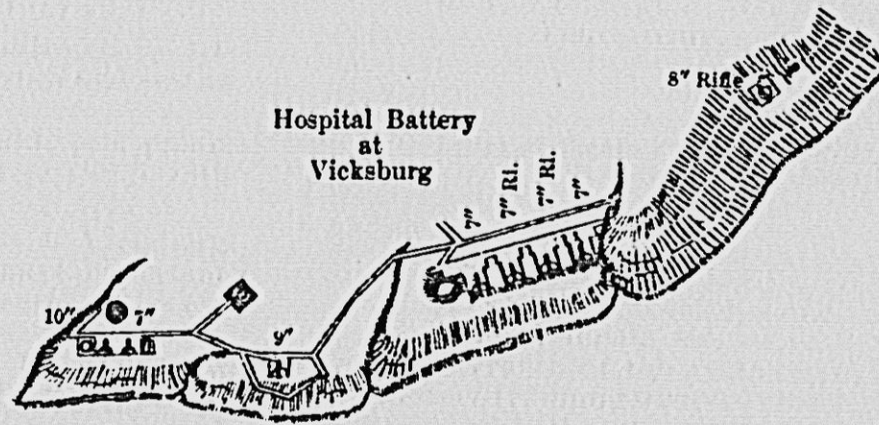
Resolved, That with the entire nation we feel profoundly grateful to Generals Meade and Rosecrans and to their gallant armies for the brilliant successes gained by them in Pennsylvania and Tennessee, and we look with entire confidence, as does the nation, to the further progress of their arms.



BATTERIES

Facing the River at Vicksburg

These batteries are so mounted that each gun can be brought to bear in the front, and many also in the rear. The Batteries are situated at different heights varying from 100 to 200 feet above the Level of the River, this does not include the Batteries mounted below the City, and commanding the River only those that command the Center.



Scale of Feet.

RIVER.

Resolved, That the Navy of our country has, as ever, covered itself with glory, and that our heartfelt thanks are due to the valiant Farragut and Porter and their gallant officers and crews for their splendid achievements on the Mississippi River, by which they justly entitled themselves to the gratitude of the American nation.

Resolved, That we look with the highest satisfaction at the course of the Union men of Missouri and the noble act of their State convention in abolishing human slavery in that vigorous and patriotic Commonwealth. That we look with a spirit of emulation to their great example and hope to see it, at an early day, rivaled by a convention of the people of Louisiana.

JAS. GRAHAM, *Secretary*.

THOMAS J. DURANT,
President.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to the Department, transmitting sketch of water batteries.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Vicksburg, July 11, 1863.

I enclose you a sketch of the water batteries under the charge of Colonel Higgins, formerly of the Navy.

These are the batteries that sunk the *Cincinnati*; quite enough to sink something more. The same batteries were attacked by the *Mound City*, *Benton*, *Carondelet*, and *Tuscumbia* on the 22d of June. Four guns were dismounted and two burst.

Yours, truly,

D. D. PORTER.

Letter of thanks and congratulation from the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy.

NAVY DEPARTMENT, *July 13, 1863.*

SIR: Your dispatch of the 4th instant, announcing the surrender of Vicksburg on the anniversary of the great historic day in our national annals, has been received. The fall of that place insures a severance of the rebel territory, and must give to the country the speedy, uninterrupted navigation of the rivers which water and furnish the ocean outlet to the great central valley of the Union. For the past year the key to the Mississippi has been Vicksburg, and so satisfied of this was the rebel chief who pioneered the rebellion, and first gave the order to open the fires of civil strife, that he staked his cause upon its retention. By the herculean efforts of the Army under the admirable leadership of General Grant, and the persistent and powerful cooperation of the Navy, commanded by yourself, this great result, under the providence of Almighty God, has been achieved. A slave empire divided by this river into equal parts, with liberty in possession of its banks and freedom upon its waters, can not exist. The work of rescuing and setting free this noble artery, whose unrestricted, vital current is essential to our nationality,

commenced with such ability by the veteran Farragut and the lamented Foote and continued by Davis, is near its consummation. You have only to proceed onward and meet that veteran chief whose first act was to dash through the gates by which the rebels assumed to bar the entrance to the Mississippi, whose free communication to and above New Orleans he has ever since proudly maintained.

When the squadrons of the upper and lower Mississippi shall combine, and the noble river be again free to a united people, the nation will feel its integrity restored, and the names of the heroic champions who signalized themselves in this invaluable service will be cherished and honored. Present and future millions on the shores of those magnificent rivers which patriotism and valor shall have emancipated will remember with unceasing gratitude the naval heroes who so well performed their part in these eventful times.

To yourself, your officers, and the brave and gallant sailors who have been so fertile in resources, so persistent and enduring through many months of trial and hardship, and so daring under all circumstances, I tender, in the name of the President, the thanks and congratulation of the whole country on the fall of Vicksburg.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Vicksburg, Miss.

Report of Acting Rear-Admiral Porter, U. S. Navy, acknowledging congratulatory letter from the Secretary of the Navy.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Vicksburg, July 28, 1863.

SIR: I have the honor to acknowledge the receipt of your congratulatory letter to myself, officers, and men of the Mississippi Squadron.

It is a pleasure to do our duty in such a cause as the one we are fighting for; nevertheless, it is agreeable to know that our efforts are appreciated by the Government we serve.

It is to be hoped that the happy event brought about partly by our efforts may be the last link broken in this wicked rebellion. The last rebel flag has floated over these waters, and I am led to believe, from the conduct of the humbler population, that peace and prosperity will soon again be restored through the entire length of the Mississippi River.

I thank you, sir, in the name of the officers and men of the Mississippi Squadron, for your handsome approval of their conduct.

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

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

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

Letter from the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, announcing his promotion by the President of the United States to the rank of rear-admiral.

NAVY DEPARTMENT, *July 13, 1863.*

SIR: Having received the thanks of Congress at its last session by joint resolution dated the 7th of February, 1863, for the bravery and skill displayed in the attack on the Post of Arkansas on the 10th of January, 1863, and in consideration of those services, together with your efficient labors and vigilance subsequently in thwarting the efforts of the enemy to obstruct the Mississippi and its tributaries, and the important part rendered by the squadron under your command which led to the surrender of Vicksburg, I have the pleasure to inform you that the President has promoted you to the grade of rear-admiral in the Navy from the 4th of July, 1863, to take rank next after Rear-Admiral J. A. Dahlgren, and an appointment to that grade is herewith transmitted, the receipt of which you will acknowledge to the department.

Very respectfully,

GIDEON WELLES.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron, Cairo, Ill.

[Endorsement.]

Commission as rear-admiral sent 2d March, 1864.

Extracts from general report of Lieutenant-General Pemberton, C. S. Army, commanding Department of Mississippi and Eastern Louisiana, covering May 19 to July 4, 1863.

HEADQUARTERS,
Gainesville, Ala., August 2, 1863.

GENERAL: At the earliest moment compatible with the performance of other and very pressing duties, I have the honor to present the following report of the operations of the troops in the Department of Mississippi and Eastern Louisiana preceding and during the siege resulting in the capitulation of Vicksburg:

* * * * *

On May 19, a courier was dispatched with the following telegram to the President:

We are occupying the trenches around Vicksburg. The enemy is investing it and will probably attempt an assault. Our men have considerably recovered their *morale*, but unless a large force is sent at once to relieve it, Vicksburg before long must fall. I have used every effort to prevent all this, but in vain.

20th.—The enemy continued to move from our right with heavy cannonading toward the center and left; three guns temporarily disabled. At noon the mortar fleet of Admiral Porter took position on the west side of the peninsula and commenced the bombardment of the city.

The following dispatch was forwarded by courier to General Johnston:

The enemy assaulted our intrenched lines yesterday at two points (center and left) and was repulsed with heavy loss. Our loss small. I can not estimate the enemy's force now engaged around Vicksburg at less than 60,000;

it is probably more. At this hour (8:30 a. m.) he is briskly cannonading with long-range guns. That we may save ammunition, his fire is rarely returned. At present our main necessity is musket caps. Can you send them to me by hands of couriers or citizens? An army will be necessary to relieve Vicksburg, and that quickly. Will it not be sent? Please let me hear from you, if possible.

21st.—The fire from the mortar fleet continued without intermission, accompanied by heavy musketry and artillery fire from the rear, to which but slight response was given. Several guns were dismounted, and number of officers and men killed and wounded. In the afternoon the enemy's gunboats steamed up and threw a large number of shells into the city, but without material damage. * * * The prospect of a protracted siege, and the uncertainty as to how many assaults we might have to repel, and in view of the possibility of having to march out from our intrenchments to meet and cooperate with an assisting army expected under General Johnston, rendered it a matter of vital importance that every charge of ammunition on hand should be hoarded with the most jealous care. The amount of ammunition in Vicksburg, though large, would not have sufficed for an unlimited daily expenditure for a protracted period. The importance of the most rigid economy, therefore, in its use was apparent, and strict orders were consequently issued against all picket skirmishing and artillery duels where neither served any useful purpose. * * *

Another courier was to-day sent to General Johnston with the following dispatches:

During the past two days the enemy has passed up the river in transports in large force for a point not yet discovered.

The enemy has continued a spirited fire all day; also his shelling from mortar boats. Our men have replied rarely. * * *

P. S.—Brisk musketry and artillery fire to-day on center. Three guns there dismounted; will be replaced as far as possible. Officers suffer most from their sharpshooters. Incessant mortar firing from the river, and last night three of their gunboats engaged the lower batteries.

22d.—The fire from the enemy's artillery and sharpshooters in the rear was heavy and incessant until noon, when his gunboats opened upon the city, while a determined assault was made along Moore's, Hébert's, and Lee's lines. * * *

23d.—This day was unusually quiet, with but little artillery firing until late in the afternoon. * * * The fire from the mortar fleet continued heavy and incessant. * * *



24th.—At an early hour the mortar fleet opened and kept up a continuous and heavy bombardment throughout the day. * * *

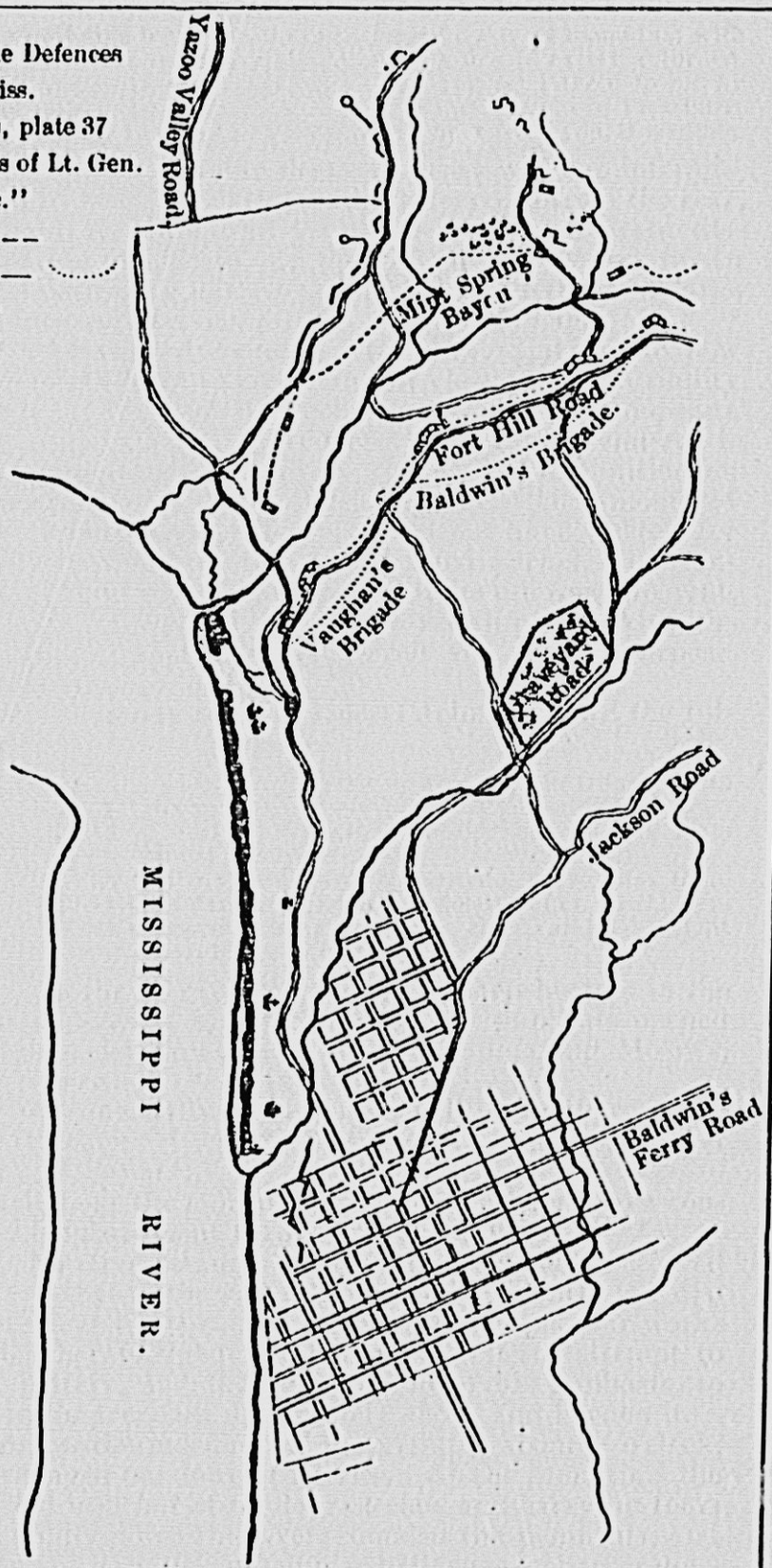
25th.—* * * No circumstances worthy of special note occurred between this date and that of the 27th. The enemy evidently was discouraged by his previous fruitless and costly assaults upon our works in the rear, and he therefore determined, if possible, to attempt to silence our upper battery, and then, by the aid of his gunboats, to effect a lodgment in the trenches immediately above and beyond it.

With this design, on the morning of the 27th, at about 9 o'clock, four of his boats engaged our lower batteries. At the same time the *Cincinnati*, a turreted ironclad of the largest class and carrying fourteen guns, pushed boldly down the river, rounded the peninsula, and was soon hotly engaged with our upper battery at short range. After a spirited engagement of about forty-five minutes, the *Cincinnati* was rendered a complete wreck, and only escaped total destruc-

Portion of Map of the Defences
Vicksburg, Miss.

from A. W. R. Atlas, plate 37
"Accompanying reports of Lt. Gen.
John C. Pemberton, &c."

Federal.  - - - -
Confederate.  - - - -



tion by being run aground on the Mississippi shore, where she is probably still lying. The lower fleet, witnessing her discomfiture, soon drew off, but with what damage to themselves it is impossible to say.

The firing from our batteries was most excellent, and too much praise can not be awarded to Colonel Higgins, his officers and men, for their gallantry, coolness, and skill. * * *

On the morning of the 29th the enemy opened a terrific fire from the rear, and for four hours a storm of shot and shell was rained upon the city, seriously damaging many buildings, killing and wounding a large number of soldiers and citizens. During the day Ellet's Marine Brigade arrived and anchored at the bend above. * * *

On June 10, the following dispatch was sent to General Johnston:

The enemy bombard day and night from seven mortars on opposite side of peninsula. He also keeps up constant fire on our lines with artillery and sharpshooters. We are losing many officers and men. I am waiting most anxiously to know your intentions. Have heard nothing of you nor from you since May 25. I shall endeavor to hold out as long as we have anything to eat. * * *

Again, on the 12th, I dispatched as follows:

* * * Very heavy firing yesterday from mortars and on lines. * * *

On the 15th I addressed General Johnston as follows:

The enemy has placed several very heavy guns in position against our works and is approaching them very nearly by sap. His fire is almost continuous. Our men have no relief; they are becoming much fatigued, but are still in pretty good spirits. I think your movement should be made as soon as possible. The enemy is receiving reinforcements. We are living on greatly reduced rations, but I think sufficient for twenty days yet.

The enemy had now placed in position on the peninsula several very heavy guns, the fire of which was very destructive; and though repeated attempts were made, we could not succeed in silencing them.

* * * * *

My previous dispatches from General Johnston had not made me very sanguine of relief, and his dispatch of June 22 was not calculated to render me more hopeful. He said:

* * * * *

If I can do nothing to relieve you, rather than surrender the garrison, endeavor to cross the river at the last moment if you and General Taylor can communicate.

I never received any communication from Major-General Taylor on the subject of cooperation, nor had I any knowledge of his whereabouts or of his forces. * * * Had I received General Johnston's dispatch of June 27, in which he encouraged the hope that both Vicksburg and the garrison might be saved, I would have lived upon an ounce a day and have continued to meet the assaults of all Grant's army rather than have surrendered the city until General Johnston had realized or relinquished that hope; but I did not receive his dispatch until August 20, in Gainesville, Ala., nor had I the most remote idea that such an opinion was entertained by General Johnston. * * *

The dispatch of June 22 from General Johnston rendered it painfully apparent that the siege could not be raised. To cross the Mississippi River, as suggested, in the face of the enemy's gunboats and land batteries, was an impossibility; and unless this was effected, the

defense, which had been so long and gallantly maintained ceased to be of any practical utility. * * * I had then to choose between such favorable terms as I might be able to obtain and an unconditional surrender, or subject the garrison and the citizens (including hundreds of women and children) to the horrors of an assault, which I could no longer hope to repel.

* * * * *

J. C. PEMBERTON,
Lieutenant-General.

General S. COOPER,
Adjutant and Inspector General, Richmond, Va.

Report of Lieutenant-General Pemberton, C. S. Army, regarding the attacking enemy, and requesting reinforcements.

HDQRS. DEPT. MISS. AND E. LA.,
Vicksburg, May 21, 1863.

The enemy has continued a spirited fire all day; also his shelling from mortar boats. Our men have replied rarely. Two large transports came down loaded with troops. They are evidently reinforcing their present large force. Am I to expect reinforcements? From what direction, and how soon? Have you heard anything from General Loring? Can you send me musket caps by courier?

Respectfully, etc.,

J. C. PEMBERTON.

General JOSEPH E. JOHNSTON.

Order of Lieutenant-General Pemberton, C. S. Army, to Colonel Higgins, C. S. Army, prohibiting further firing on mortar boats.

VICKSBURG, *May 23, 1863.*

COLONEL: The lieutenant-general commanding directs that you prohibit any further firing at the mortar boats of the enemy, it being regarded as a useless expenditure of ammunition.

I am, respectfully, your obedient servant,

R. W. MEMMINGER,
Assistant Adjutant-General.

Colonel EDWARD HIGGINS,
Commanding River Batteries.

Order of Lieutenant-General Pemberton, C. S. Army, to Colonel Higgins, C. S. Army, commanding river batteries, in view of information contained in intercepted dispatch from Admiral Farragut, U. S. Navy.

VICKSBURG, *May 23, 1863.*

COLONEL: I am directed by the lieutenant-general commanding to say you will send no men over the river to-night except a scout. A

signal dispatch was intercepted from Admiral Farragut, showing that he anticipated an attack on the mortar boats.

I am, respectfully, your obedient servant,

R. W. MEMMINGER,
Assistant Adjutant-General.

Colonel EDWARD HIGGINS,
Commanding, etc.

Letter from Surgeon Lay to Lieutenant-General Pemberton, C. S. Army, regarding the falling of Federal shells on the hospitals under his care.

CITY HOSPITAL, *Vicksburg, May 24, 1863.*

SIR: It becomes my duty to notify Lieutenant-General Pemberton that the enemy have for three days past been shelling my hospitals, and to-day their fire is becoming very accurate. My different houses have been struck twenty-one times. I have had 6 wounded men rewounded. Men in their condition, whose nerves are already shattered by wounds, bear this very badly, and I shall have great mortality among my amputations and serious operations. The wounds we are having are generally of a very grave character, a much larger per cent than I have ever seen after any battle, being from serious, severe, dangerous to mortal—some 26 of the last. I do not know that you can help me in this matter, but feel it my duty to notify you of these facts.

I am, sir, very respectfully,

BENJ. D. LAY,
Surgeon of City Hospital, etc.

Major MEMMINGER.

Order of Lieutenant-General Pemberton, C. S. Army, to Major-General Smith, C. S. Army, for cessation of hostilities during burial of dead.

HDQRS. DEPT. MISS. AND E. LA.,
Vicksburg, May 25, 1863.

GENERAL: I am directed by the Lieutenant-General commanding to say to you that, by agreement entered into by flag of truce with the enemy, all hostilities will cease from 6 to 8:30 p. m., to enable the enemy to bury their dead.

Very respectfully, your obedient servant,

F. M. STAFFORD,
Acting Assistant Adjutant-General.

Major-General MARTIN L. SMITH,
Commanding, etc.

[Telegram.]

GRENADA, MISS., *May 26, 1863.*

A later dispatch from commander at Vaughan's says one gunboat, heavy guns; light guns on transports.

J. Z. GEORGE.

General CHALMERS.

[Telegram.]

PANOLA, MISS., *May 26, 1863.*

Organize your forces and send them here as soon as possible.

JAMES R. CHALMERS.

General J. Z. GEORGE, *Grenada.*

Letter of commendation from Lieutenant-General Pemberton, C. S. Army, to Colonel Higgins, C. S. Army, commanding water batteries, for services in repelling Federal attack and for the sinking of the U. S. S. Cincinnati.

HDQRS. DEPT. MISS. AND E. LA.

Vicksburg, May 27, 1863.

COLONEL: It affords me pleasure to offer to you, and through you to your gallant artillerists, my grateful acknowledgments of your signal services against the enemy this day on the Mississippi River. In the assurance of his power the enemy threatened our city of Vicksburg with five of his monster ironclad gunboats and seven of his powerful mortar batteries. You manfully worked your guns of the upper batteries against his force, and by your skill sank one of his vaunted champions of the river, the gunboat *Cincinnati*, carrying fourteen guns, turreted, causing the small surviving crew thereof to ignominiously fly to the distant shore in discomfiture. You drove, too, from their selected point of attack, by your lower batteries, four other ironclad vessels, and soon after you caused silence to reign around the shores of our beleaguered city. By your gallantry and heroism to-day you have added to the garland of Vicksburg victories another bright chaplet. May God speed you in your good work.

Your friend and commander,

J. C. PEMBERTON,

Lieutenant-General, Commanding.

Colonel EDWARD HIGGINS,

Commanding River Batteries, in front of Vicksburg.

Order of Lieutenant-General Pemberton, C. S. Army, to Major-General Smith, C. S. Army, in view of probable attack by the Marine Brigade.

HDQRS. DEPT. MISS. AND E. LA.,

Vicksburg, May 29, 1863.

GENERAL: I am directed by the lieutenant-general commanding to say it is probable that Ellet's Marine Brigade, just come down the river, may endeavor to assault Hoadley's battery on your left. He desires that you have a regiment in readiness to move to that point promptly in case such assault should be made.

I am, respectfully, your obedient servant,

R. W. MEMMINGER,

Assistant Adjutant-General.

Major-General MARTIN L. SMITH,

Commanding, etc.

Letter from Lieutenant-General Pemberton, C. S. Army, to Brigadier-General Bowen, C. S. Army, expressing thanks to party of officers and men for the attempted burning of U. S. S. Cincinnati.

VICKSBURG, *May 31, 1863.*

GENERAL: The lieutenant-general commanding desires to tender his thanks to Captain [J. W.] Barclay, Lieutenant Wilkerson, and the men under their command for the successful accomplishment of their mission in burning the gunboat *Cincinnati* last night; and, as a tribute to their gallantry, he has great pleasure in presenting them with the flag captured on the occasion.

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

W. H. McCARDLE,
Assistant Adjutant-General.

Brigadier-General BOWEN,
Commanding Division.

Special order of General Johnston, C. S. Army, assigning Captain Brown, C. S. Navy, to command heavy artillery at Yazoo City, etc.

SPECIAL ORDERS, }
No. 92.

HEADQUARTERS,
Canton, Miss., June 1, 1863.

* * * * *

III. Captain I. N. Brown, C. S. Navy, is assigned to the command of the heavy artillery at Yazoo City and the boats in the Yazoo River.

* * * * *

By command of General Johnston:

A. P. MASON,
Assistant Adjutant-General.

[Telegram.]

VICKSBURG, *June 10, 1863.*

The enemy bombards the city day and night from seven mortars on opposite side of peninsula. He also keeps up constant fire on our lines with artillery and sharpshooters. We are losing many officers and men. I am waiting most anxiously to know your intentions; have heard nothing of you or from you since 25th of May. I shall endeavor to hold out as long as we have anything to eat. Can you not send me a verbal message by a courier, crossing the river above or below and swimming across again opposite Vicksburg?

J. C. PEMBERTON.

General JOSEPH E. JOHNSTON.

(Repeated June 12.)

Captain Davidson, of the C. S. Signal Corps, forwards intercepted Federal message to Major-General Smith, C. S. Army.

[Intercepted.]

SIGNAL CORPS, SMITH'S DIVISION,
Post, June 25, 1863.

The departure takes place at 3 p. m. Can I have your permission to remain till it is over? The mortars are bursting very high.

SELFRIE, *Captain.*

Commodore PORTER.

MAX T. DAVIDSON.

Major-General MARTIN L. SMITH.

Appeal for help.*

IN TRENCHES,
Near Vicksburg, June 28, 1863.

SIR: In accordance with my own feelings, and that of my fellow soldiers, with whom I have conferred, I submit to your serious consideration the following note:

We, as an army, have as much confidence in you as a commanding general as we perhaps ought to have. We believe you have displayed as much generalship as any other man could have done under similar circumstances. We give you great credit for the stern patriotism you have evinced in the defense of Vicksburg during a protracted and unparalleled siege.

I also feel proud of the gallant conduct of the soldiers under your command in repulsing the enemy at every assault and bearing with patient endurance all the privations and hardships incident to a siege of forty-odd days' duration.

Everybody admits that we have all covered ourselves in glory, but, alas! alas! general, a crisis has arrived in the midst of our siege.

Our rations have been cut down to one biscuit and a small bit of bacon per day, not enough, scarcely, to keep soul and body together, much less to stand the hardships we are called upon to stand.

We are actually on sufferance, and the consequence is, as far as I can hear, there is complaining and general dissatisfaction throughout our lines. We are, and have been, kept close in the trenches day and night, not allowed to forage any at all, and, even if permitted, there is nothing to be had among the citizens.

Men don't want to starve, and don't intend to, but they call upon you for justice, if the commissary department can give it; if it can't, you must adopt some means to relieve us very soon. The emergency of the case demands prompt and decided action on your part.

If you can't feed us, you had better surrender us, horrible as the idea is, than suffer this noble army to disgrace themselves by desertion. I tell you plainly, men are not going to lie here and perish, if they do love their country dearly. Self-preservation is the first law of nature, and hunger will compel a man to do almost anything.

You had better heed a warning voice, though it is the voice of a private soldier.

This army is now ripe for mutiny, unless it can be fed.

* Found among General Pemberton's papers.

Just think of one small biscuit and one or two mouthfuls of bacon per day. General, please direct your enquiries in the proper channel and see if I have not stated stubborn facts which had better be heeded before we are disgraced.

From—

MANY SOLDIERS.

General J. C. PEMBERTON.

Captain Davidson, of C. S. Signal Corps, forwards intercepted Federal message to Major-General Smith, C. S. Army, regarding date of surrender.

[Intercepted dispatch.]

SIGNAL CORPS, SMITH'S DIVISION,
Post, June 28, 1863.

A vessel will start for Port Hudson in four or five days. Will let you know in time. Two deserters in. They say the town will be surrendered on the 4th day of July, after the rebels fire a salute. Six days' quarter rations left yesterday.

PORTER.

General GRANT.

MAX. T. DAVIDSON,
Captain, Commanding.

General MARTIN L. SMITH.

Letter of Colonel Higgins, C. S. Army, regarding terms of surrender.

[JULY 3?].

Having no hope of General Johnston's relieving the garrison and believing that we are unable to cut our way out, I think the terms of General Grant, as modified, are the best we can hope to obtain.

EDWARD HIGGINS,
Colonel, Commanding River Batteries.

[Telegram.]

JACKSON, MISS., *July 7, 1863.*

Vicksburg capitulated on the 4th instant. Garrison was paroled and are to be returned to our lines, the officers retaining their side arms and personal baggage. This intelligence was brought by an officer who left the place on Sunday, the 5th. In consequence, I am falling back from the Big Black River to Jackson.

J. E. JOHNSTON.

HON. JAMES A. SEDDON,
Secretary of War.

[Telegram.]

JACKSON, MISS., *July 13, 1863.*

Colonel C. A. Fuller has just arrived from Vicksburg. The Federals issued 31,000 rations to the garrison after the siege. There were 18,000 men fit for duty in the trenches the day of the surrender.

About 6,000 sick and wounded in hospitals. Losses, killed and wounded, during the siege supposed to be 2,500. General Green the only general officer killed. The garrison left Vicksburg on the 11th and will reach a point 10 miles east of Brandon on Wednesday, the 15th. Colonel Fuller thinks the troops are much demoralized, and a large proportion of the men will straggle. The cause is their objection to going to a parole camp. They ask a furlough of thirty days, which General Pemberton recommends. Subsisting these men will be attended with serious difficulties.

J. E. JOHNSTON.

His Excellency the PRESIDENT.

Report of Colonel Higgins, C. S. Artillery, commanding river batteries.

ENTERPRISE, MISS., *July 25, 1863.*

MAJOR: I have the honor to report the operations of the river batteries under my command during the recent siege of Vicksburg.

The line of batteries extended along the river front, commencing at a point above Fort Hill, on the right of my line, to a redoubt which terminated the extreme right of the rear lines and met my left, a distance of 3 miles, and consisted of 8 10-inch columbiads, 1 9-inch Dahlgren, 1 8-inch columbiad, 1 7.44-inch Blakely gun, 1 7-inch Brooke, 1 6.4-inch Brooke, 3 smoothbore 42-pounders, 2 smoothbore 32-pounders, 8 banded and unbanded 32-pounder rifles, 1 18-pounder rifle, 1 20-pounder Parrott, 1 Whitworth, 1 10-inch mortar, 1 8-inch siege howitzer, making in all 31 pieces of heavy artillery, besides 13 pieces of light artillery, which were placed in position to prevent a landing of the enemy on the city front. These batteries were divided into three commands as follows: The upper batteries, from Fort Hill to the upper bayou, were worked by the First Tennessee Artillery, under Colonel Andrew Jackson, jr. The center batteries, or those immediately on the city front, were under charge of Major F. N. Ogden, Eighth Louisiana Artillery Battalion, to whose command was attached Captain S. C. Bains' company, of Vaiden Light Artillery. The lower batteries were in charge of the First Louisiana Artillery, under Lieutenant-Colonel D. Beltzhoover. A portion of the Twenty-third [Twenty-second] Louisiana Volunteers was joined to Lieutenant-Colonel Beltzhoover's command.

On the evening of May 18 the investment commenced in the rear of the city. At the same time five of the enemy's gunboats (four of which were ironclads) came up from below and took up a position in the river just out of range of our guns, while the river above and in front of the city was guarded by three gunboats, thus completing the investment.

On the evening of the 19th the enemy's sharpshooters, having obtained possession of our abandoned line of outer works, opened a fire upon the upper four-gun water battery, commanded by Major F. W. Hoadley, First Tennessee Artillery, thus rendering the battery temporarily untenable. Advantage was taken of the darkness of the night to construct traverses on the flank and in rear of the guns of this battery, and at daylight there was ample protection afforded to

the men while at the guns. The enemy also commenced feeling our batteries, and opened a heavy fire from three of his ironclads upon Captain [W. C.] Capers' 10-inch columbiad, on the left of my line. Their fire was kept up for several hours, but without any serious damage.

At daylight on the morning of the 20th the enemy opened fire upon the city and batteries with seven mortars placed under the bank of the river on the Louisiana shore. Three ironclads also shelled the lower batteries at long range.

On the 22d at 9 a. m. four ironclads and one wooden gunboat engaged the lower batteries, and after an engagement of one hour and a half were repulsed. Two of the ironclads were seriously damaged. This engagement was creditable to the First Louisiana Artillery, who, with ten guns, mostly of small caliber, contested successfully against thirty-two heavy guns of the enemy. Our casualties were only 2 wounded during the fight; one 10-inch columbiad and the 18-pounder rifled gun were temporarily disabled. The Blakely gun burst at the muzzle.

On the 23d eleven of the light pieces on the river front were ordered to the rear and were there fought by detachments from my command during the remainder of the siege.

From the 24th to the 26th mortars kept up a steady fire upon the city and batteries. The 8-inch siege howitzer, one smoothbore 32-pounder, and 20-pounder Parrott, and the Whitworth gun were removed to the rear with their detachments.

Soon after daylight on the morning of the 27th the enemy's ironclad gunboat *Cincinnati*, mounting fourteen guns, was observed approaching our upper batteries, while four ironclads approached the lower batteries. An engagement took place which resulted in the complete repulse of the enemy and the sinking of the *Cincinnati* in front of our guns after an action of thirty minutes.

Great credit is due to Captains [J. P.] Lynch and [T. N.] Johnston, of the First Tennessee Heavy Artillery, for the handsome manner in which their guns were handled during the engagement.

The enemy's loss was severe, many of their men being killed in the portholes by our sharpshooters. As the river fell attempts were made by the enemy to recover the guns of the *Cincinnati* by working at night, to prevent which fire was opened on the sunken boat every night from one or two of my guns during the siege.

On the 28th the 18-pounder rifled gun was sent to the rear lines in charge of Captain L. B. Haynes' company (E), First Regiment Louisiana Artillery.

At daylight on the 31st a tremendous fire was opened on the city from the enemy's guns in the rear, which did some damage to the works of the upper batteries. A battery of two small Parrott guns which opened upon my left at the same time was silenced by Captain Capers' 10-inch columbiad.

June 1, a large fire broke out in the city, close upon the magazine of the Whig Office battery, which was at one time in great danger. The ammunition was taken out and placed in a more secure position. All the men of my command that could be spared from the guns were ordered out immediately to assist in arresting the progress of the conflagration.

From June 2 to 8, the enemy kept up an incessant fire from the mortar flats on the city and batteries, and each day the gunboats below shelled the woods and lower batteries. Two of the fieldpieces in my command were turned over to Major-General M. L. Smith, to be placed in the rear defense.

June 9 and 10, the fire from the mortars continued at irregular intervals. The enemy succeeded in placing sharpshooters in the woods on the Louisiana shore opposite the city, but they were driven off by a few well-directed shots from one of the light fieldpieces of Major [F. N.] Ogden's command.

On the morning of June 11, the enemy opened fire from a 10-inch gun placed in position at a point about a mile above the bend of the river, opposite the upper batteries, mortars and gunboats still keeping up a brisk fire.

June 12, the 10-inch mortar was ordered to our works in the rear, and was placed in Major-General Forney's line. It was manned by a detachment of men from Company G, First Louisiana Artillery, under Lieutenant C. A. Conrad.

June 13 to 15, a 30-pounder Parrott gun opened on the upper batteries from the same position as the 10-inch gun mentioned previously. Several of the mortars dropped down the river some 500 yards, and opened a heavy fire on the upper batteries. The two Parrott guns opened again on Captain Capers, but were silenced after five shots.

June 16, enemy opened fire on Captain Lynch's battery (upper batteries) from a new work between Edwards' negro quarters and the river, doing considerable damage to the parapets, traverses, etc., but not injuring any of our men or guns.

June 17, 18, 19, mortars still keeping up an irregular fire. The guns on the Louisiana shore fired very rapidly in the morning and evening. Our batteries replied slowly. The Parrott battery opened again on Captain Capers, but never fired after our guns opened. Since the surrender it has been ascertained that those two guns were totally disabled by Captain Capers' fire.

June 20, about 3 a. m., the enemy opened a heavy fire from both front and rear upon the city and batteries. Firing ceased at 7.30 a. m.

June 21, mortars ceased firing. The enemy mounted a 100-pounder Parrott gun on the Louisiana shore, under the bank of the river, at a point about 500 yards above the mortar boats. It opened upon the city during the evening, doing a great deal of damage. Captain [R. C.] Bond, in the lower batteries, opened fire with his 10-inch columbiad and 32-pounder rifled gun, when, after a few shots, the enemy's gun ceased firing.

June 22 to 27, firing from the guns on the Louisiana shore was kept up on the city and batteries with great vigor. Our guns replied slowly and with deliberation, but in consequence of the timber on the Louisiana shore affording ample means of masking batteries, it was very difficult to arrive at any satisfactory results.

On the 26th, the mortars resumed their fire upon the city, and on the same day numbers of the enemy's sharpshooters opened upon the city from the brushwood on the Louisiana shore.

June 28, firing still kept up. The 10-inch Brooke gun in the upper batteries burst one of the bands and also at the breech. At 4 p. m.

the 100-pounder Parrott gun and two mortars opened upon the lower batteries.

June 29 and 30, heavy firing all along the river front. The gunboats shelled the woods around Captain Capers' battery. The mortar was brought from the rear and remounted in its old position in the redoubt on the extreme left of my line. It was very successfully used in driving off sharpshooters from that point. In addition to the other guns on the Louisiana shore, the enemy opened two small Parrott guns close to the bank in front of the city. The fire was very slow and at irregular intervals.

July 1, the enemy opened fire on the mortar redoubt from his lines. Our works were somewhat damaged by it. The mortar replied, and almost immediately afterwards the enemy's fire ceased.

July 2 and 3, heavy firing from all points. At 4 p. m. on the 3d, I opened fire all along my lines, and at 5 p. m. the last gun was fired by the river batteries in defense of Vicksburg.

July 4, the city capitulated.

During this long and tedious siege, I am happy to say that the officers and men under my command discharged their duty faithfully and with alacrity. Owing to the weakness of our infantry force they were called upon to perform other duties than those of fighting their guns. They formed a portion of the city guard, discharged the duties of firemen in case of fire, policed the river, etc., and the reliefs were almost nightly under arms as infantry in the trenches.

I have not yet received the surgeon's report of our loss in killed and wounded. It will probably not amount to more than 30. Among the killed was Major F. W. Hoadley, First Tennessee Heavy Artillery, who commanded the upper water battery. This battery was exposed constantly to an unceasing fire of mortars, Parrotts, and sharpshooters. The gallant major was always at his post, and fell with his face to the foe, struck in the breast by a fragment of a shell.

The officers who most distinguished themselves by their gallantry and unceasing vigilance during the siege were: Colonel Jackson, First Tennessee Artillery, who, with his gallant regiment, bore the brunt of the labors and dangers of the siege, and was always ready day or night, for any duty to which he might be called; Lieutenant-Colonel [Robert] Sterling, Captains [J. P.] Lynch and Johnston, of the same regiment; Major F. N. Ogden, Eighth Louisiana Artillery Battalion, and Captains [T. N.] McCrory and [P.] Grandpré, of the same battalion; Captains W. C. Capers, R. C. Bond, and R. J. Bruce; Lieutenants Richard Agar, E. D. Woodlief, and C. A. Conrad, First Louisiana Artillery.

Captain W. C. Capers, by his strict and indefatigable attention to his duties and gallant bearing, won my admiration.

Lieutenant C. A. Conrad, in command of the 10-inch mortar, behaved with great gallantry.

Lieutenant W. T. Mumford, adjutant of the command; Lieutenant W. M. Bridges, inspector-general; Lieutenant William Yerger, jr., aid-de-camp; Lieutenant B. G. Knight, volunteer aid-de-camp; and Lieutenant W. O. Flynn, engineer officer, discharged their duties to my satisfaction.

It is but an act of simple justice before closing this report to make known the good conduct of Sergeant Thomas Lynch, of the First Louisiana Artillery, who was in command of the picket boats and chief of the river police. By his ceaseless energy and his close attention to his very arduous duties, he made himself almost invaluable, and I trust the Government will reward his faithfulness.

Very respectfully, your obedient servant,

EDWARD HIGGINS,
Colonel of Artillery, C. S. Army,
Late in Command of River Batteries, Vicksburg.

Major R. W. MEMMINGER,
Assistant Adjutant-General.

General order of Acting Rear-Admiral Porter, U. S. Navy, regarding the division of the Mississippi Squadron.

GENERAL ORDER } U. S. MISSISSIPPI SQUADRON, *May 20, 1863.*
No. 57.

Hereafter the Mississippi River will be divided into sections and under the command of divisional commanders.

Section 1 will commence at the mouth of Red River and extend to Grand Gulf, which will be the limit of the command.

The following places will be watched by an ironclad, to see that no batteries are erected, viz, Natchez, Fort Adams, Cole's Creek, and Ellis Cliffs.

The different divisions will be filled up with light-draft vessels, to cruise up and down the river and carry dispatches. These must be strung along the river between ironclads. Red River is always to be kept blockaded, and when the water is high enough, a strong force to be kept at the mouth of Black River.

Section 2 will commence at Grand Gulf and extend to the Arkansas River. Two ironclads will be kept at Grand Gulf, one at Carthage, and one at Warrenton.

Light-draft vessels to be kept moving up and down as circumstances will permit. A force of light-draft and wooden boats must be kept in vicinity of Greenville up to Napoleon. Ironclads will be added as they come to hand.

Section 3 commences at White River and ends at Memphis.

A gunboat will be kept at the mouth of White and Arkansas, and the coal barges never left without a guard vessel. Vessels will be specially detailed for this service.

Section 4 commences at Memphis and extends to Cairo. Vessels will be specially detailed for this section.

Section 5 includes all of the Tennessee River. Vessels will be specially detailed for this service.

Section 6 includes all of the Cumberland and Ohio rivers as far as the Falls. Vessels will be detailed specially for this service.

Commanders of divisions will regulate their commands according to the orders they receive from me.

Section 1 will wear the blue and white divisional flag, boat code, with a ball over the flag; the commanding officer of division to wear boat-code blue flag.

Section 2 will wear red and white divisional flag, boat code, and the commanding officer of division will wear the red divisional flag.

Section 3 will include all the vessels belonging to the first division of light-drafts. Section 4 will include all the vessels belonging to the second division of light-drafts. Section 5 will include all the vessels belonging to the third division of light-drafts. Section 6 will include all the fourth division of light-drafts.

Printed lists of divisions will be sent to each divisional officer and each commander of division. No commander will leave the station at which he is placed without written orders from the commander of the division. All communications will be sent to me through the commander of division, who will approve all requisitions except for money.

DAVID D. PORTER,
Acting Rear-Admiral, Comdg. Miss. Squadron.

Order of Lieutenant-Commander Prichett, U. S. Navy, to Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, regarding convoy duty.

U. S. S. TYLER,
Mouth of White River, May 20, 1863.

SIR: You will proceed down the river conveying the U. S. naval hospital boat *Red Rover* and steamers *City of Memphis* and *New Kentucky*. You will convoy them to Milliken's bend and return to this point immediately.

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

JAS. M. PRICHETT,
Lieutenant-Commander and Senior Officer present.

Lieutenant Commanding JOSHUA BISHOP,
Commanding General Bragg.

[Telegram.]

WASHINGTON, May 20, 1863—4.05 p. m.

The Secretary of War thinks that such of your boats as may be available and not required in the Cumberland and Tennessee should proceed immediately to Vicksburg.

H. W. HALLECK.

Brigadier-General ELLET,
Cairo, Ill.

Report of Commander Woodnorth, U. S. Navy, commanding U. S. S. General Price, regarding expedition to Red River and capture of eighteen boats.

U. S. S. GENERAL STERLING PRICE,
Below Vicksburg, May 22, 1863.

SIR: In obedience to your order of the 16th instant, which was received on the 17th instant, I completed receiving on board the ammu-

dition for the *Lafayette* and *Pittsburg* at 5 p. m., and proceeded immediately down the river; stopped at James' plantation and took in tow the coal barge, containing coal and Company D, First Mississippi Regiment, contrabands.

To save time, continued to coal until reaching Grand Gulf. Left at daylight of the 18th, arriving at mouth of Red River at 4 p. m., stopping repeatedly to destroy boats and barges found engaged in removing stock, etc., from Louisiana to Mississippi. Destroyed and captured 18 boats, taking on board some 20 contrabands.

Hauled alongside the *Lafayette* and delivered her ammunition. The *Pittsburg* was at Bayou Sara, blockading that town.

General Banks had gone to New Orleans, but his whole command was on the Atchafalaya, waiting for transportation to cross, to attack Port Hudson.

There being no prospects of a combined attack on Harrisonburg, and the ram *Switzerland* requiring repairs to boilers, I was ordered to proceed up Red River and tow the Fort de Russy raft to the Atchafalaya, to enable the troops to cross their artillery and baggage trains.

Delivered the raft at that point at 11 a. m. of the 20th and returned to the mouth of Red River at 11:30 a. m.

Was ordered to proceed to Bayou Sara to deliver ammunition to *Pittsburg*. After delivering the same, returned to Red River at 11 p. m., reporting to Commodore Palmer.

The *Lafayette* and *Switzerland* having gone up Red River to blockade mouth of Black River, was directed to receive on board of the *Price* a family of refugees and some soldiers from the ram *Switzerland* and return to this place.

Have been compelled to make repeated stoppages for fuel until reaching Grand Gulf, where I took in just coal enough to bring me to this place.

Captain Owen reports the amount of coal on hand at Grand Gulf as being 5,000 bushels.

Very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Commander, Commanding Price.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding the distribution of vessels in the Cumberland River.

U. S. S. LEXINGTON,
Smithland, May 23, 1863.

SIR: I have the honor to report the distribution and employment of the boats on the Cumberland as follows:

Saint Clair, Brilliant, Silver Lake, and Springfield, convoying and patrolling between Fort Donelson and foot of Harpeth Shoals.

There are three light boats fitted out by the army above the shoals that receive the transports and convoy them to Nashville. In consequence of the rapid fall of water, I brought the *Lexington* below

Ingram's Shoals, to prevent being caught above. She and the *Fairplay* are therefore patrolling the river between Smithland and those shoals.

All is perfectly quiet just now along the Cumberland, but guerillas are reported to be forming in squads in Livingston and Lyon counties, Ky., and will doubtless soon commence their depredations on the Cumberland between Donelson and this point, and perhaps along the Ohio between here and Caseyville.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, regarding the forwarding of dispatches by the U. S. S. Kenwood.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., May 23, 1863.

SIR: I forward by the *Kenwood* all dispatches and communications received for you since my last opportunity.

From necessity I have dispatched her only partially manned, having taken every available man at my disposal for that purpose.

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

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Engagement near Austin, Miss., May 24, 1863.

Report of Brigadier-General Ellet, commanding Marine Brigade.

HELENA ARK., *May 25, 1863.*
(Via Cairo, May 29.)

I have the honor to inform you that, as my command was descending the river from Memphis on the evening of May 23, the commissary and quartermaster boat was fired into from the Mississippi side by a band of the enemy with two pieces of artillery, about 6 miles above Austin. I returned yesterday morning to Austin and landed my force. The enemy had, a few hours before my arrival, captured a small trading steamer and burned her, taking her crew captive and appropriating her freight. I could obtain no intelligence from the inhabitants by which to guide my movements. My cavalry, under the command of Major Hubbard, 200 strong, came up with the enemy 1,000 strong, all mounted, 8 miles out. The fight lasted nearly two hours. The major was compelled to take shelter in a favorable bottom, where he succeeded in repulsing the enemy, and finally drove them off before the infantry could come to his relief. Our loss was 2 killed and 19 wounded, mostly slight. The

enemy left 5 dead upon the field and 1 lieutenant mortally wounded, and 22 stand of arms. We captured 3 prisoners. I burned the town of Austin, having first searched every building. As the fire progressed, the discharge of loaded firearms was like volleys of musketry as the fire reached their hiding places, and two heavy explosions of powder also occurred. Of Major Hubbard and his battalion I can not speak too highly. They are deserving all praise. Every officer and man of the little force is reported to have acted with the most distinguished bravery and prompt obedience to orders.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Brigadier-General.

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

Report of Brigadier-General Ellet, commanding Marine Brigade.

HEADQUARTERS M. M. BRIGADE, FLAGSHIP AUTOCRAT,
Opposite Memphis, June 5, 1863.

GENERAL: I have the honor to inform you that as my quartermaster and commissary boat was descending the river on the evening of the 22d of May, she was fired into from a point 6 miles above Austin, Miss. On the following morning I landed my forces at Austin and found the enemy about 8 miles back, some 1,000 strong, with two pieces of artillery. My cavalry engaged them, and after several hours of fighting routed and drove them away, with a loss of 5 dead upon the field, 22 stand of arms, 1 wagon and team, 3 prisoners, and a number of horses and mules captured. Our loss was 2 killed and several wounded, but none mortally. I burned the town of Austin, the inhabitants refusing to a man, women the same, to give me any information of the enemy, and concealing the fact that the evening before they had burned a small trading boat, carried the crew off captives, and appropriated the cargo. I had the houses all searched, and found ample evidence that a large smuggling trade has been successfully carried on at this point. Unbroken barrels of molasses and sugar, salt, whisky, fish, pieces of dry goods, and large quantities of medicines in the original packages, all bore unmistakable evidence of the occupation the people engaged in. I ordered the town to be burned, giving the inhabitants the opportunity of saving their private effects, and preserving three houses for shelter for the women and children. As the fire progressed, the discharge of firearms was rapid and frequent in the burning buildings, showing that fire is more penetrating in its search than my men had been; two heavy explosions of powder also occurred during the conflagration.

During my stay at Austin, two trading boats arrived from Memphis, one named *Sweden*. They showed passes and permits to bring out quite a large amount of cotton, signed by officers from the Treasury Department. They had no goods save some bagging and rope on board, yet there were many suspicious circumstances that induced the impression upon my mind that the arrival of these boats and this command of the enemy so near the same time was occasioned by preconcerted arrangement, and that their contraband cargoes had been

discharged at some point farther up during the night and the boats had dropped down to Austin to receive their return freight. I would be glad to receive from you specific instructions how to deal with these cases when they come before me.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Brigadier-General, Commanding M. M. Brigade.

[Telegram.]

PANOLA, Miss., *May 26, 1863.*

GENERAL: Colonel [W. F.] Slemons, with Second Arkansas Cavalry and Second Mississippi Partisans, fired on transports near Austin without effect. The enemy landed from three transports, and were repulsed, leaving 18 dead horses; their loss unknown. Ours, 1 captain and 2 men killed, 12 wounded, and 3 missing.

JAMES R. CHALMERS,
Brigadier-General.

General JOHNSTON,
Canton.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding operations at Savannah and Clifton, Tenn.

U. S. GUNBOAT ARGOSY,
Tennessee River, May 24, 1863.

SIR: On the 17th I received notice from General Oglesby that a considerable force of the enemy, with artillery, was at Savannah and Clifton, shelling the opposite shore and crossing the river. I hurried up the river, but the rebels retired from the banks on our approach. General Dodge, at Corinth, advised me that he wished to cross a heavy cavalry force at Hamburg. When I reached there he informed me that he could not send the force immediately, on account of rebel movements along his front, but he would do so the coming week, crossing over 1,500 cavalry. I left three gunboats to cooperate in this movement and came down the river for the purpose of looking after the Duck River section and to send two of the heavy-draft boats to exchange for lighter ones. The river is falling rapidly and is low already. Most of the gunboats can not go high up after eight days more at the present rate of falling.

The rebel force that has been at Savannah and thereabouts, I learned was a part of Forrest's command on its return after capturing Colonel Streight near Rome, Ga.

The *Robb*, being then the sternmost of the boats, was fired into on the 19th below Duck River and 2 men were slightly wounded.

Since my last communication, we have destroyed immense numbers of boats of every conceivable construction, showing great activity on the part of the enemy in making them. He holds the right bank

from near Fort Henry up, and is active in crossing in small parties to surprise our pickets and to plunder the people, who on the left bank are mostly Union.

General Rosecrans' army is completely cut off from the Tennessee River by Van Dorn's old corps, and I can gather no information of his movements. A report is current up river that 20,000 infantry from Columbus, Miss., crossed the Tennessee at Florence a few days since to reinforce General Bragg. The rebels, in all this region since Hooker's defeat, believe in their independence as an accomplished fact, and are in good heart in consequence.

The general health of this part of your squadron is good.

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

S. L. PHELPS,

Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding late movements of gunboats under his command in Tennessee River, May 24 to 31, 1863.

U. S. GUNBOAT COVINGTON,
Fort Henry, June 3, 1863.

SIR: Beginning with the date of the last report I had the honor to forward, I have now to inform you that the three gunboats left to cooperate in a movement across the Tennessee at Hamburg effected that purpose.

On the 24th the *Covington*, at Savannah, crossed and covered a small force which proceeded a few miles back and destroyed a cotton and woolen factory and a mill used by the rebels.

On the evening of the 26th, cavalry, with four howitzers, under Colonel Cornyn, Tenth Missouri Cavalry, arrived at Hamburg from Corinth, and the gunboats safely crossed the force over the river.

Colonel Cornyn made a forced march to Florence, Ala., which place he captured after a sharp fight. He destroyed an immense amount of property of various kinds belonging to the enemy and in use by him, among which were three large cotton mills, and also large deposits of corn. The colonel estimates the value of property destroyed at \$2,000,000. He returned to Hamburg on the 30th, with 60 prisoners of war.

Meanwhile 150 cavalry had landed at Savannah under cover of the guns of the *Covington*, intended to operate in that neighborhood, and keep open communication between Colonel Cornyn and the gunboats. The *Fanny Barker* and *Robb* covered the landing opposite Hamburg. The force at Savannah had captured some stock and brought it in, but on the 30th, while returning from an expedition with considerable stock, the commander found himself pressed by a rebel force and was obliged to abandon his stock and he barely succeeded in getting into Savannah, where I found him on the river bank, protected by the *Covington*. Colonel Biffle, the rebel commander, had invested the town, demanding a surrender of our forces, and giving an hour for the removal of women and children, if this demand were not

complied with. He received for an answer from both our commanding officers, a short and more expressive than civil reply to come and take them. Not wishing to interfere with Colonel Biddle's projects for getting his command badly cut up, it turned out as I expected, mere gasconade. I went on to Hamburg, where Colonel Cornyn had arrived, and I crossed his command over that night with some 1,000 additional animals captured. It appears that the enemy had pushed considerable force from Spring Hill and Columbia, General Bragg's left wing, toward Hamburg, in the hope of cutting off Colonel Cornyn's force, but had come up too late.

There was brisk skirmishing during the time we were crossing our people. In the morning the enemy was discovered in the woods near where the crossing was effected, and we shelled him out. Numerous Union families from Hardin County, Tenn., became alarmed at the rebel threats of vengeance, and begged me to bring them down the river, and I have done so, having a barge load of the household effects they have been able to save.

Descending the river on the 31st to as far as Perryville, I there crossed a small force under Lieutenant-Colonel Breckenridge, for the purpose of securing a quantity of leather at different tanneries. The rebels are seizing it wherever found, to carry off for army purposes. Eight hundred of them were reported encamped 20 miles distant, with the object of covering their part of this leather-seizing operation. I have on board a considerable quantity of hides, to be turned over at Paducah.

There are two light-drafts, the *Kenwood* and *Exchange*, boats that can navigate this river at all times, that I would respectfully suggest should be sent here in exchange for heavier vessels, more suitable for Mississippi River service than those two are.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER.

I have omitted to mention, there seemed to be reliable evidence that large detachments from Bragg's army are moving in a southerly direction. I ordered Lieutenant Goudy to look after one of these, said to be 10,000 strong, but probably much less, moving toward Clifton, on this river.

There is no doubt but that Bragg's army has been drawn on for reinforcements for Vicksburg. Not one word in regard to General Rosecrans or his movements ever reaches this command. I left three gunboats with Lieutenant Goudy, the senior officer, to operate till my return with coal and supplies.

S. L. PHELPS.

Report of Fleet Captain Pennock, U. S. Navy, regarding vessels.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., May 20, 1863.

SIR: I have the honor to transmit herewith two telegrams from General Burnside to me dated 7th and 9th instant, respectively, with my answers, and a copy of an extract from a letter from me to Act-

ing Master Bowen, dated May 4, 1863, which copies were accidentally omitted in my communication to you of the 17th instant.

The *Conestoga* arrived to-day. A survey was held upon her boilers, a copy of which I herewith enclose. As it will require a month to repair them, I have deemed it best to place Captain Selfridge, with his officers and crew, on board the *James Thompson*, formerly a large ferryboat, armed with six 8-inch guns and two 12-pounder rifle howitzers.

I have also collected a small crew for the *Kenwood* and detached Acting Ensign Swaney from the *Conestoga* and ordered him to command her.

These two vessels will in all probability leave for the lower fleet day after to-morrow.

The *Kenwood* has two 32-pounders in bow and four 24-pounder howitzers on broadside.

The *Cincinnati* has arrived and will leave to-morrow.

The *Little Rebel* will not be able to leave till early next week.

I opened your communication to Lieutenant-Commander Phelps (now up the Tennessee), in which you directed him to take the first monitor and proceed up that river, but in a communication of later date to me, you say that we have vessels sufficient up the Tennessee and direct me to send all down below. I shall therefore dispatch the *Osage* to the lower fleet as soon as possible, which will be in all probability in two or three days.

The repairs on the *Conestoga* will be commenced at once. I will drive the work ahead as fast as the limited number of boiler makers, etc., at my command will permit.

The *Cricket* arrived last night. I have had her boilers repaired to-day, and she will leave in the morning.

Your dispatches received by her from Lieutenant-Commander Breese were forwarded by telegraph immediately on receipt.

I telegraphed to the honorable Secretary of the Navy that portion of your letter stating your loss below, and the number of men that you directed me to send you, adding that I had not one available man at my disposal for that purpose.

Two of the light-draft gunboats ordered by the honorable Secretary of the Navy to be purchased for service in the upper Ohio, etc., have been purchased; the third will doubtless be procured in a few days.

I have detached Acting Volunteer Lieutenant Glassford from the *Thompson* and shall order him up to command one of those boats.

I shall order the *Naumkeag* down from the upper Ohio as soon as one of the new boats can be got ready to relieve her; she will be sent to the lower fleet.

As there is urgent necessity for the light boats on the upper Ohio, I shall send their ordnance and ordnance stores to Cincinnati, and have ordered Lieutenant-Commander Badger to proceed to that place to attend to their ordnance equipment.

The tug *Dahlia* will go down with the *Cincinnati*.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

Lieutenant-Commander Phelps writes that he is informed by General Oglesby that there are 2,000 rebels at Savannah, on the Tennessee River, and that he has gone up to look after them.

Detached expedition of the U. S. S. Baron De Kalb and other vessels in Yazoo and Sunflower rivers, for destruction of Confederate vessels, May 24 to 31, 1863.

Report of Acting Rear-Admiral Porter, U. S. Navy.

No. 48.]

MISSISSIPPI SQUADRON,
Near Vicksburg, June 1, 1863.

SIR: After the return of the expedition under Lieutenant-Commander Walker up the Yazoo, and the destruction of the rams and navy yards, I dispatched the same officer up again with instructions to capture transports. The enclosed is his report. Besides those steamers mentioned as burned, the rebels burned the *Arcadia* and *Magenta* also, two of their best transports.

My object was to break up the transportation on the Yazoo, and with the exception of a few steamers beyond Fort Pemberton, the rebels can transport nothing by water on that river. Steamers to the amount of \$700,000 were destroyed by the late expedition—in all.

The *Star of the West* has sunk, blockading completely the Yalobusha River, and the gunboat *Ivy* was found sunk near Liverpool Landing.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

[Enclosure.]

U. S. S. BARON DE KALB,
Mouth of Yazoo River, June 1, 1863.

SIR: I have to report that I left this place on the morning of the 24th May with the *De Kalb*, *Forest Rose*, *Linden*, *Signal*, and *Petrel*. I pushed up the Yazoo as speedily as possible, for the purpose of capturing or destroying the enemy's transports in that river. The *Signal* knocked down her smoke stacks and returned the same night. Leaving the *De Kalb* with orders to come on as fast as possible, I pushed on with the *Forest Rose*, *Linden*, and *Petrel* to within about 15 miles of Fort Pemberton, when I found the steamers *John Walsh*, *R. J. Lockland*, *Golden Age*, and *Scotland* sunk on a bar, completely blocking it up. Failing in my efforts to make a passage through the blockade, I fired them, destroying all but such parts of the hulls as were under water. These steamers were fine boats, in good order, and if I had had the means, could have been raised and saved. I remained at that point during the night, and the next morning at daylight was attacked by a force of the enemy, but after a sharp fire of a

few minutes they beat a hasty retreat. Our only loss was 2 men—belonging to the *Petrel*—wounded. Returning down the Yazoo I burned a large sawmill, 25 miles above Yazoo City.

At Yazoo City I landed and brought away a large quantity of bar, round, and flat iron from the navy yard. Arriving at the mouth of Big Sunflower, I proceeded up that river about 150 miles, until stopped by shoal water. At Indian Shoot I sent Volunteer Lieutenant George W. Brown, of the *Forest Rose*, with boats through to Rolling Fork. He found a quantity of corn belonging to the rebels, which he burned. At the mouth of Bayou Quiver [Quiver River?], hearing of steamers, I sent Lieutenant Brown, with the boats of the *Forest Rose* and *Linden*, up after them. Ascending 10 miles, he burned the *Dew Drop* and *Emma Bett*. The *Linden* burned the *Argo* in a small bayou about 75 miles up Sunflower. I also found the *Cotton Plant* sunk in Lake George, with nothing out of water but the tops of her smokestacks.

At Garvin's Landing, on the Sunflower, I found and brought away a cutter, which was lost on the Deer Creek expedition.

Returning, I arrived here last evening. I have been much indebted to Volunteer Lieutenants Brown, of the *Forest Rose*, and Thomas E. Smith, of the *Linden*, for their zeal and efficiency during the expedition.

I have as prisoners 2 engineers and a pilot in the service of the rebels, and several deserters and refugees.

I am, very respectfully, your obedient servant,

JOHN G. WALKER,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Extracts from log of U. S. S. *Forest Rose*, Acting Master George W. Brown, commanding.

May 21, 1863.—Weather fine. At 1:45 a. m. was ordered up the Yazoo River. At 3 passed the gunboat *Romeo*; at same time a boat came alongside with dispatches from General Grant. Arrived at Haynes' Bluff at 3:45 a. m. At 4:10 a. m. started with dispatches for the *South Western* [*Great Western*]; delivered them at 6:35 and went to the ordnance boat, from there to the coal barges in Yazoo River and commenced coaling. At 9:30 a. m. finished coaling. At 11:45 a. m. arrived at Haynes' Bluff. At 1:45 p. m. stood up the river, bringing up the rear of the fleet. At 7:30 p. m. tied up for the night astern of the *Linden*. From 8 to midnight heard heavy firing in the distance.

May 22, 1863.—Midnight to 8 a. m.: Captain Brown, with a guard of 12 men, went ashore, returning at 7, and then going aboard the *Baron De Kalb*, returning immediately. The crew go ashore and roll 6 boilers, chimneys, etc., into the river. At 7:30 sent a party of men ashore to stop rebels from carrying off ammunition wagons. 10:30 a. m. crew ashore destroying rebel property. Meridian to 4 p. m.: Sent a boat ashore for a rebel soldier:

May 23, 1863.—At 2:30 a. m. saw a bright light ashore. At 4:05 a. m. Captain Brown left with 6 armed men, returned and went to the *Baron De Kalb*. At 6:20 a. m. started down the river. At 7:15 a. m. stopped and rolled some boilers into the river. 7:45 got underway. At 9:15 a. m. left Liverpool, after firing 10 rounds, 4 5-second Parrott shell, 4 shrapnel, 2 howitzer shell, taking position ahead of the *Baron De Kalb*. At 10:30 passed Sunflower River.

May 26, 1863.—From 4 to 8 a. m.: Weather clear, proceeding up the Yazoo River. At 10 a. m. a torpedo was taken out of the river by Mr. Morgan, executive officer, and brought on board. Made several landings to distribute Admiral Porter's proclamation. At 1 p. m. picked up three torpedoes, two demijohns and one metallic, without accident. At 1:45 p. m. made the head of Tchula Lake. At 3:45 p. m. discovered some steamboats sunk, so as to completely obstruct the river; made preparations for hauling them out. From 4 to 6 p. m.: Crew stripping the sunken boats before burning. At 6 dropped astern a short distance, then fired the transports. At 7 p. m. Captain Brown went ashore with 10 armed men. At 11:45 p. m. saw a rocket thrown across the river over the burning transports.

May 27, 1863.—Midnight to 4 a. m.: During the watch three rockets were fired from the banks. At 4:10 a. m., as we were getting underway, the guerrillas opened fire upon us from both sides of the river; we returned the fire. At 4:40 p. m. ceased firing, having thrown 2 5-second shell and 5 canister; got underway. At 5:15 a. m. sent the *Linden* ahead, the *Petrel* having 2 men wounded. At 7 we sent our surgeon to her. 8 to meridian: The guards are slightly torn, making the bends; we bring up the rear. Weather rainy. At 5 p. m. tied up at the foot of Honey Island, the rest of the fleet on the opposite side of the river. At 5:30 p. m. started down the river in advance of the fleet. At 7:45 p. m. came to a pile of Confederate cotton on fire, it having been fired by the rebels. Landed a party of armed men, burned a sawmill, and destroyed other property. At 8 the *Linden* came up. From 8 to midnight: Lying at anchor 25 miles above Yazoo City.

May 29, 1863.—At 8 a. m. tied up at Indian Shute. At 8:30 a. m. Captain Brown left with the cutter and 22 armed men, Messrs. Goble and Huntress going also, to reconnoiter. At 8:40 a. m. the *Linden*, with Captain Walker, passed up. At 10:25 Captain Brown returned and we started up the river ahead of the *Petrel*. At 10 p. m. made Garvin's Ferry and tied up. At 11:30 p. m. anchored in the stream, when Mr. Rutherford was sent ashore to reconnoiter.

May 30, 1863.—At 5:50, after getting 3 miles above Garvin's Ferry, was obliged to turn back on account of shallow water. At 7 a. m. tied up at Quiver Bayou and Captain Brown, Mr. Goble, Mr. Huntress, and 19 armed men, together with two boats from the *Linden*, went up the bayou. We ran down to Garvin's Ferry to wood and wait for the boats. At 11:30 a. m. the three boats returned with the steamboat *Emma Bett*, captured 14 miles up the bayou. Meridian to 4 p. m., proceeding down the river. At 5 p. m. met the gunboat *Manitou*; she turned back; Captain Selfridge came aboard. At 5:30 p. m. passed the *Manitou*, her wheel being out of order. At 8 took aboard a Confederate soldier.

Report of Major-General Sherman, U. S. Army, giving names of vessels destroyed.

HEADQUARTERS, FIFTEENTH ARMY CORPS,
June 2, 1863.

DEAR GENERAL: * * * Captain Selfridge is just down from Yazoo and Sunflower. In Sunflower they found the following boats burned and destroyed by the enemy: *Dew Drop*, *Argosy*, *Sharp*, and *Argo*. In the Yazoo, 15 miles below Greenwood, four boats were sunk across the channel, closing the channel. They, too, were burned to the water's edge, and otherwise destroyed. These were the *Scotland*, *R. J. Lockland*, *John Walsh*, and *Golden Age*.

S. W. Ferguson was at Greenwood with a small force, and it was represented that about fifteen boats remained in the Yazoo above the obstruction and below Greenwood, which the gunboats could not reach.

I am, etc.,

W. T. SHERMAN.

Major-General GRANT.

[Telegram.]

GRENADA, MISS., May 26, 1863.

Just received dispatch from Vaughan's Station that only a few marines, with eight fieldpieces, on transports. Just learned that Colonel [S. W.] Ferguson is below Greenwood with 500 men. Four large steamers sunk there to obstruct river. Captain Brown, of Navy, with 150 artillerists there; [has] up two heavy guns. Had I not better await further developments and organize battalion? Answer immediately.

J. Z. GEORGE.

General CHALMERS.

Report of Commander Brown, U. S. Navy, regarding engagement with the enemy at the obstructions below Greenwood, Yazoo River, Miss.

GREENWOOD, MISS., May 28, 1863.

GENERAL: I have to report for your information that three of the enemy's vessels reached the obstructions which I had placed in the river below Greenwood on the evening of the 26th instant. They burned off the upper works of the boats there sunk, and remained near by during the night. At daylight they were attacked by Colonel S. W. Ferguson's sharpshooters, under Captain J. H. Morgan, when they cut their cables and fled down the river, firing during their flight grape and canister at our men, none of whom were hurt. The enemy acknowledged a loss of 12 killed. I hope soon to hear something better of him, as on his way down he had to pass the torpedoes, which he avoided on his way up by coming through Tchula River.

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

ISAAC N. BROWN,
Commander, U. S. Navy.

General JOSEPH E. JOHNSTON,
Commanding Department West and South, Jackson, Miss.

Report of Captain Walke, U. S. Navy, regarding movements in Red River and referring to the investment of Port Hudson by Major-General Banks, U. S. Army.

U. S. GUNBOAT LAFAYETTE,
Red River, May 25, 1863.

SIR: In accordance with your orders of the 11th instant I came down without delay to the mouth of Red River in the Mississippi on the 13th, and on the 20th filled up with coal and came up the Old River to the mouth of Red River proper with the *Lafayette* and *Switzerland*.

The *Pittsburg*, from Bayou Sara, joined us yesterday, 24th instant.

All of General Banks' army have crossed over the Mississippi River on their way to Port Hudson, which he has completely invested by this time. We are in need of another coal barge, as there were but 3,600 bushels of coal in the barge brought down by the *Albatross*.

I have been informed by refugees from Alexandria that the rebels have reoccupied that place, and are bringing their gunboats down to that place. The river is falling very fast, and if it continues to fall at this rate I shall be obliged in a few days to drop down below the bar of, or near the mouth of this river.

I would have reported to you by the *Price*, but I was not aware that Commodore Palmer intended to send her up to you until the *Lafayette* was on her way up the Red River, and I requested him to report for me.

I have received a dozen good contrabands and I can not accommodate any more, so I shall have to send any others that may come on board to General Banks, unless you will have them otherwise disposed of. They state that General Taylor has about 2,000 troops at Alexandria. I would like to know what you will have me to do with the guerrilla prisoner; he is an inconvenience; shall I send him to the army or to you? I shall remain here as long as I can with safety, or as you may think proper.

We are short of provisions, bread particularly, and small stores.

Most respectfully, your obedient servant,

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

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, to continue at Black River as long as possible.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, May 26, 1863.

DEAR WALKE: Do not get uneasy. I will see that you get everything in time.

I am hauling coal over by land and will send you a large load in a day or two.

We are fighting hard here, but Vicksburg is bound to fall.

Keep at Black River as long as you can; the *Pittsburg* will join you.

Yours, in haste,

DAVID D. PORTER,
Acting Rear-Admiral.

Captain H. WALKE,
Commanding Lafayette, Red River.

[Telegram.]

FLAGSHIP AUTOCRAT,
Helena, Ark., May 25, 1863.

I have the honor to request that another regiment of infantry be added to my command. I find from experience that my force is too small, and entirely insufficient to head against the enemy I have to contend with in the field, and at the same time provide for the safety of my boats. If permitted to choose, I would ask that the Thirty-third Regiment of Illinois Volunteers, Colonel Charles E. Lippincott commanding, be added to the Marine Brigade. No additional boats will be required for this increase of the command.

ALFRED W. ELLET.

Hon. E. M. STANTON.

[Telegram.]

FLAGSHIP BLACK HAWK,
Near Vicksburg, May 25, 1863.

SIR: There is a strong force of vessels at the mouth of Arkansas River ready at all times to accompany any expedition, but I doubt if the water in the river, which is falling rapidly, is favorable to such an enterprise beyond the Post.

DAVID D. PORTER,
Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

(Sent also to Major-General H. W. Halleck, U. S. Army, General-in-Chief, Washington.)

Order of Fleet Captain Pennock, U. S. Navy, to Acting Master Griswold, U. S. Navy, commanding U. S. S. Hastings, to report for duty at the mouth of Yazoo River.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., May 26, 1863.

SIR: You will proceed down the Mississippi River with the vessel under your command, without delay, to the mouth of the Yazoo River, and on your arrival will report for duty to Acting Rear-Admiral D. D. Porter, U. S. Navy, commanding Mississippi Squadron, or his representative at that place.

You will deliver to him in person all dispatches intrusted to your care for him.

You will also deliver to Fleet Surgeon Ninian Pinkney, at Memphis, any communications for him which may be intrusted to you.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Master Commanding W. N. GRISWOLD, U. S. Navy,
U. S. Gunboat Hastings.

Order of Lieutenant-Commander Prichett, U. S. Navy, to Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, regarding convoy duty.

U. S. GUNBOAT TYLER,
Mouth of White River, May 26, 1863.

SIR: You will proceed down the river, convoying the steamers *Luminary* and *Ben Franklin*. You will convoy them as far as the head of Milliken's Bend and return immediately.

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

JAS. M. PRICHETT,
Lieutenant-Commander.

Lieutenant Commanding JOSHUA BISHOP,
Commanding U. S. S. General Bragg.

Report of Fleet Captain Pennock, U. S. Navy, regarding orders for the U. S. S. Lewington to return from Cumberland River.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., May 28, 1863.

SIR: I have the honor to inform you that a draft of 60 men arrived here this morning from Erie, Pa. I send down 50 of them on the *General Lyon*.

* * * * *

I send you by this opportunity 70 copies of Rules and Regulations for the Light-Draft Flotilla. As I had none here for distribution to the vessels now ready and being fitted out, I have had a quantity printed.

* * * * *

I received a telegram this morning from Lieutenant-Commander Fitch that the *Lewington* would be of no further use up the Cumberland on account of low water. I have ordered her to be sent down here. I am informed that she requires considerable repairs, and I will send her down to you as soon as they are completed. I will supply her place up the Cumberland with a light-draft as soon as I can get men.

The *Exchange* is on her way down here from Cincinnati.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

General report of Fleet Captain Pennock, U. S. Navy.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., May 26, 1863.

SIR: I forward by the *Hastings* all dispatches and communications received since my last opportunity.

I have ordered Acting Lieutenant H. A. Glassford to Cincinnati, to assume command of the first ready of the three light-drafts fitting out there. I transmit herewith a copy of my letter of instructions to him.

General Burnside requested the use of one of the gunboats at Cincinnati for a few days for a specific purpose. I permitted him to take the *Exchange*, directing Acting Master Bowen to put an officer on board to take charge of her. I have since learned from the public prints that she was used to convey Mr. Vallandigham from Cincinnati, Ohio, to Louisville. She had not received her armament, but General Burnside placed a battery and a small guard on board for temporary purposes.

Your dispatches forwarded by the *Polar Star* were received yesterday morning. I carried them myself to the telegraph office and had them sent immediately; they were also forwarded by mail and the map of Snyder's Bluff enclosed.

The *Key West* being of much lighter draft, I have exchanged her for the *Argosy* (formerly attached to the Tennessee division) and transferred the officers and crews of the latter to her.

I am informed that the water is falling rapidly in the Cumberland and Tennessee rivers.

The *Covington* is well up the Tennessee River, actively employed. I sent down the *Kenwood* on Sunday last, which will, I hope, take her place, should that arrangement meet with your views.

The *Naumkeag* is still in the upper Ohio; she will be sent down to you as soon as possible. The three light-draft boats now being fitted out at Cincinnati for the upper Ohio, Kanawha, and Big Sandy are progressing rapidly, and will, I hope, soon be ready for service.

Allow me, admiral, to most heartily congratulate you on your late signal successes at Vicksburg and below.

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

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Prichett, U. S. Navy, commanding off White River, regarding firing upon hospital boat Memphis near Island No. 65.

U. S. GUNBOAT TYLER,

Off White River, May 27, 1863.

SIR: I have the honor to inform you that the *Marmora* arrived last night with orders from Captain Pattison to report to me. She being the fastest light-draft on this station, I shall keep her principally employed in convoying boats from this station to Greenville. Enclosed I forward a report of the commanding officer of the *Rattler*.*

I have just received information that boats have been fired into, at the foot of Island No. 65, one of which was the hospital boat *City of Memphis*, loaded with sick and wounded soldiers. I reported the fact to Brigadier-General Ellet, whose brigade has been lying at this place for the last two days. I consider that in the vicinity of Island [No.] 65 would be a good place for him to land his troops and scour the neighborhood. I have heard of no boats being fired into within the vicinity of Greenville for the last eight days. According to your orders I have relieved Captain Langthorne from his command, and have held a court of enquiry in regard to his case; the

* Not necessary to publish.

proceedings of which I will forward to you as soon as possible. I still have Captain Hentig under arrest. With the present force on this station, I shall be able to station another gunboat just about Gaines' Landing.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant-Commander and Senior Officer present.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

CAIRO, ILL., May 28, 1863.

Send *Lexington* down if water is too low. Will send light-draft boat when I have one. *Pet* is at the fleet.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander LEROY FITCH,
*Commanding Cumberland Division,
Mississippi Squadron, Smithland, Ky.*

Order of Acting Rear-Admiral Porter, U. S. Navy, to Commodore Hull, U. S. Navy, for the raising of the U. S. S. Cincinnati as well as the U. S. S. Indianola.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, near Vicksburg, May 29, 1863.

SIR: You will please make arrangements with the party who proposed to raise the *Indianola* to raise the *Cincinnati* at the same time, or as soon as we are in possession of Vicksburg. She lies in 3 fathoms water; sets up straight; and her spar deck is even with the water.

There is no current and she is about 20 yards from shore. I think it probable that we may also raise the *Cairo*. She is in about 5 fathoms of water.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Commodore J. B. HULL, U. S. Navy,
St. Louis, Mo.

Report of Lieutenant-Commander Prichett, U. S. Navy, commanding off White River, regarding prisoner captured by the commanding officer of the U. S. S. Curlew.

U. S. GUNBOAT TYLER,
Mouth of White River, May 29, 1863.

SIR: The commanding officer of the *Curlew*, Acting Ensign Turner, captured on the night of the 24th instant William Blytenberg at Napoleon. He was in the habit of reporting the movements of all the gunboats and transports in that vicinity to the rebel pickets in that neighborhood; he has also been known to have carried letters, etc., across the river, and has also threatened many persons of Union

sympathies in that vicinity. He had, when taken, a rifle and pistol. I shall send him to you by first naval boat.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant-Commander and Senior Officer Present.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Prichett, U. S. Navy, requesting that a portion of the Marine Brigade be stationed off Island No. 68.

U. S. GUNBOAT TYLER,
Mouth of White River, May 29, 1863.

SIR: I would respectfully request that you would order a portion of General Ellet's brigade to land at Island [No.] 68, as the guerrillas have two pieces of artillery there and about one hundred infantry. They have fired into several boats at that point, but have injured no one. I have stationed the *Curlew* there with orders to convoy all transports from the head of Island [No.] 65 to the foot of Island [No.] 68 that can not run the inside channel at the last-named island. It being only 2½ miles across the country from the head of 65 to the foot of 68, and 20 miles by water, the guerrillas have two chances at the same boat.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant-Commander and Senior Officer Present.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Captain Walke, U. S. Navy, regarding operations in and about Red River.

U. S. GUNBOAT LAFAYETTE,
Red River, May 30, 1863.

SIR: I have received your orders of the 11th, 12th, and 16th instant. I got under way from Alexandria on the afternoon of the 13th on receipt of those of the 11th, arriving at the mouth of this river in the Mississippi on the 15th. We grounded twice on the way down. No other incident worthy of note occurred. Upon the receipt of your orders of the 16th instant to cooperate with General Banks in his contemplated attack upon the enemy at Harrisonburg, which being abandoned I proceeded here with this vessel, all the others being engaged to transport General Banks' army over the Mississippi at Bayou Sara. By the concurring advice of Commodore Palmer I remained here until the 24th, when the *Pittsburg* arrived. The *Switzerland* joined us a few days before. The river has been falling fast since I came up, and a bar is invariably made at the mouth of the river when it falls (as the pilots inform me). Our communication cut off and being rather short of coal and provisions, I have concluded to await your further instructions. I have not received any information from Port Hudson for a week; the *Price* will go down with their mail and return immediately. I send up a few con-

trabands; some of them are from the vicinity of Alexandria, who say that the rebels occupy that place with some two or three thousand troops; and James Humphries, a refugee, whom I will send up to you, reports that some 2,500 troops in five steamboats came down and landed above Fort De Russy, going to the southward. The following is a list of boats he said are in the rivers above: *Webb, Mary T., Grand Duke, Nina Simms, Countess Conley, Dover, Louisville, Starlight, Red Chief, Falls City, Quitman, Frolic, I. N. Ralf, Doubloon, Texas, New Era, Trent, Osceola, Charmer.*

One of the contrabands says that the *Webb* and other boats had come down the Red River to Alexandria, the *Webb* being then just above the falls. The commander of the *Switzerland* (Colonel Ellet) desires me to request you to let the *Price* relieve him to go up to Vicksburg a short time, to get a supply of stores and some repairs, etc. I am relieved of considerable anxiety by the coal and provisions you just sent us, and we are gratefully obliged to you for the mail also. The health of our officers and crew begins to suffer from the effects of this climate and water already.

Very respectfully, your obedient servant,

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

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, regarding the capture of Captain W. F. Moore, of Confederate Army.

U. S. S. BRAGG,
Memphis, May 30, 1863.

SIR: I respectfully report that on April 18, 1863, Captain W. F. Moore, of the Confederate Army, was captured at Rosedale Landing, Miss., by Acting Chief Engineer O. Titcomb and Pilot Samuel Houston.

He had the enclosed papers on his person and \$4,032 in Confederate money.

By an order from Lieutenant-Commander Thomas O. Selfridge I retained him a prisoner on board; and now, in compliance with an order from you to Lieutenant-Commander Prichett, I send him per *General Lyon* to you.

Very respectfully, your obedient servant,

JOSHUA BISHOP,
Lieutenant, Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Commander Febiger, U. S. Navy, commanding U. S. S. Osage, announcing arrival at Memphis and testing of turret machinery.

U. S. S. OSAGE,
Off Memphis, Tenn., May 30, 1863.

SIR: I have the honor to report the arrival of the ironclad steamer *Osage* under my command at this place, having left Cairo on the 27th instant, with orders from Fleet Captain Pennock to report to you. On the morning of the 28th, grounded on a bar at the foot of

Island No. 18. With the assistance of the steamer *Von Phul*, succeeded in getting off without damage, and after a detention of eleven hours proceeded down the river. On the afternoon of the 29th, came to anchor off the lower end of Chickasaw Bluff, for the purpose of testing turret machinery, gun equipage, and target practice. After firing two rounds from each gun with 15-pound charges and shell the turret was disabled by the breaking of one of the throttle-valve guide rods; one of the breechings badly cut on after edge of gun bracket, the recoil being violent and not controllable with the present mode of compressing.

I propose immediately making such alterations as are absolutely necessary before leaving this place.

The enclosed recommendations of Chief Engineer Shock (who, by the orders of Commodore Hull, accompanied us for the purpose of seeing the working of the turret and its equipage) appear to me to be the best that can be done, and I have given orders to have them carried out.

The engineer in charge of the machine shop here thinks the work can be finished in about six days.

Hoping still to arrive in time to be of service,
I remain, respectfully,

JNO. C. FEBIGER,
Commander.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commandant Mississippi Squadron, off Vicksburg, Miss.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding vessels recently purchased for operating in the Ohio River.

No. 45.]

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Near Vicksburg, May 30, 1863.

SIR: The following vessels have lately been purchased, agreeable to your order, for operations on upper Ohio, Kanawha, and Big Sandy rivers. They will soon be in commission, if crews can be procured:

Victory, Florence Miller, Rachel Miller. I request authority to change the names of *Florence Miller* to *Moose*, and *Rachel Miller* to *Reindeer*. I also propose to call the *Fannie Barker* the *Fawn*.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

[Telegram.]

CAIRO, ILL., *May 30, 1863.*

Dispatch steamer *New National* has arrived from the fleet with the following telegram from Admiral Porter: "Dispatches sent by mail."

HON. GIDEON WELLES,
Secretary Navy.

A. M. PENNOCK,
Fleet Captain.

[Telegram.]

CAIRO, ILL., *May 31, 1863.*

You are detailed for command of the upper rivers in addition to your present command of the Cumberland for the present. Make suitable arrangements for the fleet in the Cumberland and come to Cairo as soon as possible.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander LE ROY FITCH,
*Commanding Cumberland Division,
Mississippi Squadron, Smithland, Ky.*

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding distribution of vessels in the Cumberland River.

U. S. S. FAIRPLAY,
Smithland, Ky., May 31, 1863.

SIR: I have the honor to report the distribution of the boats on the Cumberland as follows:

Lexington sent to Cairo, to report to Fleet Captain A. M. Pennock. *Fairplay*, *St. Clair*, and *Brilliant*, patrolling the river from mouth up.

Silver Lake and *Springfield*, patrolling and convoying to Clarksville.

All is quiet on the river as yet. About 3½ feet on Ingram's Shoals and 30 inches on Harpeth.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting list of vessels of the Mississippi Squadron and their stations.

No. 49.]

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Near Vicksburg, June 1, 1863.

SIR: I have the honor to inclose you the list of vessels in the Mississippi Squadron, and their present stations.

Very respectfully, your obedient servant,

DAVID D. PORTER,
*Acting Rear-Admiral,
Commanding Mississippi Squadron.*

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

[Enclosure.]

Vessel.	Commander.	Where stationed.
Argosy.....	Acting Master E. M. King.....	Tennessee River.
Abraham.....	Acting Ensign Wm. Wagner.....	Inspection boat at Cairo.
Black Hawk.....	Lieutenant-Commander K. R. Breese.....	Above Vicksburg.
Benton.....	Lieutenant-Commander Jas. A. Greer.....	Below Vicksburg.
Baron De Kalb.....	Lieutenant-Commander John G. Walker.....	Yazoo River.
Brilliant.....	Acting Volunteer Lieutenant Chas. G. Perkins.....	Cumberland River.
Choctaw.....	Lieutenant-Commander Frank M. Ramsay.....	Yazoo River.
Carondelet.....	Lieutenant-Commander J. McL. Murphy.....	Below Vicksburg.
Chillicothe.....	Lieutenant-Commander James P. Foster.....	Repairing at Cairo.
Conestoga.....	Do.....	Do.
Crocket.....	Acting Volunteer Lieutenant A. R. Langthorne.....	Arkansas River.
Curlew.....	Acting Master Geo. Heutig.....	Do.
Covington.....	Acting Volunteer Lieutenant J. S. Hurd.....	Tennessee River.
Clara Dolsen.....	Acting Volunteer Lieutenant John Scott.....	Receiving ship at Cairo.
Champion.....	Acting Master A. Phelps.....	Fitting out at Cairo.
Eastport.....	Lieutenant-Commander S. L. Phelps.....	On the ways at Mound City.
Exchange.....	Do.....	Being converted into a gun-boat at Cincinnati.
Ebenezer (Paw Paw; proposed name).	Do.....	Do.
Forest Rose.....	Acting Volunteer Lieutenant Geo. W. Brown.....	Yazoo River.
Fairplay.....	Acting Master G. J. Groves.....	Cumberland River.
Fulton (ram).....	First Master S. Codman.....	Tennessee River.
Fannie (Tawah; proposed name).	Do.....	Do.
Fanny Barker (Fawn; proposed name).	Do.....	Do.
General Price.....	Commander S. E. Woodworth.....	Below Vicksburg.
General Pillow.....	Acting Master's Mate J. H. Rivers.....	Guarding mortar boats.
General Bragg.....	Lieutenant Joshua Bishop.....	Arkansas River.
General Lyon.....	Pilot R. E. Birch.....	Dispatch boat.
Great Western.....	Acting Volunteer Lieutenant W. F. Hamilton.....	Above Vicksburg.
Hornor (ram).....	First Master R. Dalzell.....	Tennessee River.
Hastings.....	Acting Ensign M. E. Flanagan.....	Do.
Judge Torrence.....	Acting Volunteer Lieutenant J. F. Richardson.....	Above Vicksburg.
Juliet.....	Acting Volunteer Lieutenant Edward Shaw.....	White River.
Key West No. 3.....	Do.....	Being converted into a gun-boat at Cairo.
Kenwood.....	Acting Master John Swaney.....	Arkansas River.
Lafayette.....	Captain Henry Walke.....	Below Vicksburg.
Louisville.....	Lieutenant-Commander E. K. Owen.....	Do.
Linden.....	Acting Volunteer Lieutenant T. E. Smith.....	Yazoo River.
Lioness (ram).....	First Master T. O'Reilly.....	Arkansas River.
Lexington.....	Lieutenant-Commander Le Roy Fitch.....	Tennessee River.
Little Rebel.....	Acting Ensign N. T. Rennell.....	At Cairo doing guard duty.
Mound City.....	Lieutenant-Commander Byron Wilson.....	Below Vicksburg.
Marmora.....	Acting Volunteer Lieutenant Robert Getty.....	Memphis.
Monarch (ram).....	Lieutenant E. W. Bartlett.....	Tennessee River.
Madison.....	Do.....	Ordnance barge at Cairo.
Manitou.....	Lieutenant-Commander T. O. Selridge.....	Above Vicksburg.
New Era.....	Acting Master John C. Bunner.....	At Island No. 10.
New National.....	Acting Master A. M. Grant.....	Dispatch boat.
Naumkeag.....	Do.....	Being converted into a gun-boat at Cincinnati.
Pittsburg.....	Acting Volunteer Lieutenant Wm. R. Hoel.....	Below Vicksburg.
Potrel.....	Acting Volunteer Lieutenant Geo. P. Lord.....	Yazoo River.
Prairie Bird.....	Acting Volunteer Lieutenant E. E. Bronnand.....	White River.
Queen City.....	Acting Volunteer Lieutenant J. Goudy.....	Tennessee River.
Robb.....	Acting Ensign Robt. Wilkinson.....	Cumberland River.
Rattler.....	Acting Master W. E. H. Fentress.....	Arkansas River.
Romeo.....	Acting Volunteer Lieutenant J. V. Johnston.....	Yazoo River.
Red Rover.....	Acting Master W. R. Wells.....	Above Vicksburg.
St. Clair.....	Acting Master Geo. W. Foutty.....	Tennessee River.
Switzerland (ram).....	Major John W. Lawrence.....	Below Vicksburg.
Signal.....	Acting Volunteer Lieutenant C. Dornly.....	Yazoo River.
Springfield.....	Acting Volunteer Lieutenant T. B. Gregory.....	Cumberland River.
Silver Lake.....	Acting Ensign J. C. Coyle.....	Do.
Sovereign.....	Acting Master Thos. Baldwin.....	Yazoo River
Sampson.....	Do.....	Do.
Silver Cloud.....	Do.....	Being converted into a gun-boat at Cairo.
Tuscumbia.....	Lieutenant-Commander James W. Shirk.....	Below Vicksburg.
Tyler.....	Lieutenant-Commander James M. Prichett.....	Arkansas River.
Brown.....	Acting Volunteer Lieutenant J. A. French.....	Repairing at Cairo.

Light-draft vessels just purchased and fitting out:
Victory, Florence Miller (proposed name *Moose*), *Rachel Miller*
 (proposed name *Reindeer*).

List of tugs, commanders, and stations:

Vessel.	Commander.	Where stationed.
Dahlia.....	Acting Ensign W. H. Strobe.....	Above Vicksburg.
Hyacinth.....	Acting Ensign J. B. Hieserman.....	Do.
Laurel.....	Acting Ensign W. R. Owens.....	Do.
Nettle.....	Acting Ensign Perry O. Wright.....	Do.
Thistle.....	Acting Ensign R. J. Eltringham.....	Do.
Ivy.....	Acting Master's Mate Chas. H. Gulick.....	Below Vicksburg.
Daisy.....	Acting Ensign D. C. Bowers.....	At Cairo.
Myrtle.....	Acting Ensign James M. Bailey.....	Do.
Mistletoe.....	Acting Ensign James L. Quigley.....	Do.
Mignonette.....	Acting Ensign M. B. Munoy.....	Do.
Pansy.....	Acting Ensign Wm. Harris.....	Do.
Fern.....	Acting Ensign John M. Kelly.....	Gone to Cairo.

List of steamers in the Mississippi Marine Brigade, Brigadier-General Alfred W. Ellet commanding:

Vessel.	Commander.	How employed.
Autocrat.....	Captain J. R. Crandall.....	Transporting troops for General Grant.
Adams.....	Lieutenant-Colonel Geo. E. Currie.....	Do.
Baltic.....	Major J. J. Falliday.....	Do.
Diana.....	Colonel Chas. R. Ellet.....	Do.
E. H. Fairchild.....	Captain Jas. C. Brooks.....	Do.
John Raine.....	Major J. M. Hubbard.....	Do.
Woodford.....	Dr. James Roberts.....	Do.

Report of Lieutenant Murphy, U. S. Navy, commanding U. S. S. Carondelet, regarding expedition down the river, carrying bearer of dispatches, including operations at Perkins' Landing.

U. S. S. CARONDELET,
Below Vicksburg, June 1, 1863.

SIR: I have the honor to report that, in compliance with your instructions, I got underway at 10:55 p. m. on May 30, and with Mr. Dana, a bearer of dispatches to General Banks, steamed down the river. About midnight we overhauled the transport *Forest Queen*, having Colonel John Riggin, jr., on board, bearing dispatches to General Grant. After consultation, Mr. Dana, with whom I was directed to consult, returned up the river on the *Forest Queen* in company with Colonel Riggin, and I proceeded down to Perkins' Landing, which point we reached at 3 a. m. of yesterday. Colonel Owen, commanding a detachment of 300 men, came on board, informed me that his communication with headquarters was cut off; that he was in immediate expectation of attack, but that he was intrenched behind an improvised defense of cotton bales, and anxious to leave. He wished me to remain to protect him until the arrival of a transport which would enable him to evacuate the post. In the interim I shelled the woods in the lower vicinity, and thus prevented the enemy from advancing and throwing an enfilading fire on the troops ashore. The *Forest Queen* arrived at 9 a. m. and commenced to load up. At 9:15 the enemy, with a force, as near as we could ascertain, of 1,400 effectives, under command of Brigadier-General McCulloch, took the open field and approached rapidly. I immediately engaged them with such guns as could be

brought to bear, and ceased the action at 11 a. m., when the enemy retired. Finding the post abandoned with large quantities of private and commissary stores, and in the absence of any definite communication with Colonel Owen, I concluded to land and either convey off or destroy the property that remained. From the falling water and the risks that involved the safety of the vessel not much was accomplished in this respect. We remained, however, about an hour and set fire to what could not be brought on board. The picket guard, under the command of Captain Walker, who was left in the escape of our forces, was rescued, and a prisoner from [William] Edgar's Texas battery, which comprised four six-pounders, was captured. From this man I learned that a brigade of Texas troops was engaged in the fight and that two other brigades were hourly expected. In my judgment our troops could have safely remained under our protection had policy required the continued occupancy of the post.

I inclose the gunner's report of ammunition expended.

We met with no accident or casualty.

About 2 p. m. we reached James' plantation, about 5 miles above, and found most of the negro quarters and outbuildings burning. In the hospital there were a number of cases of smallpox, and I regret to say that, although the transport held safe communication with these disabled and helpless people, they were unaccountably abandoned. I left some stores with them and would have brought them off could I have done so without endangering the crew. I also left thirty rations with Mr. James, who was in a starving condition.

I got underway from Ion at 3:30 p. m., and arrived at this place at 10 p. m. I am coaling ship this morning and making preparations to return down the river, if you deem it necessary.

My impression is that the constant presence of a gunboat is necessary between Warrenton and Grand Gulf to patrol the river. The enemy have concentrated several transports in Tensas Bayou, and through that source they may form out of the distracted elements of their army the nucleus of a vexatious guerrilla force. I shall obey your verbal order to stop this business if I can.

I am, respectfully, your obedient servant,

J. McLEOD MURPHY,
Lieutenant, U. S. Navy, Commanding.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, etc.

Report of Commander Woodworth, U. S. Navy, commanding U. S. S. General Price, regarding expedition to Red River and return.

U. S. S. GENERAL STERLING PRICE,
Below Vicksburg, June 1, 1863.

SIR: I have the honor to report that agreeable to instructions in your order of May 28, left this point at 12 midnight of the same day for Red River, touching on my way down at Grand Gulf for coal barge.

Upon arriving at the mouth of Red River, learned that the fleet was lying at the mouth of the Atchafalaya.

Proceeded immediately to that point and delivered coal barge and provisions to the *Lafayette* and *Pittsburg*, after which proceeded down the river to deliver mail and dispatches to the *Hartford*, lying in sight of the batteries at Port Hudson.

As soon as these were delivered and the return dispatches obtained, started at once up the river for this point.

The coal barge previously taken down to the fleet was in use by the army, and the other barge, containing more coal than could be taken aboard of the vessels there, left it to be discharged at leisure.

On way up river found the *Louisville* at the wreck of the *Horizon*, engaged in removing the fieldpieces.

At Grand Gulf took in tow the remaining coal barges, which I brought to this point.

I send you a prisoner from the *Lafayette*, also a deserter from the rebel army picked up at Natchez.

I brought up, at the request of Captain Walke, 3 discharged men from the *Pittsburg*, 2 from the *Switzerland*, and 1 from the *Lafayette*, also 10 contrabands from the latter vessel. They, together with a number of the same picked up on our trip up, remain at this point, agreeable to such disposition as you may make of them.

I shall proceed at once to coal ship, agreeable to orders.

Very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER.

Report of Brigadier-General Ellet, commanding Marine Brigade, regarding operations on Arkansas shore and transportation of troops, June 1-9, 1863.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, above Vicksburg, June 15, 1863.

ADMIRAL: I have the honor to report that in accordance with your instructions received on the morning of the 1st instant, I proceeded without any delay with six boats belonging to my fleet to Memphis, Tenn., and reported to Major-General Hurlbut, commanding that district. General Hurlbut informed me that there were no troops of his command waiting transportation, but at once telegraphed to the department at Washington for instructions.

Finding that I was to be detained some days, I landed my troops on the Arkansas shore, and sent my cavalry under command of Major [James M.] Hubbard into the interior, with instructions to proceed as far as Marion on a scout for the enemy and in search of smuggled goods.

The major was very successful in his search. He captured 7 prisoners, one a captain in the Confederate Army, several privates, the balance recruits. Also three large wagons loaded with smuggled goods, consisting of 5 barrels, gun caps, five large dry goods boxes filled with stationery, several trunks of dry goods and medicines, boxes of spool cotton, military buttons, star candles, etc.

A number of papers were also obtained, showing that a very large contraband business of this kind has been carried on from this direction undisturbed. On the 9th instant I received information that the troops were ready to embark and lost no time in receiving them on board. I arrived at Lake's Landing on the morning of the 11th instant, and there received orders to disembark the troops at Haynes' Bluff.

Very respectfully, your obedient servant,

ALFRED W. ELLET,

Commanding Mississippi Marine Brigade.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Commander Febiger, U. S. Navy, commanding U. S. S. Osage, to return that vessel to the contractors.

MISSISSIPPI SQUADRON, U. S. S. BLACK HAWK,

Near Vicksburg, June 1, 1863.

SIR: You will return to Cairo with the vessel under your command and put her in the hands of the contractors. I refuse to receive her.

Captain Pennock will transfer the officers and crew to another vessel. You will still remain attached to the vessel. You will please send me a copy of your orders from Captain Pennock to proceed to this place, and state your reasons for stopping on the way for experimental practice. That should all have been done while you were at Cairo.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Commander J. C. FEBIGER,

Commanding U. S. S. Osage, Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting report regarding the sale of captured horses, mules, and wagons.

No. 51.]

MISSISSIPPI SQUADRON,

Near Vicksburg, June 2, 1863.

SIR: Cases come up sometimes which are rather puzzling in their character. The enclosed letter of Lieutenant LeRoy Fitch will explain to you one of this kind. It relates to some horses and wagons captured from the enemy by the gunboats. The army would not take them, and they were sold to save them. I have directed Lieutenant Fitch to turn the proceeds into the Treasury.

I am, sir, very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of Navy, Washington.

[Enclosure.]

U. S. S. LEXINGTON,
Smithland, Ky., May 20, 1863.

SIR: I have the honor to report that I yesterday ordered a sale of the horses, mules, and the two wagons captured up the Tennessee River during the month of March, 1863. My reasons for selling them was because I could not take care of them much longer and could get no prize or Treasury agent to take them, and had they been turned over to the Army, part of them would have been received and part rejected as unfit for service. Besides, the Army officers would have appraised those they wanted at about one-third their value. As it was, I ordered the sale of them and the money deposited with the paymaster of this vessel till further orders from you or the Secretary of the Navy.

The proceeds of the sale amounted to \$1,372. Out of this there is to be deducted \$25 for expenses of keeping and taking care of the horses before the sale.

Enclosed I forward a copy of the record of the sale.

Captain Pennock's last instructions were to dispose of them as I thought proper, and I did the best for the Government I could. The money is here in the care of Acting Paymaster Thomas C. Doan, of this vessel, subject to your orders.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Volunteer Lieutenant Dunn, U. S. Navy, commanding U. S. S. Lexington, to report at the mouth of Yazoo River.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., June 2, 1863.

SIR: You will proceed down the Mississippi River with the vessel under your command without delay and report to Acting Rear-Admiral D. D. Porter, commanding Mississippi Squadron, U. S. S. *Black Hawk*, at the mouth of the Yazoo River.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Volunteer Lieutenant MARTIN DUNN, U. S. Navy,
Commanding U. S. S. Lexington.

General report of Fleet Captain Pennock, U. S. Navy.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., June 2, 1863.

MY DEAR PORTER: I received a note from Wise a few days before I received your letter by the *National*, requesting me to ask him to furnish vegetables, etc., for the squadron, informing me that he had

received a leave of absence of thirty days. I ordered the *Brown* to St. Louis immediately, to take on board all the fresh vegetables, etc., that her capacity will allow. She left here Sunday last at about noon. Boggs went up in her to push matters through. He informs me that he has telegraphed to New York and various places in the West to have vegetables sent to him.

I have been able to procure here 50 barrels of potatoes, which I send down in the *Lewington*.

The steamer *Atlantic*, which left here a few days ago, took down four pieces casting, which her captain promised to deliver to the *Osage* if he met her or caught her at Memphis. If not, that he would carry them to the fleet and deliver on board the *Sovereign*. I inclose the bill of lading to Captain Febiger.

The water is too low to trust the *Little Rebel*; she is drawing 9 feet.

Wise wrote me that the bale of cotton which you directed me to deliver to him was seized by the custom-house authorities at St. Louis, and suggested to me to give him an order to sell it for hospital purposes and give him another bale from the stock which he supposed we had on hand here. We have not a bale, all, with the exception of a few bags, having been turned over to the proper authorities.

I wrote to Wise that I would write you on the subject, and that you would probably give such instructions as would insure its delivery.

I have telegraphed to the bureau to fill with dispatch all requisitions which have been made for ordnance which is wanted for the fleet and to fill deficiencies here.

The light-draft gunboats for the upper rivers will soon be ready.

I have telegraphed to Fitch that he is to take charge of those boats in addition to his duties in the Cumberland, and to come here as soon as possible. I will send him up to Cincinnati at once.

What names do you intend to substitute for their present ones, *Victory*, *Florence Miller*, and *Rachel Miller*?

Your telegram and dispatches received by the *Torrence* were forwarded immediately to the Secretary, and Bache's telegram to his mother followed.

I deeply regret the fate of the *Cincinnati*, but we can not, as you say, be successful without some loss.

Sincerely, your friend,

A. M. PENNOCK.

Admiral PORTER.

Report of Fleet Captain Pennock, U. S. Navy, regarding matters pertaining to vessels.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., June 3, 1863.

SIR: Immediately after the arrival of the *Torrence* yesterday morning, I put to work all the force at my command, loading her with ammunition. All that the captain informs me he can carry will be on board this evening. He informs me that at this stage of water it will be dangerous for her to draw more than 7 feet.

I have telegraphed to Lieutenant-Commander Pattison at Memphis to retain the *Lewington* (which left here yesterday) at that place till

the arrival of the *Torrence*, to convoy her down; she will leave here this evening.

The machinery and fire fronts of the *New National* are being repaired. I have given orders to work day and night on her. As soon as she is completed, which I hope will be by the 6th instant, I shall put on board of her all the remaining ordnance stores required that I have on hand.

The tug *Pansy* has just been repaired, and I will send her down, being the best one that we have.

Telegrams have again been sent to Cincinnati and St. Louis for first-class pilots. Having seen in one of the letters to you from the honorable Secretary of the Navy that you are authorized to pay pilots \$250 per month, I have offered that pay, which I hope will be an inducement. Heretofore we have been unsuccessful, and it has caused us much embarrassment.

A copy of the communication to you from the commanding officer of the *New Era* relative to the desertion of Acting Master's Mate McMurray was sent by me to Acting Master Bowen at Cincinnati, with orders to have him arrested, which order has been executed, and I have directed that he be sent to Cairo in the *Naumkeag*.

The *Chillicothe* required a great deal of work to be done on her. I will do all I can to push her ahead.

The *Eastport*, it is reported to me, will be gotten off the ways in a week or ten days. If so, I think in three weeks she will be ready.

I have used all my available men, and have not one left.

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

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Getty, U. S. Navy, commanding U. S. S. Marmora, regarding convoy duty performed by that vessel.

U. S. GUNBOAT MARMORA,

Off Gaines' Landing, June 3, 1863.

SIR: Herewith I send you a history of the officers attached to this ship since their date of entry in the Mississippi Squadron. I have made the schedule complete since they joined the *Marmora*. Of their conduct and services on board other vessels I can, of course, give no information.

For the past week I have been constantly engaged in convoying, within a district of from 40 to 70 miles, transports and other vessels up and down the river. Having but a single pilot, and he but temporarily attached to this ship, as explained in my former letter to you, compels me to again ask your immediate attention to this subject. Mr. Boren, the temporary pilot, is much worn by incessant watches and can not hold out much longer under these circumstances.

Very respectfully, your obedient servant,

ROBT. GETTY,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Engagement near Simmesport, La., June 3, 1863.

Letter from Commodore Palmer, U. S. Navy, to Captain Walke, U. S. Navy, requesting the services of the *Switzerland* to prevent the crossing of Confederate force.

U. S. S. HARTFORD,
Above Port Hudson, May 30, 1863.

MY DEAR CAPTAIN: You will get all the news by the *Price*, so I shall not enter into detail. It is to be hoped that Port Hudson will fall some day. General Banks is very anxious about the enemy's crossing at Simmesport. There is a report that Kirby Smith is marching down with a large force from there to this point opposite Port Hudson, where we have a force of 400 men, who are in great consternation.

Pray let the *Switzerland* take a look down there now and then, to see if there is any truth in the report. I do not credit it.

In haste, yours, very truly,

JAS. S. PALMER.

Captain HENRY WALKE, U. S. Navy,
Commanding U. S. S. Lafayette.

Report of Captain Walke, U. S. Navy.

U. S. RAM LAFAYETTE,
Red River, May 30, 1863.

SIR: I did not receive your letter of the 24th until late last night.

Commodore Palmer has requested me to send the *Switzerland* down to Simmesport to look after Kirby Smith. He writes that General Banks is very anxious about the enemy crossing there. I will keep at the mouth of Black River, although I can not remain long after I get there, as I will start up as soon as [I] get the coal on board.

Very respectfully, your obedient servant,

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

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Captain Walke, U. S. Navy, transmitting report of Lieutenant-Colonel Ellet, commanding U. S. ram *Switzerland*.

U. S. GUNBOAT LAFAYETTE,
Red River, June 4, 1863.

SIR: Yesterday morning I sent the *Switzerland* on a reconnoissance down the Atchafalaya to Simmesport, as requested by Commodore Palmer. When she arrived there she was fired into by the rebel artillery, wounding several of her men and temporarily disabled her machinery. After returning the fire for a considerable length of time she returned and reported to me. As soon as her steam pipe was repaired I sent her to Commodore Palmer, with a request that he would send me a few troops to capture the enemy's artillery after I had driven them away from their guns at Simmes-

port, but she returned this morning without obtaining any assistance from the army or the promise of any. So I got underway immediately with the *Pittsburg* and proceeded to Simmesport and shelled the rebels away from their breastworks, fired their camp and the houses which had been occupied as their quarters. The *Switzerland* accompanied us at a distance with our sick and her wounded. No casualties have ensued in this expedition. I have returned to our former anchorage, but shall be obliged to return to the mouth of Red River soon in consequence of low water. I am greatly in need of percussion rifle shell, as the fuzes of those I have are unfit for use.

The officers and crew have on this occasion, as well as all others, conducted themselves perfectly satisfactorily. I herewith enclose Colonel Ellet's report.

I send you a box of rebel letters, etc., containing news of a negro insurrection and an ironclad at Shreveport. I am greatly in need of a small fast steamer.

Very respectfully, your obedient servant,

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

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

P. S.—I regret that the *Price* did not report to me, as I have a number of sick that I wish to send to the hospital boat.

Respectfully,

H. WALKE.

[Enclosure.]

MISSISSIPPI RAM FLEET, U. S. STEAM RAM SWITZERLAND,
Mouth of Red River, June 3, 1863.

Captain HENRY WALKE: I have the honor to report that in accordance with your instructions I left the mouth of Red River proper with the *Switzerland* at 10 o'clock this morning, and proceeded to make a reconnoissance as far as Simmesport* on the Atchafalaya.

Approaching Simmesport slowly and cautiously, keeping a good lookout, we observed something which bore the appearance of breastworks.

Our guns were all manned for action and ready for action, but I ordered that no gun should be fired until it was ascertained that the place was occupied by hostile forces.

When within half a mile of the town, the enemy opened upon us with a battery of field artillery and four or five companies of infantry, to which we vigorously replied. Strongly posted behind the levee and heavy earthworks, within 100 yards of the channel of the river, they poured a perfect storm of Minié balls upon us as we passed in front of the town. The fire of the artillery was also very severe. We were struck seven times by shell, two of which set fire to the cotton and other light materials of the boat, and a third cut the escape pipe and filled the engine room with steam, but fortunately it did not become so hot as to drive the engineers from their posts. Fearing a conflagration I thought it prudent to go no further, lest we might be cut off from our forces. I therefore directed the vessel to be

* For report of Walke to Palmer see vol. 20, p. 220.

turned around, and repassing the rebel earthworks, withdrew out of range. During the whole time my battery was served regularly and rapidly, but with what damage to the enemy it was impossible to tell. We only know that the firing of the enemy was not near as severe when we passed them the second time.

After extinguishing the flames, I thought it best to report to you before renewing the attack, not wishing unnecessarily to expose my men and my frail wooden boat single-handed to the heavy fire of the enemy, when such ample assistance was so near at hand.

I regret to state that 3 of my men were seriously wounded in the engagement.

The conduct of my officers and crew as a whole was most excellent, but I wish to call your especial attention to the gallantry of Mr. James Montgomery, pilot, who, in the midst of a very heavy fire of musketry directed at him, controlled the boat with the utmost coolness and courage.

Very respectfully, your obedient servant,

JOHN A. ELLIOT,
*Lieutenant-Colonel, Commanding Ram Fleet,
Mississippi Marine Brigade.*

Captain H. WALKER, U. S. Navy,
Commanding U. S. S. Lafayette.

Report of Captain Walker, U. S. Navy, making reference to engagement.

U. S. GUNBOAT LAFAYETTE,
Off Red River, June 12, 1863.

SIR: I send you two refugees, William Hogan and D. W. Toliver, who came on board this morning from Ouachita River vicinity. Also 3 contrabands from this vessel and 12 from the *Pittsburg*.

On June 4, 1863, I shelled the rebels out of Simmesport and set fire to the houses occupied as their quarters. A paroled prisoner states that he passed in that vicinity about 400 or 500 rebels, with 10 or 12 pieces of artillery, since which I have heard that they intended to go northward and that they left about 90 cavalry at Simmesport.

Very respectfully, your obedient servant,

HENRY WALKER,
Captain, U. S. Navy.

Commodore J. S. PALMER,
Commanding Flagship Hartford.

Report of Lieutenant-Commander Prichett, U. S. Navy, regarding the disposition and duties of vessels under his command off Arkansas and White rivers.

U. S. GUNBOAT TYLER,
Off Greenville, June 4, 1863.

SIR: Your communication of May 18 was received yesterday morning, per steamer *General Lyon*. When I relieved Lieutenant-Commander Selfridge on this station, I found Captain Hentig in command of the *Ourlaw*, lying off Catfish Point. He had captured the guerrillas you speak of previous to my arrival, and turned them over to Lieutenant-Commander Selfridge, and I am under the impres-

sion he took them to Cairo, when he went there with the *Conestoga*. When I received your letter of May 14, which says, "See that Mr. Hentig, captain of the *Curlew*, is kept under arrest," I immediately ordered his vessel to White River and placed him under arrest, which I reported to you in my letter of May 17. I have made the following dispositions of the boats under my command: The *Kenwood*, *Prairie Bird*, and *Marmora*, off and near Greenville. I shall order the *Marmora* to convoy the transports as far up as Eunice, as that is one of the points from which boats have been fired into. The *Bragg* is stationed off Napoleon. The *Juliet* at White River, to guard the coal barges. The *Curlew* is cruising between Island [No.] 63 and [No.] 66, and the *Cricket* I kept for convoying transports from Arkansas River down till she meets the boats here. With your consent, I should like to change the present disposition, as it gives to the convoy boat too long a run from White River, consequently transports are detained a longer time at White River waiting a convoy.

I think the distance between the boats here might be increased without incurring any more danger to transports. I think the country along here is about rid of guerrillas, as I do not hear of any being in this vicinity now. They are becoming more troublesome between Island [No.] 63 and [No.] 67. If possible I should like to have about two more light-drafts, so that I could give convoy to transports from Island [No.] 62 to White River. As soon as some transports come up I shall convoy them up to 63. I have instructed the commanding officers of the light-drafts in regard to the use of shrapnel. The vessels there are obtaining plenty of coal from the wreck of the *Minnesota* and the sunken coal barge at Gaines' Landing.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
*Lieutenant-Commander, commanding at
Arkansas and White Rivers.*

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Prichett, U. S. Navy, transmitting report regarding retaliation by the U. S. S. Curlew for attack upon U. S. transport Chancellor.

U. S. GUNBOAT TYLER,
Off Greenville, June 4, 1863.

SIR: Acting Ensign [R. A.] Turner, in charge of the *Curlew*, reported to me that he had burned some buildings and a quantity of corn in the vicinity of Island [No.] 63. Enclosed I forward his report.

I respectfully request he may be kept in command of that vessel. So far, I have found him a very energetic and, as far as I have had opportunities for judging, an efficient officer.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
*Lieutenant-Commander, and commanding at
Arkansas and White Rivers.*

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. CURLEW, *June 2, 1863.*

SIR: About 11 o'clock to-day the transport *Chancellor* came alongside where we were anchored at the foot of Island No. 63, and informed us that they had been fired into some 3 miles above with a 6-pounder and some 20 or 30 muskets, killing 1 man and wounding 3 others.

After transferring 50 of their infantry to our vessel we got underway and steamed up to the place of attack, shelled the woods, landed about 100 armed men, burned a house, stable, [and] cornerib which stood in the vicinity; headed down the river again, landed on both the Arkansas and Mississippi shores, burned several buildings, and destroyed about 1,000 bushels of corn I found in some of the houses where men had evidently quartered and where horses were used to feed.

I picked up a contraband this morning, who informed me that about 100 armed men were watching the river in this vicinity.

Respectfully, your obedient servant,

R. A. TURNER,

Acting Ensign, Commanding.

Lieutenant-Commander PRICHETT,

U. S. S. Tyler.

Report of Commander Febiger, U. S. Navy, transmitting copy of orders from Fleet Captain Pennock, U. S. Navy.

U. S. S. OZAGE,

Memphis, June 4, 1863.

SIR: I have the honor to acknowledge the receipt of your order dated the 1st instant, to return to Cairo with this vessel and put her in the hands of the contractors.

My reasons for stopping on the way for experimental practice were, first, for drill and exercise of men and officers, all of whom were totally ignorant of the management of guns and turret.

Secondly, to test the working of turret and gun equipage.

I left Cairo at the request of Fleet Captain Pennock as soon as a sufficient number of men were on board to work the vessel (regardless of all minor wants), with the hopes of being able to join you before Vicksburg in time to be of service. I am sorry for the detention, and more so for your implied blame in my leaving Cairo before having made the experimental practice.

I have stopped the work on the gun equipage and will leave for Cairo to-day.

Enclosed is a copy of orders from Fleet Captain Pennock.

Very respectfully, your obedient servant,

JNO. C. FEBIGER,

Commander.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, off Vicksburg.

[Enclosure.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., May 26, 1863.

SIR: You will proceed down the Mississippi River with the vessel under your command and report to Acting Rear-Admiral D. D. Porter, U. S. Navy, commanding Mississippi Squadron, at the mouth of the Yazoo River, or wherever you may meet with him.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Commander JNO. C. FEBIGER,
Commanding U. S. S. Osage.

Report of Fleet Captain Pennock, U. S. Navy, transmitting report regarding the disposition of vessels in the Cumberland and Ohio rivers.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., June 5, 1863.

SIR: I have the honor to transmit herewith a copy of a letter to me from Lieutenant-Commander Le Roy Fitch, dated June 4, relative to distribution of the vessels of the Mississippi Squadron in the Cumberland and Ohio rivers, etc.

I coincide with the recommendations therein contained, but of course shall take no action in the matter until I receive your orders and instructions.

Lieutenant-Commander Fitch left here yesterday for Cincinnati, to assume the command of the three boats now fitting there for duty in the upper rivers, in accordance with your orders.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Enclosure.]

CAIRO, ILL., June 4, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 3d instant relating to the admiral's order regarding my taking charge of the upper rivers in addition to the Cumberland. As I will, of course, be held responsible to the admiral, I would most respectfully propose the following distribution of the boats to insure more safety and better patrols.

Let two boats, the *St. Clair* and *Brilliant*, patrol between mouth of Cumberland and Shawneetown Bar; *Silver Lake* and *Springfield*, between Shawneetown and Scuffletown bars; *Fairplay* between Scuffletown and Louisville. The three light boats now fitting at Cincinnati to patrol the upper rivers. The two boats patrolling the lower part of the river, to watch the Cumberland, also as high up as they can run with safety.

Last summer the river could not be patrolled as thoroughly as desired owing to low water and the scarcity of boats. Guerrilla raids were therefore frequent, out of our reach, but by the present arrangement the worst bars are at the ends of the patrols, and be the water as low as usual in summer, the boats can run on their regular stations, communicating with each other at the ends of their lines. Again, this will keep the upper river boats in easy communication with the admiral or yourself, and be a better and more sure means of drawing supplies from headquarters without the expense and delay of outside transportation, as we have then a perfect line of our own from the upper boats down. I have attached but little importance to the Cumberland, as it is so low during the summer and the bars so frequent and close as to prevent an effectual patrol, even had we all the boats for it alone. The navigation now on this stream is about closed, our boats are not able to get above Eddyville.

I learn that some very small boats are being fitted up to run this summer over the bars up this river; if they have proper authority and do run, it must be at their own risks, for I do not think the admiral would consent to lose the services of two or three boats simply to protect one man's interests, especially where the boats are not worth over a hundred dollars each.

This arrangement would put one boat without a consort, yet she will be in a part of the river where assistance is always near at hand. Besides, she could either drop down and join the patrol below, or be joined by one of the boats from above in cases of necessity. I therefore think the admiral would consent to this small deviation from his orders, when he understands the true bearing of the case. From present indications I anticipate as much, if not more, trouble on the Ohio this year than we had last, unless it is looked to in time. Therefore, should the admiral approve the above arrangement, I will get the boats in position at once, before the water is too low, and before we hear of some steamer being fired into. In the meantime, while awaiting his answer, I will leave the *St. Clair*, *Brilliant*, and *Springfield* at the mouth of the Cumberland, while the *Fairplay* and *Silver Lake* will make one trip up the Ohio as far as Uniontown for the double purpose of giving the pilots a chance to note the water and as a preliminary patrol. I will send the *Naumkeag* to Cairo as soon after my arrival at Cincinnati as possible.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Fleet Captain A. M. PENNOCK,
Comander of Naval Station, Cairo, Ill.

Report of Acting Ensign Turner, U. S. Navy, commanding U. S. S. Curlew, regarding attack by that vessel near Islands Nos. 67 and 68.

U. S. S. CURLEW, June 5, 1863. .

SIR: As we approached Islands [No.] 67 and [No.] 68 early in the afternoon of Wednesday, June 3, having in charge the hospital ship *City of Memphis*, we were hailed from shore by a contraband, who

informed us that there were 300 or 400 men near the Arkansas shore, with 3 pieces of artillery, about 1 mile ahead of us.

As we neared the designated spot 5 mounted men were observed in the bushes about 100 yards from shore. We commenced shelling the woods pretty vigorously for the space of half an hour, scattering them over a wide-spread surface.

This morning a contraband in the same vicinity hailed us from shore. After receiving him aboard he informed us that we killed 5 men and wounded 11 others. He states that they numbered about 700 and were a portion of Price's army, who were in the neighborhood of Helena.

From a rigid examination of the negro upon date, locality, time when, even the number of shells thrown, all of which he answered correctly, I am induced to place confidence in his statement.

Respectfully, your obedient servant,

R. A. TURNER,
Acting Ensign, Commanding.

Lieutenant-Commander J. M. PRITCHETT,
Mississippi Squadron.

Report of Lieutenant-Commander Prichett, U. S. Navy, regarding the surrender of steamer Lady Walton, off White River.

U. S. GUNBOAT TYLER,
Mouth of White River, June 6, 1863.

SIR: I have to report that this morning about 8 a. m. the steamer *Lady Walton* came out of White River and surrendered to me with all the persons on board. I send her to you under charge of Acting Ensign J. F. Holmes, with a crew and guard from my own vessel. She had on board when taken 2 mules, 1 pony, 1 wagon, and about 50 bushels of corn. Inclosed is a list of the persons on board. If she is considered a prize to the Government, I would respectfully request to be informed of the fact, so that I may forward a list of the officers and crews of this vessel and the *Juliet*. I would also request that my officers and men may be returned as soon as possible.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant-Commander, Comdg. Arkansas and White Rivers.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Romeo, regarding cooperation with the army at Young's Point.

U. S. S. ROMEO,
Off Yazoo River, June 7, 1863.

SIR: I have the honor to report at 12:30 p. m. this day a messenger came to me while lying in the Yazoo and reported their pickets driven in at Young's Point, and the commander of the post wanted assistance of me.

I immediately got underway and signaled the *Petrel* to get underway and prepare for action, stationing the *Petrel* at or a little below the mouth of the Yazoo, while I went above the *Red Rover*. By the aid of a ladder between the smokestacks I could discover the rebels along the edge of the heavy timber, immediately in the rear and above the camp, at about 1,200 yards range. I opened on him with shrapnel for about twenty minutes, when the enemy were dispersed. I retained the messenger (who was the adjutant of the Ninth Iowa Volunteers, and sent by the aid to the provost-marshal-general) on board to show me the exact locality, he having just come from the front.

I expended 28 24-pounder shrapnel.

Very respectfully,

JNO. V. JOHNSTON,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Cooperation of the U. S. gunboats Choctaw and Lexington in an engagement with Confederate forces at Milliken's Bend, June 7, 1863.

Report of Acting Rear-Admiral Porter, U. S. Navy.

No. 56.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Near Vicksburg, June 9, 1863.

SIR: I have the honor to inform you that on the 7th instant, owing to a report that the rebels (in force, about 4,000) were threatening Milliken's Bend, where a quantity of army stores were kept (guarded by two black regiments and part of the Twenty-ninth Iowa), I dispatched the gunboats *Choctaw* and *Lexington* to that place to protect them. Our troops had thrown up some extra entrenchments near the levee and prepared to receive the rebels, with some doubts as to the issue. The enemy made his attack before daylight, and many of our men had not arrived at that point. The blacks, however, met the onset manfully, and a company of the Iowa regiment stood at their post until they were slaughtered to a man, killing an equal number of rebels.

The fight was desperate, and our men, overpowered, had to retreat behind the bank, near the water's edge, followed closely by the rebels. There the gunboats opened on the rebels with shell, grape, and canister, and they fled in wild confusion, not knowing the gunboats were there or expecting such a reception. They retreated rapidly to the woods and soon disappeared. Eighty dead rebels were left on the ground, and our trenches were packed with the dead bodies of the blacks, who stood at their post like men.

When last heard from, the enemy was bound in the direction of Lake Providence. I dispatched gunboats to meet him.

I am, sir, very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of Navy, Washington.

Report of Lieutenant-Commander Ramsay, U. S. Navy, commanding U. S. S. Choctaw.

U. S. S. CHOCTAW,
Near Vicksburg, June 10, 1863.

SIR: In obedience to your order I proceeded to Milliken's Bend, on the 6th instant. At 3.15 a. m., on the 7th, an army officer hailed the vessel and stated that our pickets had been attacked by the enemy. At 3.35, seeing sharp firing close into the camp of our troops, I opened fire with the 100-pounder rifle and 9-inch gun. Our troops, with the exception of the Twenty-third Iowa, broke immediately and got under the bank of the river.

It was impossible for me to see the enemy on account of the high banks, and I could learn their position only by hailing our troops. About 8.30 the enemy commenced to retreat. At 9 the *Lexington* came up and threw a few shells into the woods. Had not a gunboat been present the enemy would have captured everything. I fired 46 percussion shells (captured from the enemy at Haynes' Bluff), 17 shrapnel, and 5 5-second shells from the 100-pounder rifle and 34 5-second shells from the 9-inch gun.

The percussion shells captured at Haynes' Bluff are superior to all the shells that have been furnished this vessel for the 100-pounder. They are 11½ inches in length and weigh 60 pounds. Not one of them turned over, and only one or two failed to explode. Every one of our 5-second shells commenced turning over as soon as it left the gun. The shells from the 9-inch gun exploded at the proper time.

I sent boats and brought on board 20 wounded officers and men, who received every care and attention from Acting Assistant Surgeon E. P. Robbins. Two of the officers died; the others were transferred to army transports to be carried to hospitals.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding U. S. Mississippi Squadron.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding U. S. S. Louisville, regarding reported movement of the enemy to Milliken's Bend.

U. S. S. LOUISVILLE,
Off Grand Gulf, Miss., June 9, 1863.

SIR: I learned day before yesterday afternoon from a Mr. Law, an English gentleman on his way North, that 10 rebel transports, with near 7,000 troops, had ascended Tensas Bayou. They were commanded by Generals McCulloch, Taylor, and Walker, and passed up on Sunday, 31st May; their destinations, Young's Point and Milliken's Bend.

On Saturday a very intelligent gentleman, direct from the Washita [Ouachita] River, and but lately from Richmond, Va., and who declines giving his name, told me that he saw 11 transports filled with troops in Tensas Bayou and had learned from those in command that they intended to attack Milliken's Bend. This gentleman says there were 12,000 troops, under the above-named generals. This gentleman has undoubtedly occupied a very high position under the rebel Government, as he appears to be thoroughly conversant with

all the affairs of that Government. He goes in the *Forest Queen* to General Grant. He has been at Harrisonburg and is conversant with the batteries (four in number), their positions, and strength. He claims to be a loyal man. I am certain, sir, you will be pleased with an interview with him.

I have 1,800 bushels of coal on hand. I barely keep the water warm. For the first two or three days after the evacuation of this place I expect many negroes to come down to the bank. The bank being so high now, I could not corral and guard them on the Mississippi side, so I shall put them on the Louisiana side until a transport returns for them. I shall not be able to feed them much, and there are no provisions here. For a few days past they have been coming in at the rate of 500 per day.

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

E. K. OWEN,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, regarding the engagement at Milliken's Bend.

UNITED STATES MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 7, 1863.

DEAR GENERAL: Last night, or early this morning, the rebels, supposed to amount to 3,000 or 4,000 strong, attacked Milliken's Bend and nearly gobbled up the whole party. Fortunately, I heard of it in time to get the *Choctaw* and *Lexington* up there just as the attack commenced. The rebels got into our camps and killed a good many negroes, and left about 80 of their number killed on the levee. Our troops (mostly negroes) retreated behind the banks, near the water's edge, and the gunboats opened so rapidly on the enemy that they scampered off, the shells chasing them as far as the woods. They got nothing but hard knocks.

The moment I heard of it I went up in the *Black Hawk* and saw quite an ugly sight. The dead negroes lined the ditch inside of the parapet, or levee, and were mostly shot on the top of the head. In front of them, close to the levee, lay an equal number of rebels, stinking in the sun. Their knapsacks contained four days' provisions. They were miserable looking wretches. I had no sooner got there than the dispatch boat brought me a letter from the general commanding here, informing me that the rebels had appeared near the canal in force. I hurried back and found all the vessels having guns ready to receive them, and heard nothing of the rebels. It was a false alarm, but the steamers had all gone off for Young's Point.

There are about 300 troops here in all, not counting the blacks. I think we should have 1,000 men near the canal and at Young's Point, and I recommend moving everything from Milliken's Bend to the latter place. We can defend it much better. Those fellows will be scouting about here for some time, and it is no longer safe to run teams across to the vessels on the other side. I think the rebels are in force there. When the brigade comes I will land them, but I hear they are at Memphis waiting for troops.

The Twenty-ninth Iowa (I think it was) behaved well to-day. It stood its ground against great odds and kept the enemy out of the camps until the men could form and get into some kind of order.

I think we want more force here, and everything at Young's Point moved over on the opposite side of the river, near the mouth of the Yazoo, where there is a good landing.

Very truly, yours,

DAVID D. PORTER,
Acting Rear-Admiral.

General GRANT.

Extracts from report of Brigadier-General McCulloch, C. S. Army, regarding attack on Milliken's Bend.

HEADQUARTERS McCULLOCH'S BRIGADE,
Richmond, La., June 8, 1863.

SIR: According to orders, on the night of the 6th, my brigade took up the line of march for Milliken's Bend, to attack the Yankee force at that place.

* * * * *

In this charge Colonel Richard Waterhouse and his regiment distinguished themselves particularly, not only by a gallant and desperate charge over the levee, but they drove the enemy (leaving the camp covered with the dead) to the very bank of the river, and within short and direct range of the gunboats of the enemy.

* * * * *

The attack was made under verbal orders from Major-General Taylor "to engage the enemy before day and carry his works at the point of the bayonet," which orders were doubtless based upon information received which led him to believe that there was only one battalion of Yankee cavalry and one of negro infantry at the camp, without any batteries of field artillery or gunboats, while I have no doubt that the enemy were fully apprised of our approach, had made full preparations to receive us, and had received a reinforcement of three transport loads of troops during the night before.

* * * * *

H. E. McCULLOCH,
Brigadier-General, Commanding Brigade.

Major R. P. MACLAY,
Assistant Adjutant and Inspector General.

Extract from report * of Major-General Walker, C. S. Army, regarding attack on Milliken's Bend.

HEADQUARTERS WALKER'S DIVISION,
Richmond, La., June 10, 1863.

SIR: I have the honor to forward herewith the reports † of Brigadier-Generals H. E. McCulloch and J. M. Hawes of the operations of their respective brigades in this vicinity. In regard to the former, nothing could have been more admirable than the gal-

* See Official Records of Union and Confederate Armies, vol. 24, part 2, pp. 462-465.

† See Official Records of Union and Confederate Armies, vol. 24, part 2, pp. 467-472.

lantry displayed by officers and men, and the failure of complete success was owing principally to the want of local knowledge and the incompetency of the guides. The great strength of the position and the extreme difficulty of carrying it by a *coup de main* will be better understood by referring to the accompanying rough diagram.

* * * * *

In the meantime the enemy's gunboats (four in number) had taken position so as to rake the open space between the second levee and the river with grape and canister; and had our men succeeded in gaining this open space, the enemy, by retiring to the water's edge, would have given their gunboats complete command of the position. Under such circumstances it would have been folly to have persisted in the attack, which could have only resulted in a fearful sacrifice of life, and after making a personal reconnoissance, as far as practicable, and otherwise gaining the best information possible, I determined not to order another assault; but, having sent off the wounded and rested the troops for several hours near the battlefield, in the cool of the evening withdrew the two brigades, sending McCulloch's back to this place and taking post with Randal's, 4 miles in advance, to cover the road along which General Hawes' brigade would return from Young's Point.

* * * * *

In conclusion it must be remembered that the enemy behind a Mississippi levee, protected on the flanks by gunboats, is as securely posted as it is possible to be outside a regular fortification.

I am, sir, respectfully, etc.,

J. G. WALKER,
Major-General.

Major E. SURGET,
Assistant Adjutant-General.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Commander Febiger, U. S. Navy, commanding U. S. S. Osage, regarding the preparation of that vessel by the contractors.

FLAGSHIP BLACK HAWK,
U. S. Mississippi Squadron, June 7, 1863.

SIR: Your letter of June 1 has been received.

When you are fully satisfied that the *Osage* is in a condition to go into action you will join me here, but do not leave Cairo until everything has been put in thorough working order. It is the duty of the contractors to do this, and I request that you will give your personal attention to everything that is done. Before leaving Cairo put the vessel through any test that she would be subject to in action, and if she fails in any respect place her in the contractors' hands again; they must incur all expenses.

I have been so hampered here with all contracted vessels that I find this the only course to pursue.

The vessel is not particularly needed here at this moment, though she would have been valuable to me if properly fitted a month ago. I am so much in want of small vessels that you will not detain the

officers and men on board, unless there is a prospect of your getting away in a very short time. There are, I am told, three or four small vessels at Cairo that I want to join me, and if you see no prospect of getting away soon turn the men over to one of them.

I had no intention of blaming you for the failure of the machinery, but ordered the vessel to Cairo, knowing that it would be a long time before you would get away from Memphis, where they work slowly, and the contractors should be made to undergo all expense. See that all work is charged to them.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Commander J. C. FEBIGER,

Commanding U. S. S. Osage.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding proposed transfer from command in the Tennessee River.

U. S. GUNBOAT CHAMPION,

Tennessee River, June 8, 1863.

SIR: I have this day received your letter of May 24, together with enclosures and various general orders.

Your letter informs me that I am to command the second section of your fleet, unless I prefer to remain in the Tennessee. I feel both grateful and much flattered that you should have assigned me to what I regard as the most important division. After that one, I consider the Tennessee division as ranking quite as high as any of the others. Captain Pennock desires that I should remain in the Tennessee. Although ready for any service assigned me, I can but feel reluctant to resign at once the *Eastport* and the division, so long as a choice is left with me, and I would not entertain the idea except for prudential considerations. The weight that should be given to these I can not determine for myself. I am warned that having once barely escaped with my life from the effects of congestive chills, I am more liable than before to attacks, and that it is probable a return would prove fatal, and finally that the lower Mississippi is the worst climate for the disease in our country. This consideration makes me hesitate in deciding, preferring, as I do otherwise, the second division. I am much inclined to the belief that "What is, is for the best," and am indisposed to try to shape the course of events from any calculation of probable consequences. I must, therefore, ask you to decide where I am to serve, doing so upon considerations of public service only. I shall feel a proper pride in the command of any one of the divisions of your fleet.

In reference to the Tennessee River, I have to request your direction in the disposition of vessels.

In the ordinary course of seasons there is at low water about 3 feet in the channel from the mouth to Duck River Bar. On that bar, 26 inches; thence to Hamburg, 3 feet; Hamburg to Eastport, 25 miles, there are but 2 feet. The river rarely is lower than this, and some seasons is much higher. This embraces a distance of about 240 miles. Above Eastport are Colvert's [Colbert] Shoals, only

navigable in high water. Low water ranges usually from middle July till November. I can leave three of the vessels above Duck River, three below, and it is probable that three of the lightest can run over the whole ground most or all the year. It is probable that in case of an unusual season of low water, the boats would be confined to narrow limits of cruising and could not be got out of the river. If the season is an ordinary one, by removing weight the heaviest of the boats can be got out if desirable. The *Fanny Barker* and *Key West* can run throughout an ordinary season from the mouth to Eastport. The *Kenwood* is said to be equally light.

The enemy occupies the east bank from Fort Henry up, and can ford at numerous points in low water. We have few troops from the line of Corinth and Memphis to Paducah. Most of the inhabitants in that section are Union people, dreading low water and the consequent marauding expeditions of rebels from the east side of the river. Do you wish the vessels to be caught in the river, or to be kept below the bars as the water becomes shoal?

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, to defer repairs to that vessel.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 8, 1863.

SIR: You can not be spared just yet for repairs, but can lie at the mouth of White River with steam down until I can send you to Memphis.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant JOSHUA BISHOP,
Commanding U. S. S. General Bragg.

Order of the Chief of Bureau of Ordnance to Lieutenant-Commander Badger, U. S. Navy, detaching him from the Mississippi Squadron.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
Washington City, June 9, 1863.

SIR: Commander E. M. Yard has been directed to proceed to Cairo and report to Admiral Porter for ordnance duty as your relief.

Upon his arrival west, the bureau desires you to give him all the information you possess in relation to ordnance and the arming of the vessels on the Western waters, and leaving with him all docu-

ments and instructions from the bureau which are necessary to carry on the duty assigned him.

You will then proceed to Washington, D. C., and report to this bureau for duty at the ordnance yard.

I am, very respectfully, your obedient servant,

J. A. DAHLGREN,
Chief of Bureau.

Lieutenant-Commander O. C. BADGER, U. S. Navy,
St. Louis, Mo.

Report of Fleet Captain Pennock, U. S. Navy, transmitting list of cotton received at the naval station, Cairo, Ill., since April 1, 1863.

No. 62.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., June 10, 1863.

SIR: I have the honor to transmit herewith a list of all cotton received at this station from the date of my last report, with its disposition by me.

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

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

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

[Enclosure.]

Two hundred and fifty-seven bales and 1 bag cotton and 1 bag wool, sent up from the fleet on the U. S. S. *Rowena*, by order of Admiral Porter, and received at Cairo April 8, 1863.

Ten bales cotton brought up by the U. S. gunboat *Tyler* April 11, 1863.

Twenty-two bales cotton, marked "A. T.," and brought up on U. S. S. *New National* April 9, 1863.

Four hundred and thirty-six bales and 1,705 pounds brought up on U. S. S. *General Lyon* April 15, 1863.

Twenty-four bales cotton received on *Emma Duncan* May 2, 1863, and turned over to David G. Barnitz, special agent, Treasury Department, May 11, 1863. (See his duplicate receipt enclosed.)

Seven bags cotton received at Cairo May 13, 1863, on the U. S. S. *General Lyon*, and now at this station, not turned over to anyone, but will be when the agent arrives to receive it.

Report of Lieutenant-Commander Prichett, U. S. Navy, regarding the presence of a Confederate force between Laconia, Ark., and Island No. 65.

U. S. GUNBOAT TYLER,
Mouth of White River, June 10, 1863.

SIR: I have just received information that there are about 3,000 rebels on the Arkansas shore, stationed between Laconia and the head of Island [No.] 65. They have three pieces of artillery and

have sent into the interior for three more. I anticipate serious trouble in that part of the river unless there can be more gunboats stationed there. I have two there now patrolling the river, the *Cricket* and *Curlaw*. I would station more of my present force there, but can not and carry out your orders in regard to the river between this and Greenville. I think with the assistance of the Marine Brigade and one infantry regiment, with what gunboats I could send, we could drive them away from that portion of the country.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant-Commander,
Commanding Arkansas and White Rivers.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding operations in the Tennessee River.

U. S. GUNBOAT CHAMPION, June 10, 1863.

SIR: After the date of my last report, the vessels of the Tennessee division recrossed Colonel Breckenridge over the river with his force, he having secured the leather which it was his purpose to take from the rebels. This vessel brought down and delivered to the quartermaster at Paducah 540 more sides of leather. The enemy, 500 strong, with two pieces of artillery, attempted to cut off Colonel Breckenridge.

I left Lieutenant Goudy with three vessels about Clifton and Savannah, and Lieutenant Hurd, with three others, is in the lower river. The *Champion* came to repair a boiler cracked in one sheet, and I have availed myself of the opportunity to come down to look after the work on the *Eastport*.

The enemy in bands along the river country is engaged in driving off stock without regard to its fitness for present use, which might be an evidence of some preparation for retreat. Since the affair at Savannah he has not brought artillery upon the river bank. He boasts largely of a determination to drive the gunboats out of the river, but my belief is he will make no attempts at present, unless to cross the river and to secure it temporarily for that purpose. If General Bragg is able to hold his position and finally to advance, he will possess himself of the river, first fortifying at Clifton, otherwise he will keep clear of the banks, except in marauding parties. There was a time, now passed, when he pressed General Rosecrans closely, and I feared that something was being done by a considerable force at Waverly and Duck River, but that force has left that section.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, to proceed to Helena for service in case of attack.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 12, 1863.

SIR: You will proceed without delay to Helena and lie there for a few days, taking position when your guns can be of service in case of attack. You will convoy the *Wilson* up that far. Let me know if you can cross Helena Bar, and I will make arrangements to send you to Memphis for repairs.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant JOSHUA BISHOP,
Commanding General Bragg.

Report of Lieutenant-Commander Phelps, U. S. Navy, referring to proposed transfer of divisional command.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., June 12, 1863.

DEAR SIR: When I arrived here day before yesterday I had barely time to write to you the letter sent, partly in regard to the second divisional command. I had little time to consider, because I had supposed Captains Febiger and Woodworth would deprive me of a division below till I came here. Captain Pennock told me he intended writing to you about my remaining in the Tennessee, and I told him he would, of course, do whatever he regarded as his duty. I wrote frankly. I regret not having asked you, at all events, to let me take the *Eastport* down to you, when I could come back, if thought best. I can leave the Tennessee force in good hands and trim for that time.

The *Eastport* will go into the water on Tuesday next and can be got off in a few days.

I am, very truly and respectfully, yours, etc.,

S. L. PHELPS.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding the distribution of vessels in the Ohio River.

U. S. NAVAL RENDEZVOUS,
Cincinnati, Ohio, June 13, 1863.

SIR: I have the honor to report the distribution of the boats on the Ohio River as follows:

St. Clair, Brilliant, Silver Lake, and Fairplay, in the lower part of the river, awaiting your sanction to the proposed patrols.

Springfield, repairing at Cairo, getting in new fire-front liners.

Florence Miller (Moose), Rachel Miller (Reindeer), and Victory fitting out at Cincinnati; soon be ready for service.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, near Vicksburg, Miss.

Letter from the president of the Missouri Wrecking Company to Commodore Hull, U. S. Navy, naming a price for raising the U. S. S. Indianola.

ST. LOUIS, June 13, 1863.

SIR: In reply to your communication of this morning, I am directed to say that we will send our most competent man, Captain Edwin R. Nelson, down to the *Indianola*, if he can get through, to make a thorough and practical examination of her condition, and upon his return will accept or decline the proposition of the Bureau of Construction to raise and deliver her at St. Louis for \$20,000. To aid him in getting down immediately, I must ask of you the necessary instructions to Captain Pennock, fleet captain at Cairo, as well as a letter to Rear-Admiral Porter or the commanding officer near Vicksburg.

Very respectfully,

WM. C. BUCHANAN,
President Missouri Wrecking Company.

Commodore J. B. HULL, U. S. Navy,
St. Louis.

Report of Lieutenant-Commander Prichett, U. S. Navy, transmitting reports of commanding officers of U. S. steamers Marmora and Prairie Bird, regarding retaliatory operations at Eunice and Gaines Landing, Ark., June 13-15, 1863.

U. S. GUNBOAT TYLER,
Mouth of White River, June 18, 1863.

SIR: Enclosed I forward reports of the commanding officers of the steamers *Marmora* and *Prairie Bird*, in regard to their proceedings near Gaines Landing. The house of Batchelder [Bachelor's] spoken of in the reports, has always been a noted place for harboring guerillas, and I hope the burning of it will meet with your approbation.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant-Commander,
Commanding Arkansas and White Rivers.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosures.]

U. S. GUNBOAT MARMORA,
Off Martin's Place, June 14, 1863.

SIR: Last night, after the fleet came down to Island 76 and the steamer *New National* had taken charge of the *Clara Poe* and hay barges, I steamed down the river toward my station, and, when about a mile above the town of Eunice, I was fired into by guerrillas, some 20 or 30 in number, who, at the same time, ordered me with curses to come to and land. I rounded to as soon as practicable and threw some shell at random among them, and then continued below and came to anchor off the town, opposite Martin's place. Here I remained until after daylight, about which time the fleet hove in sight, and when the most of them had passed, one of the number, the *Nebraska*, when opposite Eunice, was fired into by the guerrillas. I immediately got underway, stood over and commenced shelling the town and woods on that side of the river for some 2 miles distance, up and down, after which I landed at the town and burned the entire place, including the railroad depot, with locomotive and car inside, also the large warehouse, and, in fact, every house and shed within a mile of the landing. Not a vestige of the town of Eunice can be seen. After this I went below and shelled the woods on the opposite side of the river, where I understood the enemy generally crossed from one side to the other, the same place where, some days since, I destroyed some skiffs on either shore. By neither the guerrilla fire of the preceding night nor during the destruction of Eunice did I sustain any injury to crew or steamer.

I propose visiting Gaines Landing to-morrow morning, and if the indications there are the same as they were at Eunice I shall inflict the same punishment on it as I did to the latter.

Hoping that my course will prove satisfactory to you and to the Department,

I remain, very respectfully, your obedient servant,

ROBT. GETTY,
Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander JAS. M. PRICHETT,
U. S. Gunboat Tyler, and Senior Officer Present.

N. B.—I am happy to say that my entire crew behaved well during the whole skirmish.

U. S. GUNBOAT PRAIRIE BIRD,
Via Greenville, June 15, 1863.

SIR: I have the honor to report to you as follows: On Saturday, in coming in sight of Gaines Landing, I found our coal barge on fire in nine places. I succeeded in extinguishing it. It had been set on fire the night previous by rebel guerrillas. I, immediately after extinguishing the fire, communicated with the *Marmora* and then filled my boat with coal, taking the precaution to throw out a strong picket in front of my boat, as we observed the guerrillas lurking around. About 5 a. m. Sunday the *Marmora* relieved me. I then proceeded down the river. About 5 p. m., in descending the river with *Ohio*

Belle in convoy, I met *Marmora* at foot of Gaines [Rowdy?] Bend. Captain Getty informed me that he had been fired into twice while lying at the coal barge, and that he had burned all the houses at Gaines Landing except Batchelder's [Bachelor's], and he requested me to cooperate with him in destroying their house. At 3 a. m. this date I landed alongside *Marmora* and took on board some 30 men and 2 officers. These, with 35 men from the *Prairie Bird*, were landed at daylight with the intention of surprising the rebels who were reported congregated at Batchelder's [Bachelor's]. My officers report to me every indication of a force being there when we landed, but only 4 were seen. From appearance of the apartments of the house, a large breakfast was being prepared, and a much larger number of beds had been occupied than there were inmates in the house. We burned the house, as there was such unmistakable evidence of its being the headquarters of the guerrillas who are infesting this vicinity and firing into our boats. Captain Getty will give you full particulars.

I am, sir, your obedient servant,

EDWARD E. BRENNAND,
Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander PRICHETT,
Commanding Division Squadron, Mississippi River.

*Report of Lieutenant-Commander Fitch, U. S. Army, referring to
U. S. steamers Moose and Naumkeag.*

U. S. NAVAL RENDEZVOUS,
Cincinnati, Ohio, June 14, 1863.

SIR: I have the honor to report that the steamer *Florence Miller* (*Moose*) will be ready for her crew to-morrow, the 15th instant, and will be put in commission.

I will forward muster rolls of officers and crew at the earliest possible moment.

The two other boats will most likely be ready to go in commission the latter part of the week.

I regret to report that on my arrival here I found the *Naumkeag* above Blennerhassett's Shoals, near Parkersburg, Va., and unable to get down. I hope, though, there will be a sufficient rise in a few days to let her over the bar.

I do not think there will be any difficulty in getting men for the gunboat service in about a week longer; fear of the draft will drive them into the Navy.

There are many men on the boats in the lower Ohio whose times of enlistment expire in August. Are they to be discharged when their terms are out?

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Vicksburg, Miss.

Action near Richmond, La., June 15, 1863.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting report of Brigadier-General Ellet, commanding Marine Brigade.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Near Vicksburg, June 18, 1863.

SIR: I have the honor to inform you that, hearing the enemy had collected a force of 12,000 men at Richmond, in Louisiana, 9 miles from Milliken's Bend, I sent General Ellet to General Mower* at Young's Point, to act in conjunction to break them up.

General Mower promptly acceded to the request, and with about 1,200 men, in company with the Marine Brigade (Brigadier-General A. W. Ellet commanding), proceeded to Richmond, where they completely routed the advance guard of the rebels, consisting of 4,000 men and 6 pieces of artillery, captured a lot of stores, and the town was completely destroyed in the *mélée*.

This duty was handsomely performed by the different parties concerned in it.

I enclose Brigadier-General Ellet's report.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

[Enclosure.]

HEADQUARTERS M. M. BRIGADE, FLAGSHIP AUTOCRAT,
Above Vicksburg, June 17, 1863.

ADMIRAL: I have the honor to inform you that, in accordance with your consent, I landed my forces at Milliken's Bend on the morning of the 15th instant and proceeded toward Richmond, La.

At the forks of the road, within 3 miles of Richmond, I met General Mower's command, and we proceeded forward together, my forces being in the advance. We met the enemy about a mile from town, who opened upon our advance line of skirmishers from behind hedges and trees and gullies, but they fled before our advance and took shelter behind the levee on the opposite side of the bayou, near the town. The position was a good one and very defensible. I deemed it imprudent to advance our lines across the open field without any cover for my men against an enemy superior in numbers and well entrenched. I therefore ordered the artillery to the front and opened upon their position, and, after a vigorous cannonade of near an hour with all our guns, advanced our infantry through the woods on the right with the intention of turning the enemy's left wing. They returned the fire of our artillery very vigorously for a time; soon it slackened, and finally ceased altogether. When I arrived at the left of their position I found it abandoned, and the enemy fled. He had destroyed the bridge over the bayou to prevent our following. We found 3 of the enemy dead upon the field, 2 mortally wounded, and captured 11 prisoners and about 60 stand of small arms.

* For report of General Mower, see Official Records of Union and Confederate Armies, vol. 4, pt. 2, p. 451.

The enemy was commanded by Major-General Walker, was a part of Kirby Smith's command, and consisted of two brigades, containing seven regiments, 4,000 strong, with 6 pieces of artillery.

They retreated toward Delhi, where General McCulloch is said to be posted with a command about equal in strength to the one we encountered.

This was the same force that attacked the negro regiment at Milliken's Bend a week before, and was repulsed. Our entire loss was 3 men wounded, 1 only dangerously.

General Mower's command participated throughout the fight most vigorously, and I feel indebted to the general for his prompt cooperation and advice, and his skillful manner of handling his forces.

I returned the same day to my boats.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Brigadier-General, Commanding M. M. Brigade.

Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 16, 1863.

DEAR GENERAL: Rather than be idle, and thinking it a good plan not to let the rebels be enjoying themselves too much at Richmond, I dispatched General Ellet to the commanding officer to see if he would not lend a hand to drive the rebels away. So they started yesterday morning at early daylight, with about 2,000 men, all told, and found the rebels strongly posted at Richmond with 4,000 men and 6 pieces of artillery.

After an hour's fight, in which nobody was badly hurt (I believe) on our side, the rebels cleared out and Richmond was burned in the row. Eleven prisoners fell into our hands. From them we learn that there are 6,000 men at Delhi, but without transportation. They left their wagons in Alexandria. From all I can learn, they expect more troops to join them, more fieldpieces, and their wagons.

They have signals going on all around here. I have the names of a number of houses where the signals are made from, and Ellet's cavalry will go out to-morrow and arrest them all. My idea is that this force is intended to cooperate with Vicksburg at the proper time. With the boats, flats, and coal barges they have they can transport their whole force to this side from Vicksburg in six hours, and if this party should suddenly seize the Point we could not prevent it.

I am keeping a strong force of gunboats here, and shall keep the brigade ready to land at a moment's notice. The *Benton* will be above the canal every night, and the other boats when they return up the river. I shall also have the *Osage* in time to dash down amongst them if they try anything of the kind; still, with all that, the thing can be done. I do not know what else would bring these fellows here in such a hurry and why they avoid a fight so. They lost 98 killed at Milliken's Bend, according to their own account, and a propor-

tional number wounded; also some horses. I tell you what I suppose to be their plans; you may see something else in the movement.

I caught a messenger from Vicksburg night before last slipping out in a canoe. I keep a picket boat out on the Mississippi side, above the canal, and the fellow was floating by, lying down. He would tell nothing; we only know that he threw his package overboard, and we could not get it. He says there are sixty days' provisions in Vicksburg, which we know can not be so. Says we have killed nobody and done no damage, which is bosh.

I have told Captain Walker to supply 32-pounder guns, if you want any, at Haynes' Bluff. Will have carriages in a day or two for those there if you want them, though the guns are very heavy and will be difficult to transport.

Everything is quiet up the river. Hearing that Price was advancing on Helena, I sent a force of gunboats there.

Very truly, yours,

DAVID D. PORTER,
Acting Rear-Admiral.

General GRANT.

[Telegram.]

CAIRO, ILL., *June 15, 1863.*

The dispatch boat *General Lyon* will leave for the fleet on Thursday.

Will Governor Morton and staff take passage in her?

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

W. R. HADWAY,
Private Secretary to Governor Morton, Indianapolis, Ind.

Report of Lieutenant-Commander Pattison, U. S. Navy, regarding the advisability of having a gunboat at Memphis, and referring to mortars.

U. S. NAVAL STATION,
Memphis, Tenn., June 15, 1863.

SIR: Your order of the 6th instant, revoking the permission granted to Mr. Yeatman to use the gunboat at this station, has been received. No gunboat has been stationed here since the *Marmora* left. The military force of this place has been greatly reduced in consequence of heavy reinforcements having been sent to General Grant, and I think for the present it is advisable to have a gunboat here. I have dismantled one mortar, and am at present dismantling the second one; the third mortar boat has not yet arrived from Helena. There are three old mortar boats at the yard, with their mortars on them. I have never received instructions in reference to them.

Respectfully, your obedient servant,

T. PATTISON,
Lieutenant-Commander, Commanding Naval Station.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Prichett, U. S. Navy, transmitting report of the seizure by the U. S. S. Juliet of steamer Fred Nolte, June 15, 1863.

U. S. GUNBOAT TYLER,
Mouth of White River, June 19, 1863.

SIR: Enclosed I forward the report of Acting Volunteer Lieutenant Ed. Shaw, U. S. S. *Juliet*, in relation to the seizure of the steamer *Fred Nolte*. She started from Memphis with a quantity of stores on board for different persons at Friar's Point and Miles Landing. As far as I am able to find out everything was properly permitted and cleared at Memphis by Mr. Yeatman, with the exception of the one bottle of quinine found stowed away in a barrel of beans. Enclosed are true copies of all the permits and papers found on board. After landing her stores, she was to have taken on board a lot of abandoned cotton at Miles Landing. I will detain the boat here to await your orders concerning her.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Commanding Arkansas and White Rivers.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. GUNBOAT JULIET, *June 19, 1863.*

SIR: I have to report that on the morning of the 15th instant, the steamer *Fred Nolte* came down the river and came to at this station on being hailed. I immediately sent an officer on board to examine her papers and cargo, and I herewith submit a copy of the former.

I found concealed in a barrel of beans a bottle of quinine, and upon enquiring in regard to it, every person on board denied having any knowledge of its being on the vessel. From the general appearance of things, and the consternation of those in charge, it is my opinion that they have been engaged in illicit traffic, and I deem it my duty to detain the *Nolte* until your return, that you may act according to your judgment.

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

ED. SHAW,
Acting Volunteer Lieutenant.

Lieutenant-Commander J. M. PRICHETT.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting semimonthly report of the distribution of vessels of his command.

No. 61.] U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Near Vicksburg, June 15, 1863.

SIR: I beg leave to enclose you the semimonthly report of the distribution of the vessels in the Mississippi Squadron.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

[Enclosure.]

Vessel.	Commander.	Where stationed.
Argosy.....	Acting Master E. M. King.....	White River.
Abraham.....	Acting Ensign Wm. Wagner.....	Inspection boat at Cairo.
Black Hawk.....	Lieutenant-Commander K. R. Brees.....	Above Vicksburg.
Benton.....	Lieutenant-Commander Jas. A. Greer.....	Below Vicksburg.
Baron De Kalb.....	Lieutenant-Commander John G. Walker.....	Yazoo River.
Brilliant.....	Acting Volunteer Lieutenant Chas. G. Perkins.....	Cumberland River.
Choctaw.....	Lieutenant-Commander Frank M. Ramsay.....	Mississippi River, near Vicksburg.
Carondelet.....	Lieutenant-Commander J. McL. Murphy.....	Below Vicksburg.
Chillicothe.....	Lieutenant-Commander James P. Foster.....	Repairing at Cairo.
Conestoga.....	Do.....	Do.
Croket.....	Acting Volunteer Lieutenant A. R. Langthorne.....	Arkansas River.
Curlew.....	Acting Master R. A. Turner.....	Do.
Covington.....	Acting Volunteer Lieutenant J. S. Hurd.....	Tennessee River.
Clara Dolson.....	Acting Volunteer Lieutenant John Scott.....	Receiving ship at Cairo.
Champion.....	Acting Master Alfred Phelps.....	Tennessee River.
Eastport.....	Do.....	On the ways at Mound City.
Exchange.....	Do.....	Being converted into a gun-boat at Cincinnati.
Forest Rose.....	Acting Volunteer Lieutenant Geo. W. Brown.....	Yazoo River.
Fairplay.....	Acting Master G. J. Groves.....	Cumberland River.
Fulton (ram).....	First Master S. Codman.....	Repairing.
Fanny Barker.....	Do.....	Tennessee River.
Fannie.....	Do.....	Do.
General Price.....	Commander S. E. Woodworth.....	Below Vicksburg.
General Pillow.....	Acting Master's Mate J. H. Rivers.....	Guarding mortar boats.
General Bragg.....	Lieutenant Joshua Bishop.....	Helena, Ark.
General Lyon.....	Pilot R. E. Birch.....	Dispatch boat.
Great Western.....	Acting Volunteer Lieutenant W. F. Hamilton.....	Above Vicksburg.
Horner (ram).....	First Master R. Dalzell.....	Cairo.
Hastings.....	Acting Master Wm. N. Griswold.....	Above Vicksburg.
Judge Torrence.....	Acting Volunteer Lieutenant J. F. Richardson.....	Above Vicksburg, Cairo.
Juliet.....	Acting Volunteer Lieutenant Edward Shaw.....	White River.
Key West No. 3.....	Do.....	Being converted into a gun-boat at Cairo.
Kenwood.....	Acting Master John Swaney.....	Arkansas River.
Lafayette.....	Captain Henry Walke.....	Below Vicksburg, Red River.
Louisville.....	Lieutenant-Commander E. K. Owen.....	Below Vicksburg, Grand Gulf.
Linden.....	Acting Volunteer Lieutenant T. E. Smith.....	Island No. 65.
Lioness (ram).....	First Master T. O'Reilly.....	Cairo.
Lexington.....	Lieutenant-Commander Geo. M. Bache.....	Above Vicksburg.
Little Rebel.....	Acting Ensign N. T. Rennell.....	At Cairo doing guard duty.
Mound City.....	Lieutenant-Commander Byron Wilson.....	Below Vicksburg, Natchez.
Marmora.....	Acting Volunteer Lieutenant Robert Getty.....	Greenville.
Monarch (ram).....	Lieutenant E. W. Bartlett.....	Cairo.
Madison.....	Do.....	Ordnance barge at Cairo.
Manitou.....	Lieutenant-Commander T. O. Selfridge.....	Above Vicksburg, Yazoo River.
New Era.....	Acting Master John C. Bunner.....	At Island No. 10.
New National.....	Acting Master A. M. Grant.....	Dispatch boat.
Naumkeag.....	Do.....	Being converted into a gun-boat at Cincinnati.
Pittsburg.....	Acting Volunteer Lieutenant Wm. R. Hoel.....	Below Vicksburg, Red River.
Petrel.....	Acting Volunteer Lieutenant Geo. P. Lord.....	Yazoo River.
Prairie Bird.....	Acting Volunteer Lieutenant E. E. Brannand.....	White River.
Queen City.....	Acting Volunteer Lieutenant J. Goudy.....	Tennessee River.
Robb.....	Acting Ensign Robt. Wilkinson.....	Cumberland River.
Rattle.....	Acting Master W. E. H. Fentress.....	Yazoo River.
Romeo.....	Acting Volunteer Lieutenant J. V. Johnston.....	Do.
Red Rover.....	Acting Master W. R. Wells.....	Above Vicksburg.
St. Clair.....	Acting Master Geo. W. Foutty.....	Tennessee River.
Switzerland (ram).....	Lieutenant-Colonel Ellet.....	Below Vicksburg.
Signal.....	Acting Volunteer Lieutenant O. Dominy.....	Mississippi River, Island No. 65.
Springfield.....	Acting Volunteer Lieutenant T. B. Gregory.....	Cumberland River.
Silver Lake.....	Acting Ensign J. C. Coyle.....	Do.
Sovereign.....	Acting Master Thos. Baldwin.....	Yazoo River.
Sampson.....	Do.....	Do.
Silver Cloud.....	Do.....	Tennessee River.
Tuscumbia.....	Lieutenant-Commander James W. Shirk.....	Below Vicksburg.
Tyler.....	Lieutenant-Commander James M. Pritchett.....	Mississippi River, Helena, Ark.
Brown.....	Acting Volunteer Lieutenant J. A. French.....	Carrying stores to squadron.

Light-draft vessels just purchased and fitting out:
Victory, Florence Miller (proposed name, *Moose*), *Rachel Miller*
 (proposed name, *Reindeer*).

List of tugs, commanders, and stations:

Vessel.	Commander.	Where stationed.
Dahlia.....	Acting Ensign W. H. Strope.....	Above Vicksburg.
Hyacinth.....	Acting Ensign J. B. Hiserman.....	Do.
Laurel.....	Acting Ensign W. R. Owens.....	Do.
Nettle.....	Acting Ensign Perry C. Wright.....	Do.
Thistle.....	Acting Ensign R. J. Eltringham.....	Do.
Ivy.....	Acting Master's Mate Chas. H. Gulick.....	Below Vicksburg.
Daisy.....	Acting Ensign D. C. Bowers.....	At Cairo.
Myrtle.....	Acting Ensign James M. Bailey.....	Do.
Mistletoe.....	Acting Ensign James L. Quigley.....	Do.
Mignonette.....	Acting Ensign M. B. Muncy.....	Do.
Pansy.....	Acting Ensign Wm. Harris.....	Above Vicksburg.
Fern.....	Acting Ensign John M. Kelly.....	Gone to Cairo.

List of steamers in the Mississippi Marine Brigade, Brigadier-General Alfred W. Ellet commanding:

Vessel.	Commander.	How employed.
Autocrat.....	Captain J. R. Crandall.....	Transporting troops for General Grant.
Adams.....	Lieutenant-Colonel Geo. E. Currie.....	Do.
Baltic.....	Major J. J. Faillday.....	Do.
Diana.....	Colonel Chas. R. Ellet.....	Do.
E. H. Fairchild.....	Captain James C. Brooks.....	Do.
John Raine.....	Major J. M. Hubbard.....	Do.
Woodford.....	Dr. James Roberts,.....	Do.

Letter from Major-General Schofield, U. S. Army, to Fleet Captain Pennock, U. S. Navy, requesting cooperation in case of danger at New Madrid, Mo.

HEADQUARTERS DEPARTMENT OF THE MISSOURI,
St. Louis, June 15, 1863.

SIR: By direction of the commander-in-chief I have instructed the commanding officer at New Madrid to call upon you for assistance in case of danger to that place, which I have reason to apprehend. I respectfully request that, in the event supposed, you will give him all the aid in your power and inform me promptly what you are able to do.

Very respectfully, your obedient servant,

J. M. SCHOFIELD,
Major-General.

Captain A. M. PENNOCK,
Fleet Captain and Station Commandant,
Mississippi Squadron.

Report of Acting Master Bunner, U. S. Navy, commanding U. S. S. New Era, regarding the destruction of boats and flats in the vicinity of Island No. 10.

U. S. S. NEW ERA,
Island No. 10, Tenn., June 16, 1863.

SIR: During the past fifteen days no man has received any punishment on board this vessel except the imposition of slight police

duties. The sanitary condition of the vessel has been excellent, not a man having been on the surgeon's report. I give the crew short drills at the howitzers and with muskets four times a week, and have a good condition of discipline.

Richard Lewis and Monroe Walker, contrabands, deserted at New Madrid on the 8th. I have endeavored to recover them, but without success, and have ordered their clothes, etc., to be sold, by which the Government will lose nothing in their cases.

This morning Major Newsham, inspector-general on General Asboth's staff, came here with a message from the general, saying that the enemy in considerable force meditated an attack on either Columbus, Hickman, Island [No.] 10, or New Madrid, and informing me that a quantity of transportation was to be found, as he understood, but little above the island.

I immediately ran up and destroyed nine boats and flats, returning to the island at 8 o'clock p. m. I do not think the enemy can procure transportation enough to attack the island with any hope of success, but am careful that none at all shall remain at his service in this vicinity.

I remain, your most obedient servant,

J. C. BUNNER,
Acting Master, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Dominy, U. S. Navy, commanding U. S. S. Signal, regarding rumored feint on Helena, Ark.

U. S. S. SIGNAL,
Off Island [No.] 65, June 17, 1863.

SIR: I find the force of the enemy at this point to consist of 500 cavalry and 2 pieces of artillery, one 6 and one 4 pounder.

From two deserters taken on board this morning I learn that Colonel Dobbin is in command, and that he has now gone to make a feint on Helena, while General Price moves into Missouri, and that Colonel Dobbin, with his command, will return here in a few days.

I think with a small force they could be easily captured on their return.

Their headquarters are 2 miles from here, back from the river. I shall send the two deserters down to Captain Prichett, to dispose of, as I have no orders on that point.

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

C. DOMINY,
Acting Volunteer Lieutenant, Commanding Signal.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Master Fentress, U. S. Navy, commanding U. S. S. Rattler, regarding the U. S. steamers Argosy and Kenwood.

U. S. S. RATTLER,
Milliken's Bend, June 17, 1863.

SIR: The *Argosy* is the steamer that I found at this place, and although steaming up the river some 30 miles, could not find the steamer *Kenwood*. As this vessel wishes coal, I relieve her.

Respectfully, your most obedient servant,

WALTER E. H. FENTRESS,
Acting Master, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

CAIRO, ILL., *June 17, 1863.*

I have to-day received instructions from Admiral Porter to withdraw from the Tennessee as many of the gunboats as can be spared. He has ordered them on special and important duty elsewhere.

If possible, I will go to Columbus in the morning to see you.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Brigadier-General ASBOTH,
Columbus, Ky.

Report of Acting Lieutenant Murphy, U. S. Navy, regarding progress on the raising of the U. S. S. Indianola.

U. S. GUNBOAT CARONDELET,
Palmyra Island, June 18, 1863.

ADMIRAL: I have the honor to report to you the continuance of the work on the *Indianola*.

On Wednesday I obtained from Turner's plantation at Point Pleasant 23 negroes, who are now employed on the wreck. Most of the mud has been removed from the interior, the machinery cleaned off, and the refuse material piled up. Both of the coal bunkers are full of coal, which needs a little washing to make it useful. With the assistance of a small flat or scow a goodly supply could be obtained for the squadron. This reminds me to inform you also that I examined the sunken barge opposite James' and found considerable coal in it; when the water falls this can be recovered.

The 9-inch gun from the *Indianola* has been exhumed and is ready to be transported. Considerable ammunition will also be obtained. I am now digging a clear trench around the vessel and removing all the surplus portable weight. In order to facilitate the work I directed Ensign Donaldson to take constant charge. The negroes now number, in all, 37, and are furnished by me with rations

from the *Carondelet*. In the meantime I am making what repairs on her I can.

Very respectfully, your obedient servant,

JNO. McLEOD MURPHY,
Acting Lieutenant, Commanding.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding U. S. Mississippi Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, referring to the launching of the U. S. S. Eastport, and the extension of his command into the Mississippi River.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., June 16 [18?] 1863.

SIR: The *Eastport* was safely launched last evening. Draft, forward, $5\frac{1}{2}$ feet; aft, 6 feet 3 inches. With all on board, will require just about the same water as the *Pook's*.

Your letter to Captain Pennock, directing that I should take charge of the Mississippi River from Island No. 10 to White River, was received last evening. The *Tawah* and *Covington* will be got off at once, and I can leave with the *Eastport* (half crew) next week.

Your order requiring that three boats should be kept together in the Tennessee renders it necessary to keep at least six gunboats, the number now there, in that river. The distance from Fort Henry to Eastport is 170 miles, and with six vessels there are but two sections to watch that distance. There will soon be numerous fords where Bragg can cross artillery to make raids upon the Mississippi to fire into our steamers, and when pressed such parties could recross the Tennessee in defiance of ten times their number of our troops aiming to cut them off. Gunboats on that river, to be effective while Bragg holds his own with General Rosecrans, must be active.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, regarding orders to Lieutenant-Commander Phelps, U. S. Navy, for extension of his command.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., June 18, 1863.

SIR: In accordance with your order of the 11th instant, received to-day, I have directed Lieutenant-Commander Phelps to take charge of the Mississippi River from Island No. 10 to Helena and White River, with all the vessels that can be spared from the Tennessee River, and to guard every point where rebels may be about. As soon

as the detail is made I will inform you of the vessels selected for this purpose and will send them down with all possible dispatch.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Volunteer Lieutenant Lord, U. S. Navy, commanding U. S. S. Covington, to convoy the U. S. S. General Lyon to mouth of White River.

OFFICE MISSISSIPPI SQUADRON,

Cairo, Ill., June 18, 1863.

SIR: You will take command of the U. S. gunboat *Covington* and convoy down the river the steamer *Jacob Strader* and the U. S. S. *General Lyon* as far as the mouth of White River, where you will coal and cruise between that point and Memphis.

The enemy are moving in large force to the west bank of the Mississippi, for the purpose of crossing over, or of capturing our steamers on the way up and down.

You will drive the rebels from every part of your cruising ground and give such protection to our steamers as may be necessary.

Captain Phelps has been ordered by Admiral Porter to take charge of the Mississippi from Island No. 10 to Helena and White River, and the *Covington* is detailed for duty in that division, subject, of course, to the approval of Admiral Porter, to whom you will send a copy of these orders.

Captain Phelps will join you in a few days and will give you such further instructions as he may deem necessary.

Respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Volunteer Lieutenant GEO. P. LORD, U. S. Navy.

Cairo, Ill.

Report of Fleet Captain Pennock, U. S. Navy, regarding the assignment of the U. S. S. Covington to special convoy duty.

OFFICE MISSISSIPPI SQUADRON,

Cairo, Ill., June 18, 1863.

SIR: Acting Volunteer Lieutenant George P. Lord, having reported here and informed me that an officer has been ordered to the command of the *Petrel*, his former command, I have given him command of the *Covington*, one of the vessels detailed to cruise between Island No. 10 and White River, under command of Lieutenant-Commander Phelps.

I have given him written orders, subject to your approval, and directed him to send you a copy of them.

I enclose a copy of a telegram received to-day from Brigadier-General Asboth, commanding at Columbus.

As the *General Lyon* has a valuable cargo, I think it advisable to give her a good convoy, and have ordered the *Covington* to accompany her as far as White River.

Application having been made to me by General Asboth to give convoy to the *Jacob Strader*, loaded with ordnance stores for General Grant's army, I have directed Lieutenant Lord to give her the protection required.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, regarding the U. S. steamers Osage and Neosho.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., June 18, 1863.

SIR: Having received information that the *Neosho*, after being tested in every respect, would be ready for service in five or six days, I ordered the *Osage* to St. Louis, and directed her commander to transfer all his officers and men to the *Neosho*, but that he, in accordance with your orders, was to remain attached to the *Osage*.

She sailed on the 12th instant, but returned the next day, her commander reporting that she was unable to stem the current. On the 14th, Chief Engineer King was sent down by order of Commodore Hull. Slight alterations were made to give her better clearance, and she again left on the 15th and is now, I hope, well on her way up the river. The contractor, Mr. Eads, on hearing of her arrival here, telegraphed me, requesting that she might be sent to St. Louis (where he has every facility for doing the work), and that he would put her in order with all possible dispatch.

Since the departure of Commander Febiger, I have read your letter to him, directing him to retain his officers and crew on board the *Osage*, if it did not take too long to repair her. As it will require several days to put her in proper condition, I believe that it will be in accordance with your views that my instructions to him be carried out, and that he be ordered to command the *Neosho*. I have no other officer to place in so important a command. I will direct him to carry out your instructions to the letter, and not to leave St. Louis until he is satisfied that the vessel is fit for service in every respect.

I trust my action in this matter will meet with your approval.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

General report of Fleet Captain Pennock, U. S. Navy, making reference to reported engagement in the Tennessee River.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., June 18, 1863.

DEAR PORTER: * * *

The *Eastport* went off the ways in fine style yesterday and will be ready in a week. I will send her off if I only have men enough to man three guns. She floats much lighter than she did and will, I have no doubt, prove a valuable vessel.

The *Tawah* will be ready in a day or two, and will be sent to cruise within the limits you have assigned to Captain Phelps.

The *Paw Paw* will not be ready for several days. She will also be attached to Phelps' division. Do you intend that the *New Era*, which is stationed at or near Island No. 10, shall be included in that command?

I heard to-day, unofficially, that the rebels are crossing the Tennessee, and that the gunboats are engaged in driving them back. I therefore do not think it advisable to withdraw any of the gunboats from that river until I hear something more definite from that quarter. I hope to be able to spare one vessel from the Cumberland fleet.

I have put aboard the *General Lyon* over 2,000 filled Hotchkiss shell, 30-pounders, to be turned over to Lieutenant Lyford, ordnance officer of Grant's army, if you think proper to do so. I shall commence loading the *Polar Star* to-morrow morning with 8-inch guns and such ordnance stores as have been required. I have sent you the last of the 13-inch shell, but will make a requisition on the bureau for more. Please let me know if you require them at the fleet.

The pilot of the *Tyler*, who brought up the prize steamer *Lady Walton*, I was obliged to order temporarily on board the *Little Rebel*, having no other pilot to take her down, and I did not like to detain her longer, for the river has commenced falling again.

The large ferryboat *Peosta*, which Phelps purchased up the upper Mississippi, arrived here yesterday. She will make a fine gunboat and will carry a heavy battery. I will commence work on her as soon as possible.

* * * * *

Sincerely, your friend,

A. M. PENNOCK.

Admiral PORTER.

Report of Lieutenant-Commander Prichett, U. S. Navy, commanding at Arkansas and White Rivers, regarding interview with General Prentiss, U. S. Army.

U. S. GUNBOAT TYLER,
Mouth of White River, June 18, 1863.

SIR: In obedience to your order of the 12th instant I proceeded to Helena and informed Major-General Prentiss why I had come there. He entertained no fears of an attack on that place. He thinks they are going to concentrate their forces for a raid into Missouri. The

General Bragg arrived before I left. I convoyed the *Luminary* from Helena to Carolina Landing. She had 250 tons of ammunition on board and between four and five millions of dollars Government money.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant-Commander,
Commanding Arkansas and White Rivers.

Rear-Admiral D. L. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

COLUMBUS, KY., June 18, 1863.

The steamer *Platte Valley* was fired into yesterday 15 miles this side of Memphis by artillery, 5 balls passing through the boat, killing 3 men and wounding several. About 300 rifle shots also struck the boat. The steamer *Golden Era* attempted to pass the battery at the same time, but was compelled to return to Memphis.

No boat can proceed at this juncture unless under convoy of a gunboat. I applied yesterday for a gunboat, but have received none. Ellet's Marine Brigade would be well employed between here and Memphis.

* * * * *

ASBOTH,
Brigadier-General.

Major-General HALLECK,
General-in-Chief.

General order of Acting Rear-Admiral Porter, U. S. Navy, regarding designating numbers to be painted on light-draft vessels.

GENERAL ORDER, } U. S. MISSISSIPPI SQUADRON,
No. 65. } *Flagship Black Hawk, June 19, 1863.*

The light-draft vessels of the Mississippi Squadron will have a number, 2 feet long, neatly painted in black on the forward part and sides of the pilot house. The numbers will run as follows, viz:

No. 1. Rattler.	No. 17. Fairplay.	No. 33. Victory.
2. Marmora.	18. Brilliant.	34. Moose.
3. Romeo.	19. St. Clair.	35. Reindeer.
4. Juliet.	20. General Pillow.	36. Peosta.
5. Petrel.	21. Robb.	37. Naumkeag.
6. Cricket.	22. Springfield.	38. Exchange.
7. New Era.	23. Silver Lake.	39. Tensas.
8. Signal.	24. Champion.	40. Alexandria.
9. Forest Rose.	25. Covington.	41.
10. Linden.	26. Queen City.	42.
11. Prairie Bird.	27. Argosy.	43.
12. Curlew.	28. Silver Cloud.	44.
13. Manitou.	29. Tawah.	45.
14. Kenwood.	30. Fawn.	46.
15. Hastings.	31. Faw Paw.	47.
16. Little Rebel.	32. Key West.	48.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Lieutenant-Commander Prichett, U. S. Navy, regarding attack by the Confederates at Island No. 40.

U. S. GUNBOAT TYLER,
Mouth of White River, June 19, 1863.

SIR: I have just been informed that the rebels are firing into boats at Island [No.] 40 with a battery of artillery and a regiment of infantry. This is about 15 miles above Memphis.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant-Commander, Commanding Arkansas and White Rivers.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Brigadier-General Veatch, U. S. Army, to commanding officer of gunboat desiring relief for cavalry force near Commerce, Miss.

HEADQUARTERS DISTRICT OF MEMPHIS,
Memphis, Tenn., June 19, 1863.

Our cavalry were attacked to-day below Hernando [Miss.], and are being driven at last accounts toward Commerce.

You may reach there in time to give them relief.

Very respectfully, your obedient servant,

JAMES C. VEATCH,
Brigadier-General.

COMMANDING OFFICER, Gunboat.

Report of Acting Ensign Hanford, U. S. Navy, commanding U. S. S. Robb, regarding an engagement at Cerro Gordo, Tenn., June 19, 1863.

U. S. GUNBOAT ROBB,
Fort Hindman, Ky., June 24, 1863.

SIR: I send you a report of the action that took place on the morning of the 19th instant at Cerro Gordo, resulting in the loss of 1 of my men and 2 severely wounded:

On the afternoon of the 18th I suggested to Captain Hurd the possibility of catching some of Colonel Biddle's men if I placed a couple of pieces of artillery at Cerro Gordo, opposite to where they came, and fired across the river during the departure of gunboats from that place. It met Captain Hurd's approval. In the evening I got a horse and rode down to Cerro Gordo, in order to pick out a good situation for the battery. Having found one to suit me, I returned and got my guns mounted on field carriages, and at 10 p. m. started down, and had everything fixed ready, taking particular care to double-picket all the roads to guard against surprise. I sent to man the battery 16 of my best men. It was my instruction in the morning to run down to Saltillo, 5 miles, in order to give the rebs a good chance to come in.

On the morning of the 19th, about 4:30, I heard my guns firing. The *Silver Cloud* and myself started down, where we found that Biffle had made a charge on the battery with 400 men, but my men were prepared for them and opened their ranks well. I have learned since, but it is only a picked-up report, that Biffle lost 50 killed and wounded. I believe that their loss was about that, as they charged four abreast (dismounted) and came to within 20 yards of the cannon's mouth, while cannister was being fired into them like rain. I lost, killed, Cranford I. Hill (fireman), and buried him at Craven's landing; Madison M. Hill (second gunner), and John N. Matthews (quartermaster), severely wounded. These I have sent to Smith's and to their homes.

Too much credit can not be awarded to the men who manned the battery. They did their duty faithfully.

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

W. C. HANFORD,
Commanding Robb.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

COLUMBUS, KY., *June 20, 1863.*

I sent last night a steamer to Hickman to convey the detachment of the Twenty-fourth Missouri Volunteers and Company D, Thirtieth Wisconsin Volunteers, being the entire garrison, about 190 men, to New Madrid, in accordance with orders from the general-in-chief.

Your communication of the 15th to the commanding officer at Island 10 has been sent me, with his reply. There is but an aggregate of 86 men on the island to defend it and guard a contraband colony of 1,000 souls, which will render it difficult to reduce the small garrison. The gunboat *New Era* is at Island No. 10, which can and will be sent to New Madrid in case of an attack, and I will always be ready to give, as I have done heretofore, all possible assistance from my district, provided I am not menaced or attacked.

ASBOTH,
Brigadier-General.

Major-General SCHOFIELD.

[Telegram.]

ST. LOUIS, MO., *June 20, 1863.*

Thanks for your cooperation. I have sent a small detachment to New Madrid and will send another in a few days. This, with the gunboat, will, I believe, make all secure. Colonel Harding, who goes in command, is instructed to help you in case of need.

J. M. SCHOFIELD,
Major-General.

Brigadier-General ASBOTH,
Columbus, Ky.

Report of Captain Walke, U. S. Navy, from the mouth of Red River.

U. S. GUNBOAT LAFAYETTE,
Off Mouth Red River, June 20, 1863.

SIR: I regret to be obliged to report that the keelson timbers and planking of the bottom of this vessel under the fire bed or ashpan are so much burnt as to render it necessary to have her docked as soon as possible. I herewith enclose the carpenter's report, chief engineer's report, and the report of the survey, which I ordered immediately.

The *Arizona* did not stop when she passed us going up the river the last time, although I hailed her to stop, but she continued on her way up the river. This is the third or fourth time that the *Arizona* has passed us without stopping, and twice refused to stop. The *Price* did not stop on her last trip, so I have no means of certain communication. I also enclose our surgeon's report. Our sick are increasing daily. Contrabands are accumulating, about 126 being on board at present. I have sent about 220 to Commodore Palmer at Port Hudson.

Our provisions, coal, and medicines require replenishing soon, and unless I can hear from you or can get up the river soon I shall be obliged to send the *Pittsburg* up to Vicksburg and make the best of my way down to New Orleans to dock and repair this vessel, for although the extent of her injuries can not be ascertained at present, she is evidently in danger of being sunk by the slightest collision on the shore, as her bottom has already risen 8 inches up under her boilers. Should Vicksburg be taken in the meantime, I will consider it my duty to proceed up the river with this vessel and the *Pittsburg* and report to you for orders. The river has fallen so much and so fast that I was compelled to leave Old River and anchor at its mouth. I have sent our boats up several times and the *Pittsburg*, but I can not effectually cut off the enemy's intercourse with the Atchafalaya without a light-draft gunboat of some speed. I have written to Commodore Palmer to send me a transport for 200 contrabands and 4 refugees, and for a gunboat to run up to Vicksburg. We have sent General Banks 420 contrabands since I last wrote you. I send you 2 refugees from vicinity of Red River, Samuel Allen and John Dorman.

Very respectfully, your obedient servant,

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

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

General report of Fleet Captain Pennock, U. S. Navy, making reference to correspondence with Major-General Hurlbut, U. S. Army.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., June 20, 1863.

DEAR PORTER: I enclose you an extraordinary document,* an order from Major-General Hurlbut, and my reply thereto. It is not the first time that I have received orders which, if I had so far forgotten

* Not found.

myself as to comply with, would have seriously interfered with your combinations. Do you not think it would be better hereafter for you to instruct me to issue all orders to the gunboats in your name, signed by me by your order? It will give force to any official document I may write and prevent any interference. I know that this is contrary to the orders of the Secretary of the Navy, but have no doubt he will consent to it when the necessity of the case is made known to him. I have answered the general's letter courteously and, I hope, with sufficient firmness to convince him that he has no authority over a naval officer. You, I know, as commander-in-chief of the naval forces, will write him such a letter as he deserves.

I had commenced loading up the *Polar Star* with guns and ammunition before the arrival of the *Torrence*. She is now loaded as deep as safety will permit, and I shall dispatch her to-morrow, convoyed as far as White River by the *Tawah*. I have placed Acting Master Alfred Phelps, jr., temporarily in command of this gunboat. I will carry out as speedily as possible your instructions to me and Phelps in regard to placing gunboats between Island No. 10 and Helena. The *Torrence* I was obliged to order to St. Louis to take on board there powder, 8, 9, and 10 inch shell, and other ordnance stores that we have there. I am making every effort to have our ordnance stores replenished as soon as possible; they are arriving every day. I telegraphed to the bureau to send more 13-inch shell, that I had sent the last down to you, and received prompt reply that they would be sent from Pittsburg at once. I gave the commanding officer of the *Judge Torrence* orders to work night and day and authority to employ such force as would enable him to leave St. Louis without loss of time. Commander Yard and Lieutenant-Commander Badger arrived here to-day. Yard has orders to report to you for duty in the place of Badger. I have been working day and night myself to forward the supplies you need, and hope that Yard will not complain if he is required to do the same. Your orders in regard to the 250 bales of prize cotton and the prize steamer *Lady Walton* have been carried out, and I now await the instructions of the United States judge of this district in regard to the delivery of the property. Twenty-five bales of cotton have been landed here from the *Conestoga*, which has been used for defense. Under what circumstances was it captured, and what disposition shall I make of it? I will not deliver it to anyone until I hear from you.

I received your letter, enclosing \$100, by Captain Richardson, which settles all your bills with the exception of the last pair of pantaloons sent by Bache, which cost \$9.

I send you all the official documents, private letters, and papers received since the *General Lyon* left. The papers will give you all the news from the East. Kind regards to Breese.

Sincerely, your friend,

A. M. PENNOCK.

Admiral PORTER.

[Enclosure.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., June 20, 1863.

SIR: Your letter of the 18th instant has been received. In reply I have to inform you that the movements of all the gunboats belonging

to the Mississippi Squadron are governed by Acting Rear-Admiral D. D. Porter, the naval commander-in-chief, and not by me. His orders to his officers are that his instructions are not to be deviated from, unless discretionary powers are given them by himself.

Admiral Porter has no doubt given such instructions as he deems necessary for the "preservation of the Mississippi River for navigation," and will, I am sure, give such protection to transports in the employ of the Army as may be in his power. I have forwarded your letter to me of the 18th instant to him.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Naval Station, at Cairo, Ill.

Major-General S. A. HURLBUT,

Commanding Sixteenth Army Corps, Memphis, Tenn.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Master Phelps, U. S. Navy, to assume command of U. S. S. Tawah and convoy transport Polar Star.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., June 20, 1863.

SIR: You are hereby detached temporarily from the U. S. gunboat *Champion* and will assume command of the U. S. gunboat *Tawah*.

As soon as the transport *Polar Star* is ready, you will convoy her down the river until you meet with the U. S. gunboat *Covington*, which vessel will continue the convoy to White River. You will show these orders to the commanding officer of that vessel. Should you meet with one of the gunboats previous to falling in with the *Covington*, you will turn the *Polar Star* over to her, provided she has been placed on the river for convoy and does not conflict with other orders which her commander may have.

It is important that the *Polar Star* should be pushed forward with all possible dispatch to Admiral Porter.

Having performed the duty assigned you, you will return as far up the river as New Madrid, where you will report to me in writing.

Should the commanding officer at New Madrid request your cooperation in case of an emergency, you will afford him all the assistance in your power.

The admiral informs me that the enemy are moving in large force to the west bank of the Mississippi, for the purpose of crossing over or of capturing our steamers on the way up and down.

Vigilance and prompt action are required to defeat them.

Very respectfully, your obedient servant,

PENNOCK,

Fleet Captain and Commandant of Station.

Acting Master ALFRED PHELPS, Jr., U. S. Navy,

Commanding U. S. Gunboat Champion.

Order of Fleet Captain Pennock, U. S. Navy, to Commander Febiger, U. S. Navy, to assume command of U. S. S. Neosho.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., June 20, 1863.

SIR: If, as I believe, the *Neosho* will be ready for service in a few days, and that it will require some time to complete the repairs needed by the *Osage*, and as it is necessary to have one of these vessels in active service as soon as possible, you will carry out my instructions of the 12th instant in regard to the transfer of officers and crew.

The enemy are moving in large force to the west bank of the Mississippi River, for the purpose of crossing over or capturing our steamers on the way up and down. Several transports have been fired into and lives have been lost.

I consider it necessary that an officer of experience and judgment should command the *Neosho*, and I believe it would be in accordance with the admiral's views that you be ordered to that vessel. You will therefore assume command of her, if she be gotten ready before the *Osage*. The orders which the admiral has given you, in relation to your being fully satisfied that the *Osage* is in condition to go into action, and that you put her through any test that she would be subject to in action, etc., are applicable to the *Neosho*.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Commander J. C. FEBIGER, U. S. Navy,
Commanding U. S. S. Osage, St. Louis, Mo.

Report of Lieutenant-Commander Pattison, U. S. Navy, regarding the detention of the U. S. S. Covington, for special service in protection of boats above Memphis.

U. S. NAVAL STATION,
Memphis, Tenn., June 20, 1863.

SIR: The gunboat *Covington* arrived here this afternoon, bound to White River. Upon representations made to me by General Hurlbut, I ordered her to proceed up the river some 20 or 30 miles to protect boats passing up and down during the night. I will dispatch her to-morrow morning as convoy to the *General Lyon*, and the *Little Rebel* to the White River, when she will return to this station, as ordered by Captain Pennock. The rebels have been firing into vessels above and below this city for the past two days. It is highly important to have another gunboat at this station as soon as possible. I enclose Major-General Hurlbut's * letter to you.

Respectfully, your obedient servant,

T. PATTISON,
Lieutenant-Commander, Commanding Naval Station.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

* Not found.

Report of Lieutenant-Commander Phelps, U. S. Navy, acknowledging order regarding the extension of his command into the Mississippi River, and other matters.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., June 20, 1863.

SIR: Your order for me to take charge of the Tennessee River and the Mississippi as far down as Helena was received yesterday.

I have consulted with Captain Pennock concerning the new light-draft *Tawah*. She has three-fourth-inch iron on either end at an angle of 45° and has a 3-inch oak bulkhead covered with three-fourth-inch iron enclosing her machinery and boilers. This makes her very superior in resisting power to the other light-drafts, and she has a battery of 2 30-pounder Parrotts, 4 24-pounder howitzers, and 2 12-pounder steel rifles. In view of her superiority in these respects, I presume you would not deem your order, requiring three light-drafts to be kept at all times together, as applying to her. I have proposed to Captain Pennock that Captain Goudy should take her, thus releasing the three boats he has for service between here and Helena. The little *Robb* will answer admirably for service between this point and Fort Henry.

The *Tawah* will convoy the *Polar Star* till the *Covington*, which is cruising between Memphis and Helena, is met, when the former will come back to remain between Memphis and New Madrid till the *Queen City*, *Silver Cloud*, and *Robb* can be got down from above. The *Tawah*, full of coal, draws 3½ feet forward and 3 feet aft. The *Paw Paw* will be lighter.

This arrangement leaves Lieutenant Hurd with the three lightest stern-wheel boats high up the Tennessee, and Lieutenant Goudy between Fort Henry and Perryville.

I came down with the *Eastport* yesterday, making 7 miles in 36 minutes. I consider her a great success, and she is a better-looking craft than ever. The guns are being put on board, and I shall very soon be on the cruising ground between here and Helena.

The guerrillas have been active recently near Memphis.

A telegram was received by General Asboth day before yesterday, stating that the rebels were trying to cross the Tennessee at Clifton, and that the gunboats were driving them back.

I enclose a report made by Acting Master Commanding [A. F.] Thompson, gunboat *Silver Cloud*, and respectfully suggest that it offers an opportunity to make an example much needed among the watch officers in these light-drafts above. I have directed Captain Thompson to arrest the officer and send him down to the *Clara Dolsen*, to await your orders.

New Madrid is threatened by a heavy force, according to army reports. I shall have the *Eastport* ready to interrupt any plans of the rebels there. Her speed and light-draft will enable me to use her effectively on this long stretch of river, and the *Paw Paw*, which will soon be completed and equally as strong as the *Tawah* will serve

me to run up the Tennessee from time to time to look after things there.

I should regret the *Eastport* now more than ever.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Shaw, U. S. Navy, commanding U. S. S. Juliet, regarding attack by Confederates at Newman's plantation, and retaliation.

U. S. GUNBOAT JULIET, June 20, 1863.

SIR: I have to report that, in accordance with your orders, I proceeded down the river as convoy to the steamers *General Robert Allen* and *Pike*. At Eunice I turned them over to the *Marmora*, and commenced my return trip at 12:30 p. m. Just below Catfish Point my shaft gave away, breaking both heads of my starboard cylinder, and I was compelled to anchor, which I did opposite Newman's plantation. Here I allowed the cutter to go on shore, containing Paymaster Meeker and Pilot Houston, with 4 men, in order to procure fresh vegetables. They had been gone but a few minutes when the alarm was given that the guerrillas were coming, and immediately some half dozen, mounted, started from Wilson's house, one-eighth of a mile down the levee. Before the party reached the cutter the rebels fired upon them, and I immediately opened with shell, driving them off. Several shells exploded in Newman's house, doing considerable damage. I then sent an armed cutter-load of men on shore, with instructions to burn Wilson's house and bring off all of the negroes from Newman's plantation. This they did, and I have some 46 of his negroes on board. I did not destroy his house, as there were none but women present.

At 6 p. m. the *New National* took us in tow, and we proceeded up toward White River.

Very respectfully, your obedient servant,

ED. SHAW,
Acting Volunteer Lieutenant.

Lieutenant-Commander J. M. PRICHETT.

Report of Fleet Captain Pennock, U. S. Navy, regarding convoy given to Army steamer Freestone.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., June 21, 1863.

SIR: I enclose a copy of a request from the quartermaster's department at this place for convoy for steamer *Freestone*, loaded with

ammunition. In compliance with this request I have ordered the commanding officer of the *Tawah* to give the required convoy, in accordance with your orders, and reminded him that your orders are not to be deviated from, unless discretionary powers are given by yourself.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Prichett, U. S. Navy, referring to the release of the steamer Fred Nolte and the arrival of the U. S. S. Covington at mouth of White River.

U. S. GUNBOAT TYLER,

Mouth of White River, June 23, 1863.

SIR: I have the honor to inform you that I have stationed the *Cricket* just below Cypress Bayou, where the last convoy was fired into with artillery. I do not think they will fire into boats again at that point soon, as I am under the impression they have gone to Red Fork. According to your orders, I have released the steamer *Fred Nolte*, taking the necessary pledge from the captain. Shall I forward the original to you? The papers I sent you belonging to this steamer were true copies I had made on board the *Juliet*; the originals I have in my possession now. I shall leave in two or three hours for Island [No.] 40.

There have been no boats fired into between this place and Helena for the last two or three weeks. The *Linden* and *Curlew* are stationed between Islands [No.] 65 and [No.] 68. I leave Acting Volunteer Lieutenant Dominy in charge here, with all the orders. The *Covington* came down this far, convoying the *General Lyon* and a number of transports. She has gone up the river, and is cruising between Helena and Memphis.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,

Lieutenant-Commander, Comdg. Arkansas and White Rivers.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Hurd, U. S. Navy, commanding U. S. S. Exchange, regarding expedition up the Tennessee River, in company with U. S. gunboats Key West and Fanny Barker, June 24-July 2, 1863.

U. S. GUNBOAT EXCHANGE,

Tennessee River, July, 1863.

SIR: I have the honor to report, pursuant to Captain Phelps' order of 20th June (per telegraph), I proceeded up the Tennessee River, 24th June (upon the arrival of Captain Goudy at Fort Hei-

man), accompanied by U. S. gunboats *Key West* and *Fanny Barker*. Arrived at the mouth of Duck River at 8 o'clock p. m., anchored, and remained during the night. 25th, 4:30 o'clock a. m., I proceeded up the river. At Beach Creek I took on board two Federal prisoners, who had broken jail at Waynesborough and came to the river. At Swallow Bluff I found the rebels crossing from the west to the east side of the river with bacon, horses, mules, and cattle, which they had confiscated. About half of the regiment (said to be Biffle's) had crossed. I surprised them, captured some bacon, destroyed one ferry flat, two canoes, and one bateau. I stopped a short time at Esquire Craven's, then proceeded up to Savannah and anchored for the night.

26th I received a communication from, and sent reply to General Dodge. At 10 o'clock a. m. I proceeded up the river to Eastport, found very many refugees, and the rebels collecting animals upon both sides of the river.

27th I went up to Chickasaw and Waterloo; had heard the enemy had a battery at the latter place, but did not find any. I then headed downstream, stopped at Savannah and Esquire Craven's and anchored for the night below Double Islands, where the rebels have been crossing. They had also crossed at the mouth of Indian Creek, but not in force. We were fired into with small arms at Eagle Nest Island; shelled the woods, but do not know the result; none of our men were hurt.

28th. I headed upstream this morning, stopped at Carrollville, captured a rebel, proceeded up the river, suppressed a rebel moving across the river at Swallow Bluff, destroyed the boat, and landed at Esquire Craven's.

29th. I proceeded up the stream this morning to Hamburg, procured some lumber I was much in need of, and returned to Craven's Landing. At Peters, I took on board a deserter from Bragg's army and hold him a prisoner of war. At Savannah I received a verbal message from General Dodge, and shall cooperate accordingly. I have just learned that we killed and wounded 18 or 20 at Eagle Nest Island, where we were fired into on the 27th instant. 30th I left Craven's Landing at 4.30 a. m. o'clock with my own vessel and the *Fanny Barker*, the *Key West* following us at 8 o'clock a. m. I separated the boats somewhat, but kept them within supporting distance. This day and night was spent at intervals between Craven's Landing and James Mathews', to prevent crossing and cooperate with Federal cavalry, but they did not appear. James Hamilton, contraband, died this day and was buried on the west bank of the river below Double Islands. July 1st I proceeded down the river to Perryville, and stopped during the night; find there has been little crossing down below Nichols, which is 12 miles above Perryville.

2d, p. m. I have just arrived at Fort Heiman from above; was compelled to come down for coal; shall have it on board, and proceed up the river as soon as the *Robb* returns, unless otherwise ordered. The telegraph is not working from here.

Very respectfully, your obedient servant,

J. S. HURD,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Letter from Major-General Prentiss, U. S. Army, to Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, requesting convoy for steamer D. G. Taylor.

HEADQUARTERS DISTRICT EAST ARKANSAS,
Helena, Ark., June 22, 1863.

SIR: Information has reached me this afternoon from the country that the rebels are about establishing a battery at Walnut Bend, about 45 miles above here. Rumor has it that the battery is to consist of six rifled pieces. If not there to-night, it will be to-morrow. I do not know to what extent this information is reliable, but my informant came in from the country expressly to bring me the intelligence.

Under the circumstances, I deem it advisable for you to convoy the *D. G. Taylor* up beyond that point.

I am, captain, very truly, yours,

B. M. PRENTISS,
Major-General.

Captain BISHOP,
Commanding Gunboat Bragg.

Cooperative expedition to Greenville, Miss., June 25-30, 1863.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, requesting the services of the Marine Brigade.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Near Vicksburg, June 24, 1863.

ADMIRAL: I have just received information that the rebel, H. M. Bledsoe, has gone from Yazoo City to a point on the Mississippi shore about 6 miles from Greenville. He has with him about 15 cavalry and a battery of light artillery. My cavalry and spare troops are now out with Sherman, looking for Johnston, so that I can not well attend to him. Can you send the Marine Brigade up to clean Bledsoe out? And they might land at Greenville and dash in behind them, so as to secure the artillery, if nothing more.

Please answer by bearer, so that I may fit out an expedition for Greenville in case the Marine Brigade can not go.

Respectfully, yours,

U. S. GRANT.

Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

JUNE 25, 1863.

I have been able to raise 100 cavalry out of the brigade, which will join your troops as they come out of the Yazoo. Part of the cavalry returned on the other side of Richmond. They report the enemy had returned to Monroe after the attack of Generals Mower and Ellet. Nothing seen of them on the road to Delhi.

PORTER,
Admiral.

General GRANT.

Order of Major-General Grant, U. S. Army, to Lieutenant-Colonel Nasmith, U. S. Army.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Near Vicksburg, June 25, 1863.

SIR: As soon as the troops brought by you from Snyder's Bluff and the battery of artillery sent from here are embarked you will proceed to the mouth of the Yazoo River, where you will find two gunboats lying under command of Captain Selfridge, and as soon as he can get off you will proceed to Greenville, Miss.

It is reported that the enemy have moved a battery and about 250 men from Yazoo City to a point some 6 miles above Greenville. The object of the expedition you command is to capture this battery and troops if possible.

* * * * *
Respectfully, yours, U. S. GRANT.

Lieutenant-Colonel SAMUEL J. NASMITH,
Commanding Officer, Expedition against Greenville, Miss.

Report of Lieutenant-Colonel Nasmith, U. S. Army, commanding expedition.

HEADQUARTERS 25TH WISCONSIN VOLUNTEER INFANTRY,
Snyder's Bluff, Miss., July 1, 1863.

SIR: In compliance with orders dated Headquarters Department of Tennessee, June 25, 1863, addressed to "commanding officer of expedition against Greenville," I have the honor to report the following:

I started from Snyder's Bluff in the afternoon of June 25, 1863, with the following troops, to wit: Twenty-fifth Wisconsin Infantry, 600 strong, four pieces Fourth Ohio Battery, and three companies Fifth Illinois Cavalry, 200 strong, under Major Farnan, and proceeded to Young's Point. Here I was joined by three gunboats and the *John Raine*, of the Marine Fleet, having on board 50 infantry and 100 cavalry. The boats were detained till noon of the 26th to coal, when I proceeded up the river. Arriving at the foot of Island No. 82, the cavalry disembarked and proceeded by land to Greenville. Here I disembarked and proceeded with the cavalry to the foot of Island No. 84, distant 21 miles by land. Searching the country to find signs of the enemy, I arrived at Carter's plantation June 27, evening. The transports, with the infantry and artillery, came around by water. Not being able to find or hear of any enemy on this side the river, I am satisfied, from information received from reliable sources, that there has been no enemy near Greenville, on the Mississippi shore, for nearly four weeks; previously to that time there was a small force encamped on Deer Creek, distant 10 miles from Greenville.

* * * * *

I embarked with the cavalry June 28 and proceeded across the river to Spanish Moss Bend, on the Arkansas shore. Arriving there, all the troops were ordered to disembark and did so, with the exception of those on board steamer *John Raine*. Major Hubbard, com-

manding the troops on the boat, did not obey the order. I proceeded at 1 p. m., 28th, for Gaines Landing with the infantry, artillery, and 200 cavalry. I had heard firing the night before at Gaines Landing and supposed there was a force on the bend between there and where we had landed. The distance between the point where we had landed and Gaines Landing is 10 miles. My object was to capture the force between us and Gaines Landing on the bend. We had proceeded but 3 miles when we encountered their pickets. We followed them, skirmishing, to Gaines Landing, where they changed their course, proceeding back from the river. It then being dark, and learning from various sources that their force was largely superior to mine, having no guide and being unable to obtain one, and there being several roads cut through the woods from the river in our rear, my force not being large enough to guard the roads and attack the enemy in front, I thought it prudent to retire to our transports.

* * * * *

On the morning of the 30th I proceeded down the river. Hearing, in the afternoon, that they were fighting at Lake Providence and needed help, I reported myself to the general commanding, who wished me to lie overnight, fearing another attack in the morning. In the morning the cavalry marched through to Goodrich's Landing, seeing no enemy, but noticing the effects of what had been done the day before, the enemy having gone.

* * * * *

The cavalry embarked at Goodrich's Landing and the expedition, except the marine boat, came to Chickasaw Landing. The battery was debarked there and was ordered to join its command. The two boats with cavalry and infantry came to Snyder's Bluff and to camp. * * *

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

SAMUEL J. NASMITH,
Lieutenant-Colonel, Comdg. Expedition.

Lieutenant-Colonel JOHN A. RAWLINS,
Assistant Adjutant General.

Extract from log of U. S. S. Kenwood.

June 27, 1863.—At 8:35 p. m. 5 transports convoyed by the *Prairie Bird* came in sight, bound down; weighed anchor at 8:40 to convoy them. At 8:45 p. m., while going alongside of the *Silver Moon*, the *Crescent City*, which was a short distance in advance, was fired into by a rebel battery posted on the Arkansas bank below Gaines Landing, killing one man and danegrously wounding another. The *Prairie Bird* passed down ahead of us and commenced shelling them; we followed her into action, expending 11 32-pounder shell and 22 24-lb. shell, shrapnel, and canister. The rebels fired but a few rounds.

June 28.—At 1 a. m. made fast alongside the *Crescent City* and convoyed the fleet of transports down. At 3:40 a. m. passed the *Argosy*, lying at anchor at Egg Point. Cast off from the *Crescent City* and turned head upstream. At 3:50 a. m. passed the *Argosy*

and advised her to convoy the transport fleet. At 6:45 a. m. landed at Greenville. At 7:05 a. m. left Greenville, bound up; 7:50 went alongside and made fast to the *White Cloud*. At 9:50 a. m. passed Columbia. At 10:05 a. m. passed steamers *John H. Dickey*, *Ben. Franklin*, and *Iatan*; U. S. S. *Manitou* and *Romeo* alongside the bank above Luna Landing. At 10:35 a. m. met the Marine Brigade steamer *John Raine*. At 12 m. cast off from the *White Cloud* and ran alongside the *Prairie Bird* off Gaines Towhead. At 6:50 weighed anchor and ran up the river. At 7:10 p. m. landed just below Gaines Landing and conferred with a body of Federal cavalry.

General order of Acting Rear-Admiral Porter, U. S. Navy, for convoy duty.

GENERAL ORDER, }
No. 67. }

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 25, 1863.

When gunboats are detailed to convoy vessels the commanders will arrange signals as follows: Close order, three (3) whistles; enemy in sight, a continued whistle and fire a gun; four (4) whistles, gunboat wants to communicate; five (5) whistles, convoy must stop for gunboat to reconnoiter. The gunboat, when there is only one, will keep close astern of the last steamer and engage any guerillas while the boats are passing out of gunshot. No transport will be allowed to land or keep out of line without there is actual necessity or notifying the gunboat, and the vessels will not be allowed to scatter themselves farther than 200 yards apart. When the gunboats are approaching a gunboat station, they will turn over the transports to the vessels of war there, unless they are specially detailed for convoy all the way through. When they deliver the convoy past all danger, they will report to the senior officer present, who will order them to return to their station, etc. The divisional commander will issue any order he may deem necessary, not conflicting with mine. Gunboats will at all times keep a strict lookout, and when in dangerous neighborhoods, keep sharpshooters on deck and a gun loaded with shrapnel. In running at night cabin lights of gunboats and transports must be kept covered up and every precaution taken against being hit.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Brigadier-General Ellet, commanding Marine Brigade, regarding quiet conditions at Richmond, La.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, Above Vicksburg, June 25, 1863.

ADMIRAL: I have the honor to inform you that my cavalry returned this morning.

They did not succeed in forming a junction at Richmond, as was intended. The roads were found to be so bad by the way of War-

renton that the detachment going that way found it advisable to return without reaching Richmond, having heard nothing of the enemy.

Major Hubbard, who went to Richmond by way of the Young's Point road with the other detachment, reached Richmond and passed beyond on the Delhi road. He reports no enemy anywhere to be heard from. The negroes informed him that no Confederate soldiers had been seen since the day of the fight at Richmond, when they made their hasty retreat through and beyond Delhi, pushing on to a place called Monroe.

Major Hubbard reports all the bridges destroyed all the way to Delhi, negroes being his informants beyond the point he reached. He thinks it impossible for any army to come in on that road without a great deal of work.

Very respectfully, your obedient servant,

ALFRED W. ELLET,

Brigadier-General, Comdg. Mississippi Marine Brigade.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, to proceed to Memphis for repairs to that vessel.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 25, 1863.

SIR: If there is no necessity for your remaining longer at Helena, you will proceed without delay to Memphis, have your repairs done immediately, and return again to Helena, from which place you will report to me.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding JOSHUA BISHOP,

Commanding U. S. S. General Bragg.

General report of Fleet Captain Pennock, U. S. Navy, transmitting copy of orders to commanding officer of the U. S. S. Silver Cloud regarding convoy duty.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., June 25, 1863.

SIR: The *Judge Torrence* returned from St. Louis this morning with a load of ordnance stores for the fleet, and will leave here tomorrow and proceed to report to you.

She will be accompanied by the *Ike Hammitt* and *Wilson*, carrying together between 900 and 1,000 13-inch mortar shells and towing barges with coal. The *Silver Cloud* convoys these vessels, and I have

given her commanding officer orders in accordance with your instructions. Enclosed I send you a copy of the orders.

Ordnance stores are arriving daily, and I will use all dispatch in forwarding you a supply. The *New National* is coaling and her boilers are undergoing some slight repairs. When these are completed she will be loaded with ordnance stores and dispatched.

Wagons and harness could not be obtained here. General [Robert] Allen, chief quartermaster at St. Louis, will furnish them, and I have requested him to forward them direct to you, and have them marked U. S. Navy.

Paymaster Boggs will leave for St. Louis in the morning to attend to this business.

I enclose copies of my telegrams to General Allen and his answer.

I find great difficulty in obtaining pilots, and have been obliged to send off gunboats with but one each. I telegraphed to the secretaries of the pilot association at Cincinnati and St. Louis that the Government of the United States requires the services of pilots for the gunboats, and that I applied to them for several. The secretary at Cincinnati replied that there were but few there, and they were engaged in Government transports and private boats. He said they will not volunteer for the gunboats, and that if I want them I shall have to press them into service. The secretary, Mr. Stewart, promptly volunteered his services, and will leave for Cairo as soon as he can arrange his business.

The secretary of the association at St. Louis said they would hold a meeting and he would furnish me the names of such as volunteer; and that if I wanted more and would send him the order, he would procure them. I shall give him the order.

We have no hand grenades here, but I telegraphed for a supply immediately on the receipt of your order of the 19th instant.

I inclose you copies of two telegrams received from the Bureau of Ordnance, and a copy of my answer to the first.

All the 13-inch shell that have arrived have been shipped to you. We expect others every day and will continue to forward them as rapidly as possible. I of course have no means of complying with the order of the bureau.

The *Eastport* will leave to-morrow or the next day. Any orders that you may have for Lieutenant-Commander Phelps will probably meet him on his way down the river. She leaves with a very short crew. The *Conestoga* will be ready next week, and I will dispatch her as soon as a crew can be found for her.

Fleet Surgeon Pinkney has gone to St. Louis to supply the vessels fitting out there with medical stores, and will go to Cincinnati for the same purpose.

The guerrillas are at work on the Ohio, and the Cumberland River fleet are distributed on the Ohio River in the manner sanctioned by you.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Enclosure.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., June 25, 1863.

SIR: As soon as the *Judge Torrence*, *Wilson*, and *Ike Hammitt* are ready, you will convoy them down the river until you meet the *Covington*, which vessel will continue the convoy to White River. You will show these orders to the commanding officer of that vessel. Should you meet one of the gunboats previous to falling in with the *Covington*, you will turn over the vessels you are convoying to her charge, provided she has been placed on the river for convoy and it will not conflict with other orders which her commanding officer may have.

It is important that the *Torrence* and the two other steamers should be pushed forward to Admiral Porter near Vicksburg with all possible dispatch.

Having performed the duty assigned you, you will cruise between Memphis, Tenn., and Fort Pillow. Guerrillas infest the banks of the river, with the intention of annoying and capturing steamers on the way up and down. It is reported that they have with them fieldpieces. Keep a sharp lookout upon Island No. 40. The navigation of the river must be preserved at all hazards and vigilance and prompt action are required.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Master A. F. THOMPSON, U. S. Navy,
Commanding U. S. Gunboat Silver Cloud.

These orders are in compliance with instructions received from Acting Rear-Admiral D. D. Porter, commanding Mississippi Squadron.

A. M. PENNOCK.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding operations in the Tennessee River, referring to engagements at Saultillo, Beech Island, and Cerro Gordo.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., June 25, 1863.

SIR: I have the honor to report that the vessels in the Tennessee have been active during the past two weeks and yet have been unable to prevent the enemy crossing the river. The removal of the land forces from points north of the line of Corinth has opened that section of country to the operations of predatory bands.

The gunboats have destroyed skiffs, canoes, and rafts, with material that might serve to construct them without end, but the rebels build as fast as we destroy. Rafts made of drift serve every purpose of crossing. The rebels, almost without hindrance, are plundering Tennessee lying west of the river and are enforcing their conscript

act. Refugees in large numbers reach the river and are brought away by the gunboats upon flats used for coal, etc. These unite in the report that General Biddle is erecting stockades at Waynesborough. Some state that General Bragg's left wing is retiring to that place. It is probable that Biddle is only establishing himself for the purpose of securing the grain and cattle being collected by his forces.

On the 14th instant Acting Lieutenant Commanding Hurd dispersed a force of rebels at Saltillo and again another force of 200 at Beech [Creek] Island on the 17th instant. At Cerro Gordo General Dodge has kept a kind of home guard to protect the crossing at that point. On the opposite side rebels 200 and 300 strong have been for some time in the habit of firing across at our people, disappearing on the approach of the gunboats, to come out again soon after they passed. Captain Hurd had two of the *Robb's* howitzers landed and concealed, expecting to catch the rebels on the other side as soon as the gunboats were out of sight. Three hundred of the enemy had crossed the river for the purpose of capturing the home guard and found our howitzers in position. A mutual surprise ensued, both parties meeting with an unexpected party. Our pieces had an open field to work in and were effective, the rebels being repulsed. The gunboats arrived very soon and opened upon the enemy. The men at the howitzers belonged to the *Robb*; 1 was killed and 2 wounded, 1 severely. Owing to the number of the enemy driven to the woods Captain Hurd did not think it prudent to send men to examine the field, but he states that he has been reliably informed that the enemy lost from 25 to 30 killed and wounded.

The rebels crossing the Tennessee are reported to be ordered to rendezvous at Bolivar.

The *Queen City* and *Silver Cloud* are here and will relieve the *Tawah*, in accordance with the arrangement already detailed to you. One of these vessels will give special attention to the neighborhood of Island [No.] 40.

I expect to leave to-morrow with the *Eastport* to arrange with more care after observation the stations of vessels between here and Helena. In the absence of other orders, I retain command of her upon the station assigned me. Do you wish me to take her down to you or to send her down or to retain her on my station? The services of such a vessel might be important on the river at this juncture. I purchased the *Peosta* for \$22,000. She will make a fine gunboat for this upper-river service, and can be ready in about five weeks. If the *Eastport* goes below, I must get the *Peosta* fitted up for my use while up here.

The *Robb* makes the chain of boats complete now between Helena and the head of navigation on the Tennessee.

I enclose a report which does no credit to Mr. Kendall, acting naval constructor, or to the contractor.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

General order of Acting Rear-Admiral Porter, U. S. Navy, restricting the vessels to naval duty except on requisition from military authorities through the proper channels.

GENERAL ORDER, }
No. 66. }

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 25, 1863.

When an officer is ordered upon any duty by me, he is to attend strictly to that duty and not deviate from his course, unless for some immediate cause, which can not detain him long, and which will not interfere materially with his orders. When military officers make request for the convoy of public stores, or transports, it is to be granted according to the rules established for convoy, viz, that no vessel shall leave her beat, and shall deliver the convoy at the nearest station to a gunboat there. Under no circumstances must any gunboat leave her beat unless ordered by myself or the commander of the division. Commanders of stations will, on proper representations being made by a military commandant, when satisfied of the necessity, furnish convoy to public transports and stores, but no commander is to pay any attention to any orders he may receive from a military officer conflicting with an order of mine. Proper officers will be selected to command divisions, who will be well posted with regard to my wishes and the manner of defending the rivers within the limits of my command. No military officer has any authority to give any orders to a naval vessel, and must make requisitions through the proper channel, otherwise much confusion will occur.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

[Telegram.]

HEADQUARTERS DISTRICT OF KENTUCKY,
Louisville, June 26, 1863.

SIR: I arrived here this morning. All quiet below. There is not water on Portland Bar to cross with safety. I lay at anchor off New Albany.

JOSEPH WATSON,
Acting Ensign, Commanding.

Lieutenant-Commander LEROY FITCH,
Cincinnati, Ohio.

[Telegram.]

ST. LOUIS, MO., *June 26, 1863.*

Can you furnish a gunboat about the first of next week to operate with troops between New Madrid and Memphis?

SCHOFIELD,
Major-General.

Captain A. M. PENNOCK, U. S. Navy.

[Telegram.]

CAIRO, ILL., *June 26, 1863.*

Gunboats will be ready to cooperate with troops between New Madrid and Memphis. Lieutenant-Commander Phelps, whose divisional command embraces those two points on the river, will command in person. He is now here, and it is important that he should leave to-morrow, if not incompatible with the public service. I would like to know the nature of the service and the day it will probably start, so that he may be fully posted before his disposition [departure?].

A. M. PENNOCK,
Captain and Fleet Commandant of Station.

Major-General SCHOFIELD.

[Telegram.]

JEFFERSON BARRACKS, *June 27, 1863.*

The troops will probably not go down until about the 4th or 5th of July. I will write you on the subject.

J. M. SCHOFIELD,
Major-General.

Captain A. M. PENNOCK, U. S. Navy.

Letter from Major-General Schofield, U. S. Army, to Fleet Captain Pennock, U. S. Navy, regarding proposed operations between New Madrid, Mo., and Memphis, Tenn.

Confidential.]

JEFFERSON CITY, MO., *June 27, 1863.*

CAPTAIN: I have the honor to acknowledge the receipt of your telegram of the 26th instant respecting the cooperation of the gunboat fleet with the troops under my command.

I sent you a short telegram and promised to write in reply.

I can answer your communication more nearly by giving you the substance of the instructions under which Brigadier-General Davidson, commanding the troops in southeastern Missouri, is ordered to act, viz: To move from Arcadia or Pilot Knob, his present position down Crowley Ridge, as soon as practicable, threatening Price, who is supposed to be at or near Jackson port, with his main force, and attacking Marmaduke's cavalry stationed along Crowley Ridge, the intention being to compel Price to concentrate his forces and keep them in Davidson's front, thereby preventing the interruption of navigation on the Mississippi, as well as an invasion into Missouri.

As soon as General Davidson's success will warrant, it is desired to change his base to some point on the river, probably Osceola, to which place I desire to move some infantry, and shall then require the assistance of a gunboat, which should probably be at New Madrid. Of this, however, I shall inform you in time.

Should information be received showing that Price had effected a lodgment along the river, it will be necessary to send infantry down by river to act in conjunction with the gunboats in driving him away, which will also be communicated as soon as ascertained and determined upon.

Thanking you, captain, for the cordiality and promptness of your action,

I am, very respectfully, your obedient servant,

J. M. SCHOFIELD,
Major-General.

Captain A. M. PENNOCK,
Commandant, Cairo, Ill.

General order of Acting Rear-Admiral Porter, U. S. Navy, commending the officers and soldiers employed in the squadron under his command.

GENERAL ORDER,
No. 68. }

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 27, 1863.

The officers and soldiers of the Department of the Tennessee belonging to Companies A and B, Fifty-eighth Ohio Volunteer Infantry, Lieutenant Charles Kette, commanding, on *Mound City*; Company C, Fifty-eighth Ohio Volunteer Infantry, Captain E. J. Brauneis, commanding, on *Signal*; Company D, Fifty-eighth Ohio Volunteer Infantry, Lieutenant Louis Keller, commanding, on *Carondelet*; Company E, Fifty-eighth Ohio Volunteer Infantry, Lieutenant R. Specht, commanding, on *Baron De Kalb*; Companies F and G, Fifty-eighth Ohio Volunteer Infantry, Lieutenant Jacob Haring, commanding, on *Benton*; Company H, Fifty-eighth Ohio Volunteer Infantry, Lieutenant William H. Huls, commanding, on *Pittsburg*; Company I, Fifty-eighth Ohio Volunteer Infantry, Lieutenant Stephen Defenbaugh, commanding, on *Linden*; Company K, Fifty-eighth Ohio Volunteer Infantry, Captain William [S.] Friesner, commanding, on *Louisville*; Company D, Illinois Volunteer Infantry, Captain E. P. H. Stone, commanding, on *Tyler*; Company K, Twentieth Illinois Volunteer Infantry, Lieutenant T. V. Smith, commanding, on *Petrel*; Company A, One hundred and first Illinois Volunteer Infantry; Lieutenant Charles Hunt, commanding, on *General Bragg*, and Companies G and H, One hundred and first Illinois Volunteer Infantry, Lieutenant W. T. Luttrell, commanding, on *Lafayette*, have been employed in this squadron since the month of March, doing duty as marines on board of vessels to which they had been attached. They have participated with us in the attack on Fort Pemberton, the Yazoo Pass expedition, the reconnoissance of Deer Creek, attack on Haynes' Bluff, the passage of Vicksburg, the battle of Grand Gulf, the capture of Alexandria and forts on the Red River, the attack on the batteries at Vicksburg, on the 22d of May, in the attack on Vicksburg again, on the 20th of June, and various other affairs, in all of which they have done themselves great credit.

It affords me gratification to bear testimony to their good conduct, bravery in action, and attention to their duties. I shall take pleasure in mentioning personally those brave officers of the Army who fell in

battle, or were wounded at their post fighting for their country, and deem myself fortunate in having had detailed for the squadron so brave and efficient a party of men who will always possess my entire confidence. I take pleasure in paying this just tribute to them, and hope they will continue to merit approval, as they have hitherto done. Part of those officers and soldiers were necessarily employed on vessels which could not enter into an engagement, but they always expressed a desire to serve in battle, and deserve as much credit as their more fortunate companions in arms, who were able to fight for their country.

DAVID D. PORTER,
Acting Rear-Admiral, Comdg. Miss. Squadron.

Report of Lieutenant-Commander Prichett, U. S. Navy, referring to an attack upon Confederates at Austin, Miss.

U. S. GUNBOAT TYLER,
Island [No.] 40, June 27, 1863.

SIR: Agreeable to your order I have to report that I arrived at this place in company with the *Hastings* last evening. I find all quiet here and can see no signs of the guerrillas. At Memphis, I saw General Hurlbut and he told me he was under the impression that the guerrillas might come on the river again at Island [No.] 35. I have sent the *Hastings* to keep a lookout, and, if possible, gain some information of their whereabouts. The rebels are very quiet at present in the vicinity of Islands [No.] 65 and [No.] 68. The *Covington* is cruising between Austin and Council Bend. She shelled about sixteen guerrillas out of Austin a few days ago. Not knowing whether you are aware of it or not, I have to inform you that there is a mortar boat lying at Helena, in charge of three men whose terms of enlistment have expired. I was informed by General Prentiss that Price with his army had been ordered to join Kirby Smith at Alexandria, La. General Hurlbut informed me that he was at Jacksonport, Ark., and that he had built about sixty barges or flats, but for what purpose he did not know. I would have sent my communications much more frequently, but I was afraid that the captains of transports might neglect to deliver them.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

General order from the Navy Department, announcing the death of Rear-Admiral Andrew Hull Foote, U. S. Navy.

NAVY DEPARTMENT, *June 27, 1863.*

A gallant and distinguished naval officer is lost to the country. The hero of Fort Henry and Fort Donelson, the daring and indomitable spirit that created and led to successive victories the Mississippi Flotilla, the heroic Christian sailor, who in the China Seas and on the coast of Africa, as well as the great interior rivers of our

country, sustained with unfaltering fidelity and devotion the honor of our flag and the causes of the Union—Rear-Admiral Andrew Hull Foote—is no more.

On his way to take command of the South Atlantic Blockading Squadron, a position to which he had been recently assigned and the duties of which were commanding the earnest energies and vigorous resources of a mind of no ordinary character, he was suddenly prostrated by disease, and, after a brief illness, breathed his last at the Astor House at New York on the evening of the 26th instant.

Among the noble and honored dead whose names have added luster to our naval renown and must ever adorn our national annals, but few will stand more preeminent than that of the gallant and self-sacrificing Christian sailor and gentleman whose loss we now deplore. Appreciating his virtues and his services, a grateful country had rendered him while living its willing honors, and will mourn his death.

As a mark of respect, it is hereby ordered that the flags at the several navy yards, naval stations, and on flagships of squadrons be hoisted at half-mast, and that 13 minute guns be fired at meridian on the day after the receipt of this order.

GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, to remain at Red River till the arrival of the Ram Switzerland.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, June 29, 1863.

DEAR WALKE: I am very sorry to hear of your mishap. You can come up here whenever you like.

We will have Vicksburg on the 5th of July certain, the rebels being determined to hold out till then.

You will be able to let your fires go out here at all events and get at your leak, etc. I have tried hard to get coal down to you without success. The *Switzerland* will leave here with a barge as soon as I can get one filled. In the meantime I send you some provisions. If you do not want them all, divide with the *Pittsburg*. She will have to look out for the mouth of the Red River if it is absolutely necessary for you to leave her, but hold on if you can for a few days till the *Switzerland* arrives.

Yours, truly,

DAVID D. PORTER.

Report of Acting Volunteer Lieutenant Richardson, U. S. Navy, commanding U. S. S. Judge Torrence, regarding engagement near Goodrich's Landing, La.

U. S. S. JUDGE TORRENCE, *June 29, 1863.*

SIR: I have the honor of reporting to you that in passing down the river above Goodrich's Landing, with gunboat *Cricket* alongside, was fired into with musketry from the shore.

Returned the fire with three shots from the *Torrence's* gun and three from the *Cricket*; rounded to and went back; could see no enemy. The *Raine*, one of the Mississippi Brigade, was lying at the

landing. The gunboat *Petrel* was at anchor in the river, just opposite, off Goodrich's Landing. No casualties on our side.

I am, most respectfully, your obedient servant,

J. F. RICHARDSON,

Acting Volunteer Lieutenant.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Report of Acting Ensign Rennell, U. S. Navy, commanding U. S. S. Little Rebel, regarding injuries sustained in engagement at Cypress Bend, Ark.

U. S. S. LITTLE REBEL;

Mouth of Yazoo River, June 30, 1863.

SIR: I find it necessary to report the forward battery on this vessel in a disabled condition, having had the fighting chocks carried away on her passage down from Cairo, Ill., engaging a rebel battery in Cypress Bend. I would also report the magazine in a leaky condition.

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

N. T. RENNELL,

Acting Ensign, Commanding.

Acting Rear-Admiral DAVID D. PORTER,

Mississippi Squadron.

Report of Lieutenant-Commander Prichett, U. S. Navy, regarding a rumor of a Confederate force between Cypress Bend and Gaines Landing, Ark.

U. S. GUNBOAT TYLER,

Island [No.] 40, June 30, 1863.

SIR: I have to inform you that I have received information from a Russian, who was drill master in the Department of Arkansas, that there is a force of 700 infantry, with 8 pieces of artillery, stationed between Cypress Bend and Gaines Landing. Their orders are to keep moving up and down the river between those points. There is still a force hovering around this place; they have three small pieces of artillery and about 1,000 infantry. They are commanded by Colonel Leonidas C. Campbell, of the Second Missouri. General Bradley, a planter living here, informed me that he was told by them that they were to seize a transport for the purpose of crossing the river. The *Silver Cloud* is cruising from Fort Pillow down to this place. The commanding officer of the *Kenwood* writes me that it is impossible to obtain any mules and wagons in that vicinity, as they are all some 7 or 8 miles back from the river. There is an empty coal barge at White River, which I do not think is worth sending to Cairo, as it is so very old and rotten, and one end badly stove up. Shall I send it up? I shall have to go to Memphis for a few hours to have some rivets put in the boilers, as the engineer says there is great danger of one of the bottom sheets blowing out.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,

Lieutenant-Commander.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, calling attention to the disregard of signals by the U. S. S. Covington.

U. S. S. MANITOU,
White River, June 30, 1863.

SIR: This afternoon the gunboat *Covington*, having convoyed a steamer down within 2 miles of my position, turned back and proceeded up the river, in spite of my signal flying that "I wished to communicate," and of six guns, that I fired at her until she passed from view.

I request this flagrant neglect may be taken notice of.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, referring to ineffectual military operations at Gaines Landing.

U. S. S. MANITOU,
White River, June 30, 1863.

SIR: No firing has occurred since I arrived on this station. The military went ashore at Gaines Landing; they were gone about six hours, and returned after driving in a few pickets, without accomplishing anything.

The great trouble is, that steamers arrive with no regularity from Memphis, and they are obliged to be delayed here, or each one will have to have a gunboat.

I shall write to General Hurlbut, with your approval, that but two convoys will leave White River per week, unless something urgent requires immediate dispatch. It is difficult to tell where we shall look for the rebel batteries. I think, however, they are working down the river, and we shall have them lower down than they have troubled us before.

I shall endeavor to arrange so that all large convoys shall have two gunboats.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER.

Operations of the Marine Brigade at Goodrich's Landing, La., June 30, 1863.

Report of Acting Rear-Admiral Porter, U. S. Navy.

No. 79.]

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, July 2, 1863.

SIR: On the 29th of June I received a communication from General Dennis, commanding the post at Young's Point, informing me that our black troops at Goodrich's Landing had been attacked and the rebels were getting the upper hand of them.

I had already dispatched a gunboat to that point, but sent off another without delay. I also directed General Ellet to proceed with the Marine Brigade to the scene of action and remain there until everything was quiet.

The headmost vessel of the brigade (*John Raine*) arrived there as the rebels were setting fire to the so-called Government plantations, and supposing her to be an ordinary transport they opened fire on her with fieldpieces, but were much surprised to have the fire returned with shrapnel, which fell in among them, killing and wounding a number. The result was a retreat on the part of the rebels and the escape of a number of negroes whom they had imprisoned.

The gunboat *Romeo* also came from up the river about this time, and hearing the firing hurried to the scene of action. The commander soon discovered the rebels setting fire to the plantations and commenced shelling them. This he kept up for a distance of 15 miles, chasing them along the river bank, the rebels setting fire to everything as they went along. The result was an almost total destruction of houses and property along the river front in that vicinity.

The rebels carried off about 1,200 negroes who were employed working on the so-called Government plantations.

I am much surprised that this has never been attempted before, for the temptation to plunder is very great, and there is nothing but the black regiments to protect the coast. I have no great confidence in their ability to do so, unless protected by white soldiers and gunboats.

If it is intended to have the navigation of the Mississippi free and unobstructed, I would recommend that this leasing of property on the river be stopped. It leads to a great deal of injustice in the first place, offers strong temptations to the rebels to infest the river, and is a great expense to the Government, for which it will get no return.

If this plantation system continues, this river will never be safe for transports without double the number of gunboats we now have, and it will require a large army to protect the negroes.

General Ellet landed his forces, and in company with a black brigade proceeded to chase the rebels, who were making a hasty retreat when they found there was a force after them. It was no part of their system to fight; they only came to plunder and carry off the negroes. General Ellet found the road strewn with broken carts and furniture, which the rebels left in their haste to get away from our forces. He pursued them as far as Tensas River, where they had crossed, burned the bridges, and entrenched themselves for a battle. This was soon offered them, and our artillery opened on them and soon put them to flight, notwithstanding it was reported that they had twenty fieldpieces.

General Ellet not knowing the country very well, and having only a small force with him, deemed it proper not to pursue the rebels much farther. He sent 200 infantry across the bayou and found that the rebels were retreating to Delhi, leaving all their plunder, splendid furniture, pianos, pictures, etc., strewn along the road.

The unexpected reinforcement of the brigade and the gunboats saved the whole of the black troops. It is only a temporary peace though, for as long as the blacks remain in such small numbers so long will they be an object of attack. The party who made this attack on the so-called Government plantations is the same that attacked Milliken's Bend some short time since. They are a half-

starved, half-naked set, and are in hopes of capturing some of the transports with clothing and provisions. They have not done so as yet, and I think the precautions I have taken will prevent their doing so at any time.

I would respectfully recommend an increase in the personnel of the Marine Brigade. There is room enough in the vessels for two more regiments, one of infantry and one of cavalry. The organization is very small in numbers and the increase I ask for would add much to its efficiency. I would suggest an increase of cavalry and infantry both. The brigade has already shown its usefulness on the river in various ways. I find the commanding officer, General Ellet, very prompt and zealous to carry out all my orders, and he does not mind what duty he is performing as long as he can serve the cause. He also urges strongly an increase of the brigade, which increase I recommend to be made without delay, for the services of the brigade will be wanted the moment the river is open. The sickly season is coming on and the small number of men now on hand will be so reduced that the brigade will not be in condition to meet the wants of the service.

The siege of Vicksburg progresses as usual, the weather being so hot that little can be done between 9 a. m. and 4 p. m. The mortars are kept going constantly night and day and the gunboats below the city cooperate with the army on shore (General Herron's division) and generally succeed in silencing the batteries.

I am also placing 9, 10, and 100 pounder guns on scows, and have stationed them at the point nearest Vicksburg. They obliged the rebels to withdraw some troublesome guns from the fort, which sunk the *Cincinnati*, and command every point in and about the city. We have to be sparing with our ammunition, as the army depend upon us entirely for supplies for the heavy siege guns. I have landed from the gunboats, for the use of the army in the rear of Vicksburg, five 8-inch guns, two 9-inch guns, two 42-pounder rifles, four 32-pounder smoothbore, besides the *Cincinnati's* guns, which are being mounted on shore by Colonel Charles R. Woods, of General Sherman's division.

Whenever I could do so without impairing the efficiency of the vessels, I sent officers and crews with the guns.

I have also supplied the carriages and ammunition wanted for the heavy guns captured from the enemy at Haynes' Bluff, which place the enemy have strongly fortified inland.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting report of Brigadier-General Ellet, commanding Marine Brigade.

No. 82. U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Vicksburg, July 8, 1863.

SIR: I have the honor to enclose Brigadier-General Ellet's report of the operations of the Marine Brigade at Goodrich's Landing, La., and vicinity on the 30th ultimo.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

[Enclosure.]

HEADQUARTERS M. M. BRIGADE, FLAGSHIP AUTOCRAT,
Above Vicksburg, July 3, 1863.

ADMIRAL: I have the honor to report that, in accordance with your instructions, I proceeded without delay on the evening of the 29th June to Goodrichs Landing with my whole available command. I found the troops at that point all under arms and could plainly see the evidence of the enemy's operations in the burning mansions, cotton gins, and negro quarters as far as the eye could reach.

It was 2 o'clock on the morning of the 30th June when I reached the scene of operations. I at once ordered the entire force disembarked—infantry, artillery, and cavalry—and at daylight started in search of the enemy, Colonel Woods, commanding the negro troops, accompanying me with his whole force.

About 5 miles out we reached Colonel Woods' outposts, where the night before two companies of negro troops, with their officers, had been surrounded and captured after a spirited resistance and considerable loss to the enemy.

From this point I started the cavalry in advance to push the retreating enemy and if possible hold them until the main body could be brought up forward.

They overtook the enemy resting on the opposite side of the Tensas Bayou and immediately engaged him and held him in check till I arrived with the main body.

The enemy had shown a large force of cavalry and several pieces of artillery. He endeavored to cross the bayou with one regiment of cavalry and turn my right flank, which movement was promptly met by our advance line of skirmishers, who repulsed the enemy handsomely. At the same time my artillery opened upon him with effect and he retreated precipitately, having piled all the bridge flooring together and burned it to prevent our crossing.

I crossed three companies on the sleepers, who followed the line of retreat for near 2 miles. They found the road strewn with abandoned booty stolen from the houses they had burned; among other articles, a very fine piano.

Three of the enemy's dead were found on the field and some 30 stand of small arms picked up.

The enemy was undoubtedly, from information subsequently obtained, more than double our strength and were provided with artillery and cavalry, but they were evidently not inclined to make a standing fight, their main object being to secure the negroes stolen from the plantations along the river, some hundreds of whom they had captured.

In passing by the negro quarters on three of the burning plantations we were shocked by the sight of the charred remains of human

beings who had been burned in the general conflagration. No doubt they were the sick negroes whom the unscrupulous enemy were too indifferent to remove. I witnessed five such spectacles myself in passing the remains of three plantations that lay in our line of march and do not doubt there were many others on the 20 or more other plantations that I did not visit which were burned in like manner.

Our loss in the engagement was Captain Wright, Company D, cavalry, mortally wounded (since dead), and 2 negroes of Colonel Woods', slightly wounded.

The day was intensely hot. I returned to the boat by slow marches, having marched the entire command nearly 25 miles without food and almost without water.

Of course the increase of sickness has been very great. Over 100 cases had to be removed to the hospital the following day, and many more are still suffering from the effects of such severe labor.

The steamer *Raine*, of my brigade, under command of Major Hubbard arrived at Goodrich's Landing a few hours in advance of us. As she passed a point 10 miles below Lake Providence the enemy drew up in line of battle and fired a couple of shots from their howitzers at her.

The *Raine* immediately replied from her two 12-pound brass guns and the enemy fled in great haste.

Major Hubbard immediately landed in pursuit. He found 3 dead rebels, killed by his shells, gathered up 26 stand of small arms, and rescued some hundreds of captured negroes.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Commanding M. M. Brigade.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

HDQRS. DEPARTMENT OF THE CUMBERLAND,
Manchester, June 30, 1863, 11 a. m.

The enemy is driven back of the Duck River upon Tullahoma. Can't you come up the Tennessee and head off any attempt they may make to cross at Florence or Decatur? Do so, if possible.

W. S. ROSECRANS,
Major-General, Commanding.

Captain A. M. PENNOCK,
Commanding Gunboats, Cairo.

Report of Fleet Captain Pennock, U. S. Navy, regarding general matters including request from General Rosecrans for gunboats in the Tennessee River.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., July 1, 1863.

DEAR PORTER: I have just received a telegram from General Rosecrans, saying that the enemy is driven back of the Duck River upon Tullahoma, and asking for gunboats to come up the Tennessee and head off any attempt they may make to cross at Florence or Decatur.

The lines are down and I am trying to reach the gunboats in another way, and order them to cooperate with him.

All the troops have been withdrawn from here with the exception of 200, and I do not know what those who have control of this matter are thinking of, in leaving so important a post as this and so much public property exposed to any raid that might be made upon it.

We have a larger quantity of ordnance here now than ever before, and more is coming every day, and I shall be obliged to keep at least one gunboat here.

General Buford can not spare any men to send down in our transports. He would do so if he possibly could. They have even taken two of the guns from his fort, leaving him only two. I am mounting two 32-pounders on the wharf boat.

I still find great difficulty in getting pilots, notwithstanding the high rate of pay that is offered them. I have written to General Burnside, informing him that gunboats are detained here for want of pilots, and asking him as a military necessity, to send me as many as are required from his department.

I shall press into service all that I can lay hands on. The two who go down on the *Conestoga* declined to receive appointments, but promptly volunteered their services. I gave them an order to report on board that vessel for duty, and directed them to show you their orders, subject to your approval.

We are at work on the *Paw Paw* and *Peosta*, and hope, in the course of ten days, to have the former completed.

I have not a single available man on board the receiving ship. I will lose no time in sending men to you as soon as I get them.

The ordnance shed at Mound City is nearly completed, and the ordnance stores will be moved there as soon as possible. This will make it necessary to move this wharf boat. Having your sanction, I will do so as soon as I can make the necessary arrangements. I shall keep you advised of everything that goes on, but if, in the multitude of business on hand, anything should slip my memory you must excuse it. I very seldom turn in before 2 a. m. I am doing all I can to push forward supplies to you and to carry on operations on the river in such a manner as I know you desire. I feel every day the necessity of having an ordnance officer permanently attached to this station and not allowed to leave here for any other duty.

Hull has sent for Yard to come up and attend to the alterations on the *Osage*.

I have directed Fitch to make a full report of the conduct of the commanding officer of the *Naumkeag* since his departure from Cincinnati, and to relieve him at once if, in his opinion, he is unfit to command the *Naumkeag* and order him to remain in Cincinnati until further orders from you. When last heard from the *Naumkeag* was some distance above Cincinnati and not able to get down on account of low water.

I send by the *Conestoga* 36 copies of Boat Code of Signals, sent by the Bureau of Navigation, and I am informed that the commandant of Philadelphia navy yard has been directed to send with all dispatch 20 sets of navy signals.

Give my kind regards to Breese.

Sincerely, your friend,

A. M. PENNOCK.

Admiral PORTER.

Letter from the president of Missouri Wrecking Company to Commodore Hull, U. S. Navy, giving report of agent after examination of the wreck of the U. S. S. Indianola.

ST. LOUIS, July 1, 1863.

SIR: Our agent, Captain Ed. R. Nelson, has returned from the squadron near Vicksburg, and reports that he saw Admiral Porter upon the subject of our correspondence of June 13—the raising of the gunboat *Indianola*. Admiral Porter stated to him that the *Indianola* was then lying out on the bar, calked and ready to be floated into the river as soon as the water rose, and that under the circumstances he should not require the assistance of our boat and machinery, but that as soon as Vicksburg fell he should want her to raise the *Cincinnati*. He added he should like him, however, to go down to the *Indianola* and report her condition and what he thought of her, but had no means of sending him, as he subsequently learned, a tug which had come up from Admiral Farragut was then lying below the point, and, referring to the officer in charge, he (Admiral P.) found she had come up on some special service and could not be used for the purpose desired. Unable to do anything, Captain N. returned to St. Louis. He reports he can raise the *Cincinnati* and that there is a good deal of property below which can be recovered and which Admiral Porter wishes saved. He states from what he learned, and without doubting the sincerity of Admiral Porter's views, that he is confident the *Indianola* can not be saved by waiting for the water to float her off; and if she should float off, unless proper assistance is at hand, she may go into deep water and by some contingency be ultimately lost.

Very respectfully, your obedient servant,

WM. C. BUCHANAN,

President Missouri Wrecking Company.

Commodore J. B. HULL,

Superintending, St. Louis, Mo.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting list of vessels attached to the Mississippi Squadron, with their stations.

No. 81.]

U. S. MISSISSIPPI SQUADRON,

FLAGSHIP BLACK HAWK,

Vicksburg, July 1, 1863.

SIR: I have the honor to enclose you a semimonthly report of the distribution of the vessels in the Mississippi Squadron.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

Vessel.	Commander.	Where stationed.
Argosy.....	Acting Ensign John C. Morong.....	White River.
Abraham.....	Acting Ensign Wm. Wagner.....	Inspection boat, Cairo.
Black Hawk.....	Lieutenant-Commander K. R. Breese.....	Vicksburg.
Benton.....	Lieutenant-Commander James A. Greer.....	Do.
Baron De Kalb.....	Lieutenant-Commander John G. Walker.....	Yazoo River.
Brilliant.....	Acting Volunteer Lieutenant Chas. G. Perkins.....	Cumberland River
Brown.....	Acting Ensign E. C. Van Pelt.....	Carrying stores to squadron.
Chillicothe.....	Lieutenant-Commander James P. Foster.....	Repairing at Cairo.
Choctaw.....	Lieutenant-Commander Frank M. Ramsay.....	Vicksburg.
Carondelet.....	Acting Lieutenant J. McLeod Murphy.....	At Carthage, below Vicksburg.
Conestoga.....		
Crocket.....	Acting Volunteer Lieutenant A. R. Langthorne.....	Arkansas River.
Covington.....	Acting Volunteer Lieutenant J. S. Hurd.....	Memphis.
Clara Dolsen.....	Acting Volunteer Lieutenant John Scott.....	Receiving ship at Cairo.
Champion.....	Acting Master A. Phelps.....	Mississippi River.
Curlew.....	Acting Ensign R. A. Turner.....	Arkansas River.
Eastport.....	Lieutenant-Commander S. L. Phelps.....	Mississippi River, below Memphis.
Exchange.....		
Forest Rose.....	Acting Volunteer Lieutenant George W. Brown.....	Tennessee River.
Fairplay.....	Acting Master G. J. Groves.....	Milliken's Bend.
Fulton (ram).....	First Master S. Codman.....	Cumberland River.
Fawn.....		Repairing.
General Price.....	Commander S. E. Woodworth.....	Fitting out.
General Bragg.....	Lieutenant Joshua Bishop.....	Red River.
Great Western.....	Acting Volunteer Lieutenant W. F. Hamilton.....	Repairing.
General Lyon.....	Pilot R. E. Birch.....	Vicksburg.
General Pillow.....	Acting Master's Mate J. H. Rivers.....	Dispatch boat.
Horner (ram).....	First Master R. Dalzell.....	Guarding mortar boats, Cairo.
Hastings.....	Acting Master Wm. N. Griswold.....	With Marine Brigade.
Judge Torrence.....	Acting Volunteer Lieutenant J. F. Richardson.....	Island No. 40, Mississippi River.
Juliet.....	Acting Volunteer Lieutenant Edward Shaw.....	Vicksburg.
Key West.....		White River.
Kenwood.....	Acting Master John Swaney.....	Above Memphis.
Lafayette.....	Captain H. Walke.....	Arkansas River.
Louisville.....	Lieutenant-Commander E. K. Owen.....	Vicksburg.
Loxington.....	Lieutenant Geo. M. Bache.....	Grand Gulf.
Linden.....	Acting Volunteer Lieutenant T. E. Smith.....	White River.
Lioness (ram).....	First Master T. O'Relley.....	Island No. 65, Mississippi River.
Little Rebel.....	Acting Ensign N. T. Rennell.....	Cairo.
Mound City.....	Lieutenant-Commander Byron Wilson.....	Yazoo River.
Manitou.....	Lieutenant-Commander T. O. Selfridge.....	Goodrich Landing.
Marmora.....	Acting Volunteer Lieutenant Robert Getty.....	Arkansas River.
Monarch (ram).....	Lieutenant E. W. Bartlett.....	Greenville.
Madison.....		Cairo.
Mooco.....		Ordnance barge, Cairo.
New Era.....	Acting Master J. C. Bunner.....	Fitting out.
New National.....	Acting Master A. M. Grant.....	Island No. 10, Mississippi River.
Naumkeag.....		Dispatch Boat.
Neosho.....	Commander J. C. Febiger.....	Fitting out.
Osage.....		Fitting out at St. Louis.
Pittsburg.....	Acting Volunteer Lieutenant Wm. R. Hoel.....	Cairo.
Petrel.....	Acting Volunteer Lieutenant John Pearce.....	Red River.
Prairie Bird.....	Acting Volunteer Lieutenant E. E. Brennand.....	Vicksburg.
Paw Paw.....		White River.
Peosta.....		Fitting out.
Queen City.....	Acting Volunteer Lieutenant J. Goudy.....	Do.
Romeo.....	Acting Volunteer Lieutenant J. V. Johnston.....	Above Memphis.
Rattler.....	Acting Master W. E. H. Feutress.....	Goodrich Landing.
Red Rover (hospital).....	Acting Master W. R. Wells.....	Do.
Robb.....	Acting Ensign Robert Wilkinson.....	Vicksburg.
Reindeer.....		Cumberland River.
Signal.....	Acting Volunteer Lieutenant C. Dorniny.....	Fitting out.
Springfield.....	Acting Volunteer Lieutenant T. B. Gregory.....	Milliken's Bend.
St. Clair.....	Acting Master Geo. W. Foutty.....	Cumberland River.
Switzerland (ram).....	Lieutenant-Colonel John Ellet.....	Tennessee River.
Sovereign.....	Acting Master Thomas Baldwin.....	Vicksburg.
Silver Lake.....	Acting Ensign J. C. Coyle.....	Do.
Silver Cloud.....	Acting Master A. F. Thompson.....	Cumberland River.
Sampson.....		Tennessee River.
Tuscumbia.....	Lieutenant-Commander James W. Shirk.....	Vicksburg.
Tyler.....	Lieutenant-Commander James M. Pritchett.....	Do.
Tawah.....		Arkansas River.
Victory.....		Fitting out.
		Do.

List of tugs, commanders, and stations:

Vessel.	Commander.	Where stationed.
Dahlia.....	Acting Ensign W. H. Strobe.....	Vicksburg.
Hyacinth.....	Acting Ensign J. B. Hlserman.....	Do.
Laurel.....	Acting Ensign W. R. Owens.....	Do.
Nettle.....	Acting Ensign Perry C. Wright.....	Do.
Thistle.....	Acting Ensign R. [J.] Eltringham.....	Do.
Ivy.....	Acting Master's Mate Chas. H. Gullick.....	Do.
Daisy.....	Acting Ensign D. C. Bowers.....	At Cairo.
Myrtle.....	Acting Ensign James M. Bailey.....	Do.
Mistletoe.....	Acting Ensign James L. Quigley.....	Do.
Mignonette.....	Acting Ensign Milton B. Muncey.....	Do.
Pansy.....	Acting Ensign Wm. Harris.....	Vicksburg.
Fern.....	Acting Ensign John M. Kelly.....	Cairo.

List of steamers in the Mississippi Marine Brigade, Brigadier-General Alfred W. Ellet commanding:

Vessel.	Commander.	How employed.
Autocrat.....	Captain J. R. Crandall.....	} Operating on the river between Vicksburg and Lake Providence.
Adams.....	Lieutenant-Colonel George E. Currie.....	
Baltic.....	Major J. J. Falliday.....	
Diana.....	Colonel Charles R. Ellet.....	
E. H. Fairchild.....	Captain James C. Brooks.....	
John Raine.....	Major J. M. Hubbard.....	
Woodford.....	Dr. James Robarts.....	

Report of Lieutenant-Commander Pattison, U. S. Navy, regarding repairs to the U. S. steamers General Bragg and Tyler.

U. S. NAVAL STATION,
Memphis, Tenn., July 1, 1863.

SIR: Enclosed you will find the report of Mr. Apperly, chief engineer of the workshops, referring to the work done and the number of men employed in the navy yard since my last report; also a list of the contrabands employed. The *General Bragg* arrived here for repairs day before yesterday. Her engines are very much out of repair, and, Mr. Apperly informs me, it will require at least three weeks to repair her properly. The *Tyler* has arrived at the yard with her boiler in a dangerous condition. I have placed a gang of men on board of her to temporarily repair her, and hope to dispatch her to-morrow morning to Island [No.] 40 in accordance with your orders.

Respectfully, your obedient servant,

T. PATTISON,

Lieutenant-Commander, Commanding Naval Station.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, regarding repairs and duty for the U. S. S. Queen City.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., July 1, 1863.

SIR: The *Queen City* has been withdrawn from the Tennessee River, and will have to go on the ways to have some calking done.

I shall drive on the work and will send her down to Lieutenant-Commander Phelps, to operate within the limits of his command.

I shall put the provisions as you directed on board the *General Lyon*, and send her off with all dispatch.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Order of Commodore Hull, U. S. Navy, to Chief Engineer King, U. S. Navy, regarding construction duty.

ST. LOUIS, July 2, 1863.

SIR: You will proceed to Carondelet as often as you consider necessary for the efficient performance of your duties in superintending the construction and arrangement of the engines and machinery of the gunboats building there.

Very respectfully, your obedient servant,

J. B. HULL,

Commodore, Superintending.

Chief Engineer J. W. KING, U. S. Navy,
St. Louis.

Reports of Lieutenant-Commander Phelps, U. S. Navy, regarding seizure of the steamer Eureka by the U. S. S. Covington, July 2, 1863.

U. S. IRONCLAD RAM EASTPORT,
Mississippi River, July 3, 1863.

SIR: Yesterday the *Covington* arrived at Memphis, and Captain Lord reported that a small steamer had for some days been lying about Commerce, and that he had found her at the bank 20 miles below Commerce.

I consulted with Mr. Yeatman, special agent Treasury Department, and subsequently went down in the *Covington* and seized the vessel, called the *Eureka*. She had a crew of 6 persons, and a revenue aid and cotton speculator on board. I have directed Captain Bishop to put a prize crew on board and send her up to Cairo, where I shall have her delivered as a maritime prize to the U. S. marshal for violation of the river blockade. The circumstances are as follows:

The *Eureka* had a custom-house permit, signed by R. Hough, assistant surveyor, to proceed to Commerce, Tunica County, Miss., and intermediate ports. The permit is endorsed, "All landings, subject to military orders," and also "No freight." She also had on board one S. B. Beaumont, who had a permit from Mr. Yeatman to consign and transport to him certain 300 bales of cotton from near Commerce and abandoned by Beaumont to the Government.

Two permits for boat and bar stores, signed by R. Hough, assistant surveyor, were found among her papers, on which appear 3 half-barrels whisky, 10 gallons brandy, and 12 bottles Hostetter's Bitters—otherwise whisky. The brandy and bitters had disappeared with some boat stores, but I found 3 barrels of whisky not broached and 1 barrel more than half emptied, each marked as containing 25 gallons. General Grant's order of June 15 prohibits liquors from passing below Cairo. The *Eureka* had been absent nine days, and the people on board must have drunk one-half gallon each per day to have got rid of the liquors known to have disappeared; but she had more whisky still on board than her permit called for.

She has therefore violated the custom permit by landing without conforming to the military orders enjoined upon it, by proceeding 20 miles beyond the limits it permitted, and by having on board more whisky than her permit called for. She has violated military orders by landing where there was no military or naval force and by carrying and trading in liquors.

A vessel engaged in an honest trade would have been destroyed at once by rebels, where she laid around nine days with impunity, ostensibly gathering abandoned cotton. What end of the rebels she was subserving I could not detect.

It affords an opportunity to test our rights of capture, especially with respect to "abandoned" property.

There are two other similar craft about Memphis, both of which I expect to catch with sufficient evidence in a few days.

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

S. L. PHELPS,

Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

U. S. IRONCLAD RAM EASTPORT,
Mississippi River, July 12, 1863.

SIR: I have the honor to enclose a list of the officers and crew of the *Covington* and others present at the capture of the steamer *Eureka*. The circumstances of the capture are as follows: Lieutenant-Commanding Lord reported to me on the morning of the 2d instant that he had found the little steam propeller *Eureka* lying at the bank 20 miles below Commerce, Tunica County, Miss., and on examining her papers saw that her custom-house clearance only permitted her to proceed to Commerce and intermediate ports. A party on board, speculating in cotton, had a permit from Mr. Yeatman, special agent for the Treasury Department at Memphis, to ship and transport to him at Memphis certain 300 bales of cotton from near Commerce, abandoned by said party—a Mr. Beaumont—to the Government.

I went down in the *Covington* to Commerce, having first consulted with Major-General Hurlbut, commanding district of Memphis, and Mr. Yeatman. I found the *Eureka's* custom-house permit endorsed "No freight," also "All landings, subject to military orders." She had permits also for what was designated as "boat" and "bar"

stores. Subsequently were found a number of new but empty tin boxes, 1 foot long and 20 inches in diameter, stowed in the run with loose cotton and not at first seen on account of the coal overlying that part. These boxes were suitable for smuggling quinine and other medicines. There were but 8 persons on board. More than a due amount of "bar" stores had disappeared, and there was more than the amount of whisky permitted still on board. She had been lying about Commerce nine days.

General Grant's General Order No. 7, dated January 20, 1863, and now in force, prohibits vessels from landing at points not held by military force or covered by a gunboat. His order No. 36, dated June 15, 1863, prohibits all spirituous liquors from passing below Cairo.

The *Eureka* had violated her custom-house permit in going 20 miles farther than it granted authority to go, and it was given subject to military orders, and was violated in landing when not protected. She had violated another military order in having liquor on board, and her custom-house permit was also violated in having more than the permit set forth.

The nine days she had been lying about Commerce embraced a period of unusual activity by the enemy in attacking transports in that section of the river, and both sides near that place were occupied by the enemy. A vessel engaged in an honest business and lying about otherwise as the *Eureka* was would have been destroyed immediately by him. I am therefore constrained to believe that the vessel subserved rebel interests, and have seized her and sent her to Cairo on the above charges, to deliver to the U. S. judge for the southern district of Illinois. She had on board 15 bales and a few bags of cotton.

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

S. L. PHELPS,
Lieutenant-Commander,
Commanding 2d Division Mississippi Squadron.

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

Report of Lieutenant-Commander Fitch, U. S. Navy, giving the disposition of vessels under his command in the Ohio and Cumberland rivers.

U. S. S. MOOSE,
Louisville, Ky., July 3, 1863.

SIR: I have the honor to report the position and occupations of the vessels on the Ohio and Cumberland rivers as follows:

Brilliant and *St. Clair*, patrolling the Ohio from Shawneetown Bar to Smithland, Ky. They will make a patrol and convoy up the Cumberland immediately, as there is a rise in that stream which will last probably a week.

Fairplay and *Silver Lake*, patrolling the Ohio from Scuffletown Bar to Shawneetown Bar.

Springfield, patrolling from Louisville to Scuffletown Bar.

Moose, Reindeer, and Victory, patrolling the Ohio from Louisville up.

The *Victory* is now receiving her stores and will be put in commission and started on service on Monday, the 6th instant.

I anticipate trouble all along the Ohio this summer, but hope to be able to meet and check the guerrillas at every point.

Very respectfully,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Fleet Captain Pennock, U. S. Navy, to Major-General Schofield, U. S. Army, regarding proposal of the latter for cooperation of the gunboats.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., July 3, 1863.

GENERAL: I have the honor to acknowledge the receipt of your communication of the 27th ultimo, and have sent a copy of it to Lieutenant-Commander S. L. Phelps by a reliable officer. Lieutenant-Commander Phelps commands the gunboats that will cooperate with your forces, and is now on board the *Eastport*, a first-class ironclad gunboat. He will, no doubt, afford any assistance in the way of cooperating with the troops that may be in his power.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain, etc., Commandant of Station.

General JOHN M. SCHOFIELD,
Comdg. Department of the Missouri, St. Louis, Mo.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding operations of the division under his command.

U. S. IRONCLAD RAM EASTPORT,
Mississippi River, July 3, 1863.

SIR: Your letters of the 22d and 23d, and two of the 25th of last month were received on the 30th when near Fort Pillow.

Heavy rains, continued through successive days, delayed the finishing work on this vessel till the 27th ultimo, when I left Cairo, having received a few recruits which, with the men who had remained for the protection of the ship, made something more than half a crew.

The *Queen City* was there repairing boilers and was to be completed by the 1st, when she would come down to her cruising ground between Randolph and Memphis.

I dispatched the *Tawah* from New Madrid to Cairo, to be taken into the Tennessee by Acting Lieutenant Goudy. On the 29th we grounded on the bar above Plum Point. There was a depth of 18 feet of water in the channel. I shall report for your action in the case of the pilot any recurrence of such want of judgment. All

efforts to get the vessel afloat were unavailing till the morning of 1st, when, with the aid of two merchant steamers and a gunboat, she was pulled off. Found the *Hastings* in the neighborhood of Island 40. One of her officers had died and another was very sick. I therefore ordered Acting Master's Mate [J. W.] Litherbury to her from this vessel. She has an insufficient crew and considerable sickness on board, and I have to-day put on board 20 soldiers with an officer detailed for the duty, by order of General Hurlbut. She will proceed to the mouth of White River as soon as the *Queen City* arrives. The *Tyler* and *Bragg* were at Memphis repairing. The former I got off the morning of the 2d for Helena, and to-day have sent Captain Pritchett orders to watch closely the vicinity of Walnut Bend on account of the report of refugees, that the rebels would make a raid upon the river at that point. It is best probably to retain her in view of her good battery, in the vicinity of Helena, until something definite is known of General Price's intentions. That might become an ugly point if in possession of the enemy.

The repairs of the *Bragg* will require four weeks, and the engineer of the yard assures me that the work shall be pressed forward. The depth of water in the river at low stages renders the section of river near White River the best for a vessel of her draft. The *Covington* is actively engaged cruising between Memphis and Helena, most of the time between Ship and Buck Islands, embracing the most dangerous portion. She yesterday came up to Memphis for coal, and I took her while this ship was coaling and went down to Commerce, where I seized the steam propeller *Eureka*. Returning, fired upon a small rebel force near Council Bend.

Before leaving Cairo a telegram was received from General Schofield, requesting a gunboat convoy for a military force he proposed sending upon an expedition, and I arranged to be at New Madrid about the 4th, and am now proceeding thither.

The *Hastings* is to cruise between Islands 41 and 35; the *Silver Cloud* between Island 37 and Fort Pillow, running frequently as high as Island 18. As soon as the *Paw Paw* is ready, the line of gunboats between White River and Cairo will be complete and doubtless sufficiently effective. In the absence of exact reports of vessels below Helena, I give you no details concerning them until I visit that section immediately after the present duty is completed. I shall inspect the vessels on my way down and will give you in detail their condition and requirements. I have directed the commanding officers to keep an abstract of their daily movements, etc., to be forwarded to me weekly, which will enable me to judge how efficiently each one patrols his beat of the river.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander,
Commanding 2d Division Mississippi Squadron.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

P. S.—No firing upon vessels has occurred in the past week.

Order of Captain Walke, U. S. Navy, to Acting Volunteer Lieutenant Hoel, U. S. Navy, before withdrawal from blockade of Red River.

U. S. GUNBOAT LAFAYETTE,
Mississippi River, July 4, 1863.

SIR: I have received a letter from the admiral for me to proceed to Vicksburg. The ram *Switzerland* will be sent to your assistance in keeping the blockade at Red River, and the *Sachem* will remain with you until she arrives.

Very respectfully, your obedient servant,

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

Acting Volunteer Lieutenant WM. R. HOEL,
Commanding U. S. Gunboat Pittsburg.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding disposition of the vessels of his division.

U. S. GUNBOAT MANITOU,
Off White River, July 4, 1863.

SIR: In obedience to your orders I send the *Curllew* to report to you. This leaves but one gunboat, the *Linden*, between White River and Helena. The disposition of the gunboats is as follows:

Juliet, White River; *Lexington*, Napoleon; *Cricket*, Cypress Bend; *Prairie Bird*, at Gaines Landing; *Marmora*, Greenville; *Argosy*, Egg Point to Lake Providence; *Kenwood*, convoying. I have written to Helena and Memphis that convoys will only leave White River on Monday and Thursday. I intend hereafter that all convoys will be accompanied by two gunboats (one with heavy guns) the whole distance to Lake Providence.

I would wish very much that you would order that up steamboats shall leave all together. They come along at all hours, making it very hard on the pilots and consuming a great deal of coal. The latter I have to supply at great trouble, as I do not allow gunboats to leave their beats to get it.

None of the gunboats have more than one pilot, and some of these sick.

I made a raid in the interior to-day with 130 armed men. I send you a large number of mules, some cows, and sheep. There are no good horses up here. I also send five wagons; some of the mules are very fine, but plantation harnesses are poor material. I will send a steamer load of corn next week.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

I placed the *Lexington* at Napoleon in consequence of some rumors that Price was to try to cross at that point,

Report of Lieutenant-Colonel Ellet, commanding Ram Fleet, acknowledging orders to proceed to Red River, and regarding the impaired condition of the ram Switzerland.

U. S. STEAM RAM SWITZERLAND,
Vicksburg, July 5, 1863.

GENERAL: I have just received your order to proceed immediately to the mouth of Red River to relieve Captain Walke, etc. In reply allow me to state that I have repeatedly reported to you that the *Switzerland* was sadly in need of repairs; that her boilers were leaking badly; her hull the same, and that her wheels were not in condition to go on a journey of any length.

I have made requisitions for lumber, in order to have the repairs made which are immediately necessary; but the lumber could not be procured when we first came up from below, and when I again asked for lumber, a few days ago, you informed me that it was very difficult to obtain transportation across the point, and that I could have time to fully repair my boat after the fall of Vicksburg. I simply wish to remind you of these circumstances, and to report my boat unfit for the trip. All of which is respectfully submitted.

I remain, sir, your obedient servant,

JOHN A. ELLET,
Lieutenant-Colonel, Commanding Ram Fleet.

Brigadier-General A. W. ELLET,
Commanding Mississippi Marine Brigade.

Cooperation of the U. S. S. Tyler, Lieutenant-Commander J. M. Prichett, U. S. Navy, commanding, in repulse of Confederate attack upon Helena, Ark., July 4, 1863.

Report of Acting Rear-Admiral Porter, U. S. Navy.

No. 86.] U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Vicksburg, July 9, 1863.

SIR: On the 21st of June I received intimation from various sources, spies, deserters, etc., that the rebel General Price was moving from Arkansas toward the Mississippi River with a large force in three columns and a quantity of heavy artillery, for the purpose of seizing on some point on the river, cut off our transports, and relieve Vicksburg.

I immediately made the proper dispositions to meet the rebels at such points as I knew to be assailable. And Helena being a desirable point for the rebels to get possession of, I sent what I considered a sufficient force to that vicinity.

The *Bragg*, *Tyler*, and *Hastings* were the vessels detailed. General Prentiss had, however, no apprehension of an attack.

The *Bragg* remained there while the other two cruised in the vicinity. On the 1st or 2d of July Lieutenant-Commander Phelps, whom I had put in charge of the upper river, sent the *Tyler* back to Helena, anticipating an attack there. When Lieutenant-Commander Prichett arrived, General Prentiss had received notice of

the advance of General Price on Helena with 15,000 men. Having only 3,500 men, he made the best disposition for attack that he could make under the circumstances.

The rebels attacked the outworks of our troops on July 4 with their whole force, and, as the works were slight, succeeded in driving in the small force opposed to them, getting possession of a small fort and four light guns. Proceeding on, and overpowering our weak outposts, the rebels succeeded in reaching the crest of the hill which commanded the town of Helena, and would likely have obtained possession of it, but the gunboat *Tyler* opened on them with her heavy battery of shell guns at easy range and cut them up very badly, while two 30-pounders on the hill, manned by the troops, also opened a cross fire on them, and between the gunboat and the small fort, the enemy were cut to pieces. Many of them threw down their arms and fled in a panic.

The troops under General Prentiss behaved bravely and fought most gallantly. They charged the discomfited mass of the rebels with the bayonet while the *Tyler* was mowing down the retreating mob with shrapnel and shell, and the victory was ours. The garrison pursued and captured over 900 men as prisoners, and I am informed that quite 1,500 were killed and wounded, nearly as many as composed our garrison at Helena.

This has been one of the most signal defeats the enemy have met with for some time. Lieutenant-Commander Prichett receives great credit for the share he took in the fight, the effective manner in which he delivered his fire, and the position he took, enabling him to check the enemy when they were very certain in their own mind of getting possession of Helena.

This affair will likely break up Price's army, and he is now retreating toward Alexandria. In the morning I send a strong force of gunboats up the Red River to ascend the Tensas and Washita [Ouachita], in hopes of intercepting him and his command. He has eleven transports up the Tensas, which I am pretty sure of disabling.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting report of Lieutenant-Commander Prichett, U. S. Navy.

No. 87.] U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off. Vicksburg, July 11, 1863.

SIR: I have the honor to enclose you a full report of the late affair at Helena, where the gunboat *Tyler* saved the day and enabled our little band of soldiers to capture a number of the enemy.

I remain, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. GUNBOAT TYLER,
Helena, Ark., July 6, 1863.

SIR: I have the honor to report that General T. H. Holmes attacked this place on the morning of the 4th instant with about 18,000 men between the hours of 4 and 5 a. m., and after eight hours' hard fighting we repulsed the enemy with a loss of nearly 3,000 men killed and wounded and prisoners. We have already shipped to Memphis, Tenn., between 800 and 900 prisoners.

General Prentiss has now between 400 and 500 of the enemy's wounded, found on the field, and they are still coming in.

I am informed by the officers of the Army that had it not been for the assistance rendered by this vessel the town would have been captured.

It affords me great pleasure to state that my officers and crew conducted themselves in the most creditable manner.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Ensign Smith, U. S. Navy, acting executive officer of the U. S. S. Tyler.

U. S. S. TYLER,
Off Helena, Ark., July 5, 1863.

SIR: I respectfully beg leave to submit to you the following report of our engagement on the morning of the 4th of July, at Helena, Ark.:

We weighed anchor at ten minutes of 6 o'clock and proceeded down the river about three-fourths of a mile below the town, where we opened our port battery. The enemy replied with two small rifled fieldpieces, supposed to be 12-pounders, two shots of which struck within 50 yards of our stern. They were soon silenced by bringing our stern gun, 30-pounder Parrott, to bear on them. We then proceeded one-half mile farther up the river, where the enemy endeavored to break through in force into our lines through a ravine about 200 feet deep. Here we sent our shells to a very destructive effect among the enemy. The killed and wounded by our shells on this place were about 600 men. I visited the ground here this morning and found about that number still on the ground.

The officers and crew behaved in a most gallant manner. There was neither excitement nor discouragement shown by anyone aboard, and as the whole engagement was principally conducted under your own observation, it is needless for me to make any remarks.

We fired 413 rounds, most of which were 8-inch 15-second and 10-second shells.

At 12:30 p. m. the enemy left the field, after leaving the greatest portion of their killed and wounded on the ground. They were commanded by Generals Holmes and Price, and supposed to be 15,000

strong. It was a most decisive victory on our side, and officers and crew are very anxious for once more to open our guns on these marauding invaders.

This vessel came out of action uninjured, and no loss of men.

I am, respectfully, your obedient servant,

GEO. L. SMITH,
Acting Executive Officer.

Lieutenant-Commander J. M. PRICHETT,
Commanding U. S. S. Tyler.

Report of Lieutenant-Commander Phelps, U. S. Navy, commanding second division, Mississippi Squadron.

U. S. IRONCLAD RAM EASTPORT,
Helena, Arkansas, July 8, 1863.

SIR: General Holmes, with a reported force of 18,000 rebels, attacked this place at daylight on the morning of the 4th instant, and was repulsed after a hard-contested fight of several hours' duration.

The enemy attacked the center of the defenses and carried the rifle pits and a battery upon the crest of the hills in the rear, which commanded not only Helena itself, but also all the other defensive works, including Fort Curtis. After possessing himself of that position, he pushed large forces down the slope of the ridge into the gorges, and his sharpshooters began the work of driving the artillerists from the guns in the main fort. Rebel guns both above and below the town had been planted upon commanding positions, and opened fire upon the line of defensive works across the river bottom, about 1,000 yards in width, and his troops were in force near them to secure the advantages the capture of the works upon the hills would offer for closing upon the town from both directions along the river bottom. The *Tyler* had been covering the approach by the old town road, but Captain Prichett discovered the enemy pressing down the hillside after the capture of the battery in the center, and took up such a position that, while his broadside guns poured a destructive fire upon the slopes and enfiladed the ravines, his stern guns effectually silenced the rebel battery below, and his bow guns played simultaneously upon the upper one. The slaughter of the enemy at this time was terrible, and all unite in describing the horrors of that hillside, and the ravines after the battle, as baffling description, the killed being literally torn to pieces by shell, and the avenging fire of the gunboat pursued the enemy 2 or 3 miles to his reserve forces, creating a panic there which added not a little to the end of victory.

The enemy's loss is very heavy; our forces have buried 380 of his killed, and many places have been found where he had himself buried his dead. His wounded number 1,100, and the prisoners are also 1,100; our cavalry forces are hourly discovering dead and wounded in the surrounding country, and are bringing in stragglers and deserters. Boats passing up river for two days after the battle were continually hailed by deserters from the rebel ranks, wishing to get on board to escape.

An examination of the field and the reports I hear convince me that the *Tyler* contributed greatly to the defeat of the enemy, and the ter-

rible slaughter in his ranks is largely hers. It is due to Captain Prichett to add that he took up an admirable position and used his battery in a manner alike creditable to himself and to his officers and men.

First at Belmont, then at Pittsburg Landing, and now here, the *Tyler* has been of inestimable value, and has saved the fortunes of the day. The garrison, numbering but 3,300 men, with lines entirely too extensive for such a force, evidently fought with a courage and determination without superior example in this war.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant-Commander, Comdg. 2d Division Miss. Squadron.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

P. S.—Our loss in killed and wounded is about 180.

Letter from Major-General Prentiss, U. S. Army, commanding forces, to Acting Rear-Admiral Porter, U. S. Navy, acknowledging the services of Lieutenant-Commander Prichett, commanding U. S. S. Tyler.

HEADQUARTERS DISTRICT EASTERN ARKANSAS,
Helena Ark., July 9, 1863.

ADMIRAL: I take pleasure in transmitting to you my testimony concerning the valuable assistance rendered me during the battle at this place on the 4th instant by Lieutenant-Commander James M. Prichett, of the gunboat *Tyler*. I assure you, sir, that he not only acquitted himself with honor and distinction during the engagement proper, but with a zeal and patience as rare as they are commendable, when informed of an attack on this place lost no time and spared no labor to make himself thoroughly acquainted with the topography of the surrounding country. And I attribute not a little of our success in the late battle to his full knowledge of the situation and his skill in adapting the means within his command to the end to be obtained.

Nor can I refrain from mentioning that after the engagement, and while we were expecting a renewal of the attack, Commander Prichett, as commanding a division of your fleet, was unusually efficient in procuring timely reinforcements.

Permit me to add, sir, that I can conceive of no case wherein promotion would be more worthily bestowed than in the case of Commander Prichett, and it would afford me much pleasure to learn that his services have received a proper reward.

I write this communication, sir, quite unsolicited and without the knowledge of Commander Prichett.

I have the honor to be, sir, with much respect, your obedient servant,

B. M. PRENTISS,
Major-General.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Prentiss, U. S. Army, congratulating him on the successful repulse.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Vicksburg, July 18, 1863.

GENERAL: I have the honor to acknowledge the receipt of your letter, giving an account of an attack of the rebels on you at Helena, and congratulate you on the success you obtained with so small a force over such vastly superior numbers. I am happy that the *Tyler* rendered such good service. Had my orders been carried out, you would have had a good force of gunboats at Helena, as I felt sure, from what I heard, that Price was moving in that direction. I do not think you will be troubled with him again shortly. I sent a force to the head of Tensas River, cut off four of his transports, and captured a good deal of his ammunition and supplies. He will be afraid of being cut off altogether and begin to move toward Shreveport. Still, I think it prudent to keep the gunboats at Helena for awhile, and have in charge an officer (Captain Phelps) who will always be on hand.

Hoping that Army and Navy may always cooperate together so successfully, I remain,

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General B. M. PRENTISS,
United States Forces.

Letter of commendation from the Secretary of the Navy to Lieutenant-Commander Prichett, U. S. Navy.

NAVY DEPARTMENT, July 27, 1863.

SIR: I have received from Rear-Admiral Porter the reports of your successful cooperation with the Army in repelling an attack of a much superior rebel force upon the troops of General Prentiss at Helena, Ark., on the 4th instant.

Your prompt action on the occasion deserves and receives the unqualified approbation of the Department. Rear-Admiral Porter and General Prentiss compliment you in terms of great praise for your skill and the effective management of the guns of the *Tyler* which were served with such disastrous and signal effect upon the ranks of the enemy.

It is no reflection upon the troops under General Prentiss, who are represented to have fought with determined gallantry and bravery against overwhelming numbers, to say that they were saved, in all probability, from serious disaster by the valuable assistance rendered by the *Tyler* under your command.

Accept the Department's congratulations for yourself and the officers and men under your command for your glorious achievement,

which adds another to the list of brilliant successes of our Navy and Army on the anniversary of our nation's independence.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander JAMES M. PRICHETT, U. S. Navy,
Commanding U. S. Gunboat Tyler, Mississippi Squadron.

Report of Major-General Prentiss, U. S. Army, requesting reinforcements and commending the work of the U. S. S. Tyler.

HEADQUARTERS DISTRICT OF EASTERN ARKANSAS,
Helena, July 4, 1863--3 p. m.

GENERAL: We have repulsed the enemy at every point, and our soldiers are now collecting their wounded. We have taken in all 1,200 prisoners, and their loss in killed and wounded will reach 500 or 600. But, although the rebels are badly whipped, there is no doubt whatever that they will renew the attack at an early moment, and that they are now massing their troops for that purpose. My force is inferior to the rebels, and is much weakened, by the action. I trust, therefore, that the reinforcements I wrote you for this morning may be promptly forwarded, and that the ammunition also may reach me in due season. With the aid I expect from you and the gunboats, the rebel army may be severely beaten. The *Tyler* has been to-day a valuable auxiliary, and I depend much on the assistance of another gunboat.

I remain, general, your obedient servant,

B. M. PRENTISS,
Major-General.

Major-General STEPHEN A. HURLBUT,
Commanding Sixteenth Army Corps.

Report of Major-General Prentiss, U. S. Army, regarding casualties and readiness for renewal of the attack.

HEADQUARTERS DISTRICT OF EASTERN ARKANSAS,
Helena, July 4, 1863--7.30 p. m.

GENERAL: The enemy have not yet renewed the attack of this morning. Their loss is much greater than represented in my previous dispatches. Their dead and wounded strewed the bluffs in every direction after the action. Our loss is, as near as can be ascertained, 40 killed and from 100 to 125 wounded. We are ready for a renewed attack, should the enemy see fit to make it, and we shall do our best to hold him at bay in that event. Our men have done nobly to-day and can be depended upon to the full extent of our abilities.

The gunboat *Covington* is here. With a few more troops we can hold the place against any force they may bring.

I am, general, very truly, yours,

B. M. PRENTISS,
Major-General.

Major-General STEPHEN A. HURLBUT,
Commanding Sixteenth Army Corps.

Report of Lieutenant-General Smith, C. S. Army, transmitting enclosures relating to the attack.

HEADQUARTERS TRANS-MISSISSIPPI DEPARTMENT,
Shreveport, La., July 10, 1863.

GENERAL: The inclosed dispatches show the action upon the suggestion of the Secretary of War in regard to Helena. It is with deep pain that I announce the result.

Very respectfully, your obedient servant,

E. KIRBY SMITH,
Lieutenant-General.

General S. COOPER,
Adjutant and Inspector General, Richmond.

[Enclosures—Telegram.]

WAR DEPARTMENT,
Richmond, Va., May 25 [23], 1863.

DEAR SIR: * * * I venture with diffidence only one suggestion, and that not strictly applicable to your own field of operations. It is, that should opportunity to communicate with Generals Holmes or Price occur, it might be well to urge they should make diversions for you, or, in the case of the fall of Vicksburg, secure a great future advantage to the Confederacy by the attack on, and seizure of, Helena, while all the available forces of the enemy are being pushed to Grant's aid. Had I command of communications, this suggestion would be directly addressed and pressed by the Department. Its policy is so apparent that it is hoped it will be voluntarily embraced and executed.

With best wishes, most cordially, yours,

J. A. SEDDON.

General JOSEPH E. JOHNSTON,
Commanding, etc.

LITTLE ROCK, *June 15, 1863.*

I believe we can take Helena. Please let me attack it.

TH. H. HOLMES,
Lieutenant-General.

Lieutenant-General E. KIRBY SMITH.

SHREVEPORT, LA., *June 16, 1863.*

Most certainly do it.

E. KIRBY SMITH,
Lieutenant-General, Commanding.

Lieutenant-General T. H. HOLMES.

LITTLE ROCK, ARK., *July 7, 1863.*

(Received July 8.)

General Holmes reports that he attacked Helena at daylight on the 4th instant and was repulsed with a heavy loss.

W. B. BLAIR,
Assistant Adjutant-General.

Lieutenant-General E. KIRBY SMITH,
Shreveport.

[Endorsement to report of Lieutenant-General E. Kirby Smith, dated Shreveport, La., November 14, 1863.]

DECEMBER 19, 1863.

Respectfully submitted to the President. The attack on Helena, in my opinion, formed from these reports, should have been successful, but failed, not through want of gallantry in the men, but from defective discipline after success and bad handling by some of the general officers. I fear, too, the report indicates some want of confidence and good understanding between some of the superior officers.

J. A. SEDDON,
Secretary of War.

[Telegram.]

CAIRO, ILL., July 5, 1863—10 p. m.

I am informed that an order has been given to abandon Fort Heiman, Tennessee River. I am now cooperating with General Rosecrans, who telegraphed me that he has driven the enemy back of Black River (probably Duck River) upon Tullahoma, and asked for gunboats to go up and head off any attempt they may make to cross at Florence or Decatur.

I have ordered light-draft gunboats up for that purpose, and if Fort Heiman is evacuated, the rebels will probably occupy it, and our supplies will be cut off. As the gunboats are only musket proof, I shall be obliged to withdraw them below the fort.

I deem it my duty to mention these facts to you, as the consequences may be of a very serious nature.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Brigadier-General ASBOTH,
Commanding District of Columbus, Columbus, Ky.

Letter from Brigadier-General Asboth, U. S. Army, to Fleet Captain Pennock, U. S. Navy, referring to proposed abandonment of Fort Heiman, Tenn.

COLUMBUS, KY., July 5, 1863.

CAPTAIN: Replying to your enclosure of copy of telegram of present date, I beg leave to say that my orders in regard to Fort Heiman only contemplate its abandonment when it is no longer possible to hold it. I enclose a copy of my order to Major Newsham, One hundred and seventeenth Illinois Infantry, whom I sent especially to prevent any hasty action in the matter.

Very respectfully, your obedient servant,

ASBOTH,
Brigadier-General.

A. M. PENNOCK,
Fleet Captain and Commandant of Station, Cairo, Ill.

Report of Brigadier-General Ellet, commanding Marine Brigade, transmitting dispatches from commander at Lake Providence.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, Vicksburg, July 5, 1863.

ADMIRAL: I enclose your dispatches received by General Dennis from commander at Lake Providence.

The alarm seems to have entirely subsided.

General Dennis has concluded not to send General Mower's brigade, and I deem it advisable to inform you of the new state of affairs before proceeding further.

I shall wait further orders at this point.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Brigadier-General, Comdg. Mississippi Marine Brigade.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Please return enclosures.

Letter from Brigadier-General Asboth, U. S. Army, to Fleet Captain Pennock, U. S. Navy, regarding the services of the ram Monarch.

HEADQUARTERS 6TH DIVISION, 16TH ARMY CORPS,
Columbus, Ky., July 7, 1863.

SIR: The ram *Monarch* arrived this morning from Hickman, and is now leaving for Cairo. Captain Asgill Conner (Eighteenth Illinois Infantry), commanding, had already occupied Hickman when my cavalry rode in, and acted efficiently and promptly.

Please thank the captain for me, and accept my acknowledgements for the assistance rendered by the *Monarch*.

It would be to the best interests of the service to place the ram *Monarch* between Island No. 10 and Columbus, where she could operate with my land forces, appearing promptly at any point threatened or attacked on this part of the river, so much exposed to rebel raids. Without the cooperation of a ram or gunboat, it will be difficult for my very limited force to act with efficiency and the desired degree of success against the robbers infesting the Ohio bottoms.

ASBOTH,
Brigadier-General.

Fleet Captain A. M. PENNOCK,
Commanding Naval Station, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, to furnish information regarding the withdrawal of that vessel from Helena, previous to Confederate attack.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Vicksburg, July 7, 1863.

SIR: In my instructions to you I ordered you to proceed to Memphis for repairs, if your services were not needed at Helena.

I wish to know what steps you took to find out whether your services were needed or not. Did you communicate with the military commander at Helena? Was your communication in writing, and what was the commandant's reply? All these matters are important to you, as they may relieve you from some embarrassment.

I find that a day or two after your departure from Helena the rebels, to the number of 12,000 or 15,000, attacked the place, and but for the presence of the *Tyler* would have captured it.

It was not intended that you should leave Helena unless there was not the slightest prospect of an attack. You were advised by me that I expected an attack on Helena and was cautioned to be on the alert. I would not have taken you away from White and Arkansas rivers if the danger at Helena had not been imminent.

If officers under my command do not carry out the spirit of my instructions it will be impossible for me ever to keep in check the river rebels. It seems to me that you did not exert yourself sufficiently to keep your vessel on the station I assigned you. It is impossible that the military authorities should not have known of the approach of the rebels. I knew it, and guarded against it, and but for the prompt and energetic manner in which the spirit of my instructions have been carried out from Cairo to Vicksburg we should have temporarily lost the river.

You are apparently the only exception to the rule, having left your post at a time when the vessel should have been kept there as long as possible.

I shall be happy to know that you are not to blame in this matter, and I require an immediate explanation.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant JOSHUA BISHOP,

Commanding U. S. S. General Bragg.

Report of Acting Ensign Turner, U. S. Navy, commanding U. S. S. Curlew, regarding the readiness of that vessel for movement.

U. S. S. CURLEW, July 8, 1863.

SIR: I will be ready to move in the morning. Shall I get underway and get requisitions on board as soon as I have steam? What boat shall I get my ordnance from?

Provided the vessel goes to White River station, we shall need about 200 bushels coal.

Very respectfully, your obedient servant,

R. A. TURNER,

Acting Ensign, Commanding.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

General report of Fleet Captain Pennock, U. S. Navy.

OFFICE MISSISSIPPI SQUADRON,

Cairo, Ill., July 8, 1863.

DEAR PORTER: I dispatch the *General Lyon* to-day with provisions that were required by Acting Assistant Paymaster Mead, of storeship

Sovereign, and also send all the 13-inch shells she can bear, and will continue to send them until I hear further from you, as you may desire to use them or send them to Farragut.

I forwarded some time ago a telegram from the Ordnance Bureau in relation to Farragut's wants. I could not obtain a barge suitable for carrying ice, and have taken a coal barge, and am now fitting it out, as well as I can, for a regular ice house for you. The ice is here and I hope to have it packed by to-morrow night, ready to be towed down by the *Polar Star*, which vessel will also tow a barge containing the 100 bales of hay required.

The *Wilson* will be sent down with coal.

Mr. Scott is having a vessel loaded with all sorts of stores for the squadron which, Mr. Dunn tells me, he had authority from you to do. As soon as he arrives I will send him down with orders to report to you before disposing of any of the stores. I believe the intention is for this vessel to remain with the fleet, and to be supplied from time to time with stores sent down by our transports. Will not this obviate the necessity of having sutlers on board the Government transports?

Your dispatch to the Secretary of the Navy of the 4th instant was received yesterday by the *Wilson* at 11 a. m. and was immediately forwarded. I understand that General Grant's bearer of dispatches arrived this morning.

I congratulate you with all my heart upon your success, and hope that the Government and the people will "render unto Cæsar the things that are Cæsar's." I hope soon to see you here.

* * * * *

Sincerely, your friend,

A. M. PENNOCK.

Operations of naval force under Lieutenant-Commander Fitch, U. S. Navy, during Morgan's raid, July 8-19, 1863.

Report of Fleet Captain Pennock, U. S. Navy.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., July 12, 1863.

SIR: I received information on the 8th instant, from Major-General Burnside, that Morgan had captured two steamers on the Ohio at Brandenburg, Ky., placed a force on board of them and gone down the river.

At the same time I received a telegram from Lieutenant-Commander LeRoy Fitch to you, giving the same information, and saying that a gunboat from Louisville would be there in two hours; that two would start from Evansville immediately, and that he would be at Louisville that night with three boats.

On the 9th I received telegrams * from Governor Morton, saying that Morgan had crossed with 6,000 men, and asking me to send up gunboats to prevent them from recrossing, and that his force consisted of infantry and artillery.

* Not found.

On the 10th Governor Morton telegraphed * me, asking me to collect all the forces I could, as well as armed boats, and send them up the river, as he expected Morgan would commence a retreat at once and endeavor to get out near Owensboro or below. On the same night I received another dispatch * from the governor, informing me that Morgan was reported to have burned Salem, Washington County, [Ind.], and had left for Vienna, Scott County, [Ind.], and might attempt to go out through Trimble or Carroll County, Ky.

He thought Morgan would certainly be taken. Having heard that the enemy had fortifications at Brandenburg, and deeming it necessary to send a gunboat carrying a heavier armament than those up the river for the purpose of dislodging them, I dispatched Lieutenant-Commander Foster, in the *Queen City*, to assist Lieutenant-Commander Fitch in his operations.

I telegraphed Lieutenant-Commander Fitch that his combinations were good and to go ahead.

You will perceive that the gunboats are moving from above and below to the points where it is thought Morgan may attempt to recross. The news to-day is that large bodies of troops from Indiana and Kentucky are in hot pursuit, and I have little doubt but that he will be captured. Lieutenant-Commander Foster confirms the report of fortifications at Brandenburg by telegraph from Evansville.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding operations of the gunboats at Brandenburg and Louisville, Ky.

U. S. S. MOOSE,

Off Brandenburg, [Ky.], July 9, 1863.

SIR: I have the honor to report that after dispatching you yesterday, I telegraphed the *Fairplay* and *Silver Lake* to move on up to this place at once. I also got underway at once and moved down the river with this vessel and the *Victory*. I sent the *Reindeer* up the river to assist the *Naumkeag* over the shoals, as it was reported from Pittsburg that there was a rise coming down.

I arrived at Louisville this morning, and, learning that the enemy was in very strong force at that place, resolved to push over the falls at once and get here before the two boats from below, fearing the enemy might, with the batteries on shore and the two captured boats armed with infantry, take the *Fairplay* and her consort by surprise.

I got over the falls with this vessel and the *Victory* about noon, and after communicating with the *Springfield*, moved on down as fast as possible with the three boats. I arrived here between 5 and 6 p. m., and much to my disappointment and sorrow, found the enemy had effected a crossing by means of the two steamers captured.

* Not found.

The *Fairplay* and *Silver Lake* arrived with a convoy of seven steamers about 6:30.

On my arrival here I found General Hobson's forces coming into the town, following General Morgan. I hope, with the aid of the merchant steamers, he will have his entire force across the river before midnight and close after Morgan.

The circumstances, as far as I can learn, are as follows: Morgan, as I telegraphed you, threatened Louisville, though I suppose now was only making a feint in that direction. As soon as I got word that he was marching on Louisville, I made my arrangements to protect the canal, knowing that gunboats could not prevent the enemy from coming in the rear of the city. I therefore directed Acting Ensign [Jos.] Watson, commanding the *Springfield*, to move up and lay off Portland, [Ky.], till further orders, unless he heard of the enemy at some other point on the river within his patrol, and if he did, to move on that point at once. I held this vessel and the *Reindeer* to defend the upper end of the canal.

On the evening of the 7th, while the excitement was greatest in Louisville, Morgan, instead of marching on the city, moved off to the left, came in on the river at this place, planted batteries and captured the steamers *McCombs* and *Alice Dean*. This news reached me about noon on the 8th instant, the next day. I telegraphed you and started down at once. Although the crews of this vessel and the *Victory* were new recruits, had not yet become well acquainted with the drill, in fact the crew of the *Victory* had just been mustered on board, and as yet hardly knew their stations, yet I determined to do the best with them I could.

Early on the morning of the 8th, the next morning after Morgan made his appearance on the river, Acting Ensign Watson got word of it, and moved down at once. While approaching the town of Brandenburg he was fired on by heavy forces of infantry from the Indiana side, but did not stop to engage them. When within about a mile of the town, the enemy opened fire on him from a battery of two 20-pounder Parrotts on a high hill near the court-house, and two other smaller guns (rifled) lower down the hill. He engaged these batteries for an hour and a half, firing deliberately, but apparently without success, owing to the great elevation and superior range of the enemy's guns. He accordingly withdrew and lay above till two transports of infantry, about 500, arrived from Louisville; he then engaged the enemy again, but not being supported by the land forces, and being alone on the water, he could not dislodge them, and consequently was forced to retire the second time. This time the *Springfield* returned to Louisville, for the purpose of communicating with me and to convoy back some steamers that had started down the river after her.

Morgan's forces are said to number eleven regiments, or about six thousand four or five hundred men, with five pieces of artillery, two of which are 20-pounder Parrotts.

Although the *Springfield* received no injury, her commanding officer did not deem it prudent to run the batteries alone, for the purpose of trying to recapture the two steamers, as in thus doing he ran himself great risks of being disabled; besides, had he passed the batteries in safety, his vessel had not the speed to catch either of the others; the rebels could have run them below and burned them before

he could have come within reach, or had they been so disposed they could, protected as they were with large hogsheads of tobacco, run him down or board him with overwhelming numbers. I therefore think he acted very prudently in remaining above the batteries, where he had some little support from the transport with the infantry on board.

I regret this occurrence exceedingly, not only on my account, but on yours, for I had hoped to catch Morgan between two cross fires of such severity that he would not again attempt the river, but being deceived both in regard to his actual force and his movements, I lost the opportunity of catching him this time, but hope to meet him on his return.

Although I feel very much mortified at not being able to get at Morgan here, yet I can not, with justice to myself, shoulder the whole blame, for I was laboring under several disadvantages. First, the numerous reports of threatened raids above and below Cincinnati; second, having to rely solely upon newspaper reports for all my information. The citizens living on the Kentucky shore, and knowing the rebels' whereabouts, take good care not to inform us, but rather to inform the guerrillas of our moves. Again, I am sorry to say, the army officers, with few exceptions, either do not know the whereabouts or movements of the enemy, or knowing them seem to think it beneath their dignity to inform or communicate with a naval commander.

The boat belonging on this patrol was on the spot promptly, but was not equal to the emergency.

The *Fairplay* and *Silver Lake* are patrolling the river below here and the *Springfield* and *Victory* above. As I can not get any word or clue as to which direction Morgan is moving, I will keep cruising between New Albany and Cannelton coal mines.

The *Reindeer* and *Naumkeag* should reach Jeffersonville some time to-morrow. I will keep them on patrol from Louisville to Madison, [Ind.], in case Morgan should attempt to cross above the falls.

[LE ROY FITCH,
Lieutenant-Commander.]

Extract from report * of Lieutenant-Commander Fitch, U. S. Navy, regarding operations of his command in the Ohio River.

U. S. S. MOOSE,
Smithland, Ky., November 5, 1863.

SIR: * * * After dividing the fleet with Lieutenant-Commander Phelps [May 4th], I had left in my district six boats, the *Lexington*, *Fairplay*, *Brilliant*, *St. Clair*, *Silver Lake*, and *Springfield*.

With these six boats I continued running supplies through to General Rosecrans till the water became too low for navigation, about the first of June.

I then sent the *Lexington* to Cairo for duty in the lower rivers, and sent the *Fairplay* and *Silver Lake* up the Ohio to patrol between

* Complete report found in Official Records of the Union and Confederate Navies in the War of the Rebellion, Vol. 23, p. 309.

Evansville, Ind., and Shawneetown; the *Springfield* to patrol from Evansville to Louisville; and the *St. Clair* and *Brilliant* to patrol from Smithland to Shawneetown.

About this time, in compliance with your orders, I took charge of the upper Ohio River, and proceeded to Cincinnati to fit out and arrange the three boats at that place, the *Moose*, *Reindeer*, and *Victory*. I had scarcely got them fitted out, and the crews on board, before they were called into active service.

On the 8th of July news reached Cincinnati that Morgan had struck the Ohio River at Brandenburg, and had captured two steamers, the *John T. McCombs* and the *Alice Dean*. I got underway at once with the *Moose* and *Victory* and moved down.

I had just sent the *Reindeer* above to Parkersburg to assist the *Naumkeag* over the shoals, a few hours before I heard of Morgan. Before leaving Cincinnati, however, I telegraphed to Evansville for the *Fairplay* and *Silver Lake* to move up the river at once.

On reaching Louisville, I learned that it was not a mere detachment of Morgan's forces that had struck the river, but his entire command, numbering something near six thousand men. Shoal as the water was, I pushed on over the falls without delay, with the two boats.

At New Albany I found the *Springfield* just returned from below, and taking her in tow, pushed on down to Brandenburg, reaching there the 9th instant; but before I got there, Morgan had succeeded in getting across into Indiana and had moved off from the river.

The *Fairplay* and *Silver Lake* also reached Brandenburg the same evening.

The *Springfield* had the patrol from Louisville to Evansville, but the news was that Morgan was marching on Louisville; consequently the *Springfield* remained at Portland, [Ky.], at the foot of the canal.

As soon as Acting Ensign [Joseph] Watson got word that the enemy was on the river below, he at once moved down. While approaching the town of Brandenburg, he was fired on by heavy forces of infantry from the Indiana side, but did not stop to engage them. When within about a mile of the town, the enemy opened fire from a battery of two rifled guns on a high hill near the court-house and two other smaller guns lower down.

There was also a gun planted on the Indiana side. He engaged these two guns on the hill for an hour and a half, firing deliberately, but apparently without success; he accordingly withdrew and lay a short distance above till two transports of infantry, about 500, arrived from Louisville; he then engaged the batteries again, but not being supported by the land forces, and being entirely alone on the water, he could not dislodge the enemy, and was consequently forced to retire the second time; this time he returned to Louisville to communicate with me, and to convoy back some steamers that had started down.

Although the *Springfield* received no injury, her commanding officer did not deem it prudent to run the batteries alone for the purpose of trying to recapture the two steamers, as, by thus doing, he ran, himself, great risks of being disabled; besides, had he passed the battery in safety, his vessel had not the speed to catch either of the others. The rebels could have run them below and burned them before he could have come within reach, or had they been so dis-

posed, they could (protected as they were by large hogsheads of tobacco) have run him down, or boarded him with overwhelming numbers. I therefore think he acted very prudently in remaining above the batteries, where he had some little support from the transports with the infantry on board.

Not knowing which direction Morgan had taken, I sent the *Fairplay* and *Silver Lake* to patrol from Leavenworth, [Ind.], up to Brandenburg during the night, and the *Victory* and *Springfield* to patrol from Louisville down.

Next morning, learning that Morgan was moving north, I sent the *Springfield* and *Victory* above Louisville, and followed soon after, myself. The *Fairplay* and *Silver Lake* moved up to patrol between Louisville and Cannelton.

The *Victory* and *Springfield* on their patrol above intercepted a portion of Morgan's forces at Twelve-Mile Island, trying to get across to reinforce him. This force was reported to number 1,500. Out of this number 45 succeeded in getting across, 39 were held on the island and taken prisoners by infantry forces coming up after the gunboats, some few were drowned, and the rest driven back.

The *Reindeer* and *Naumkeag* having joined me, I now continued the chase, keeping as near on Morgan's right flank as I possibly could; keeping boats both ahead and in his rear, guarding all the accessible fords. After reaching Cincinnati, Major-General Burnside sent another steamer with me, the *Magnolia*, armed, and protected by cotton bales. I afterwards had the cotton removed from the *Magnolia* and placed on a lighter steamer, the *Alleghany Belle*. Pilot John Sebastian had command of this latter-mentioned steamer.

With these six boats, the *Moose*, *Reindeer*, *Victory*, *Springfield*, *Naumkeag*, and *Alleghany Belle*, the chase was continued till its termination on the 19th of July.

This might have been considered an extravagant use of boats, but the river was so low and fords so numerous that a less number might not have met with such a favorable result.

At times Morgan would be, as it were, in the center of a circle, with the river running around him, so that by marching but a few miles in either direction he could strike some six or eight very good fords, while to run by river, these fords were nearly a day's run apart; therefore, to prevent his crossing required a considerable number of boats, and they, too, had to be kept on the alert.

During the night of the 18th of July, the boats were posted as follows: The *Moose* lay at the foot of Buffington Island, at Sand Creek Bar; the *Reindeer* was guarding Goose Island crossing; the *Naumkeag* was at Eight-Mile Island, guarding the ford; the *Victory* and *Springfield* were guarding Pomeroy, Wolf's Shoals, and Belleville crossing, my line at this time being necessarily about forty miles long to guard all the fords in Morgan's reach.

About 2 a. m., the 19th instant, I got underway and moved over Sand Creek Shoals, intending to move up close to the foot of the island, but a very dense fog setting in prevented me from getting quite as high up as I wished to. About 7 a. m. I heard musketry on my port bow and a little ahead. Thick as the fog was, I at once got up anchor, and, feeling the way up, managed to get into the shute between the island and the mainland. Getting fairly in the shute, the fog lifted, when I saw a portion of Morgan's force coming

down the river just on the edge of the bank at full speed, as though they were making a charge. They had with them two pieces of artillery, which I think was their intention to place at the head of the shute, to prevent my getting through. I at once opened fire on this squad with the two bow guns, when they wheeled and took back up the river again.

Pushing through as fast as possible, I got above the head of the island and nearly opposite the enemy's left flank, when I again opened fire from the broadside guns. A few shells were thrown at us, but their aim was very bad; they either went over or burst short and a little ahead. They again broke and moved farther up the river. The next I saw of them, the head of their column came down a steep ravine and broke into the river. I threw one shell at the head of this column, which by this time had got nearly a third across; they immediately put back. I by this time had got so close upon them that they could not get back up the ravine again, but were compelled to take right up the beach, the bank being too steep for them to climb it here, nearly the entire force was moving in hasty retreat in a line leading directly from me, hemmed in by the high bank on one side and the river on the other. Finding our shell and shrapnel too uncomfortable for them to keep this position, they broke in the greatest confusion, threw away their arms, abandoned their booty, and, leaving buggies, carriages, and two pieces of artillery standing on the beach, took to the woods.

I could not land the steamer at this place, so I stopped long enough to send a boat on shore to take possession of the artillery, and leave direction for the steamer *Imperial*, which had been with me as a dispatch boat, to haul the pieces farther down the river, and take them on board.

Early in the morning the *Alleghany Belle* came up and joined me at the foot of Buffington, and in going through the shute, I directed pilot Sebastian to keep close to me, so that in case the *Moose* was disabled he could take hold of her and pull her out, or tow her through.

The *Alleghany Belle* therefore opened fire on the enemy also, as soon as we got out of the shute where she had room to fire clear of us.

Moving on up the river with the *Moose* and the *Alleghany Belle*, followed by General Scammon's forces on transports, we again fell in with another squad of about four or five hundred trying to cross. We shelled the most of them back, killing and drowning a good many, judging from the number of horses left standing in the river and on each shore, and the number of garments floating by us; some, however, about forty, succeeded in reaching the Virginia shore.

Moving on up about fourteen miles above, we again saw another small squad, not to exceed thirty, break into the river and get across. The water was so shoal and swift that I was not able to get within reach of them, consequently did not fire. These rascals, after getting across, hid their horses in the brush, and creeping down a ravine filled with willows, awaited till we came up. Just as we were passing about twenty yards of them, they fired two volleys into us, but did but little damage, only wounding one man slightly on the *Moose* and one on the *Alleghany Belle*. Our starboard guns, not having been fired, were loaded with 1-second shrapnel; consequently they received a return fire soon and with more effect than they anticipated, as nine out

of the number were left dead in the ravine; others must have been wounded and carried off.

This was the last attempt the scattered rebels made to cross the river. All that were then left of them broke from the river and, headed by Morgan himself, made for the interior again.

During the night of the 18th, General Scammon's forces lay on the transports, tied up on the Virginia side, just below the foot of Buffington Island, and, I believe, landed in the morning and marched up that side of the river. He afterwards went up in company with the gunboats.

I know nothing about the part Generals [H. M.] Judah, [E. H.] Hobson, and [J. M.] Shackelford took in the fight, nor the exact position of the enemy, as I was unable to see well over the top of the bank. I was told, though, that during the first part of the engagement, General Judah lost a fieldpiece, but afterwards regained it, and that the enemy formed in line of battle three times, each time with his right wing resting against the hills, and his left on the river.

I was also told by prisoners taken that few shots were fired from Morgan's batteries after we opened fire along their lines, and that they soon broke when we got on the left flank.

I regretted, both for their sakes and my own, that the shape of the river was such as to have prevented the other boats from being there and engaging in the fight also.

The river being very shoal and still falling, I was compelled to move below Buffington Island again that night. Next day I moved on down the river, leaving the *Alleghany Belle* above to patrol for a day or two longer.

After conveying the transports and prisoners back to Cincinnati, I sent the *Naumkeag* to Cairo for duty below, and after the *Springfield*, *Silver Lake*, and *Fairplay* had undergone such repairs as were absolutely necessary, they were sent back to their regular patrols.

The *Springfield* and *St. Clair* were ordered down the Mississippi on the 15th of September, and on the 21st of October, the entire division, with the exception of the *Fairplay*, started down for Smithland to convoy supplies again to the army of the Cumberland. The *Fairplay* was left behind in consequence of the water being too shoal for her to get down the river.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Ensign Watson, U. S. Navy, commanding U. S. S. *Springfield*, regarding engagement at Brandenburg, Ky.

U. S. S. *SPRINGFIELD*,
Off New Albany, July 9, 1863.

SIR: I engaged John H. Morgan this morning at 9 o'clock at Brandenburg. I have been fighting nearly all day. He is crossing over to Indiana. He has 10,000 men and several pieces of heavy

artillery. He has his batteries planted at three places, commanding the river. We will have to have boats below town to operate with me. He wants to hold that place until he recrosses.

JOSEPH WATSON,
Acting Ensign, Commanding.

Lieutenant-Commander LEROY FITCH,
No. 5, East Front.

[Telegram.]

CAIRO, ILL., *July 9, 1863.*

We have six gunboats on the Ohio, and will send others, if possible. At what point did Morgan cross, and where is it probable he will attempt to recross?

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Governor MORTON,
Indianapolis, Ind.

General Order of Lieutenant-Commander Fitch, U. S. Navy, for the protection of unarmed steamers in the Ohio River.

GENERAL ORDER, } U. S. S. MOOSE,
No. 5. } *Off Brandenburg, Ky., July 10, 1863.*

For the present unarmed steamers must not run below Madison, Ind., without convoy. Gunboats will be in readiness to convoy from there down.

Boats from Evansville will also receive convoy from Fredonia up, or, if necessary, from points lower down the river, and they must not run without it.

LEROY FITCH,
Lieutenant-Commander, U. S. Navy.

[Telegram.]

COLUMBUS, *July 8, 1863.*

I have just received information by telegraph from General Burnside, General Boyle, at Louisville, General Buford, at Cairo, and Colonel Martin, at Paducah, that the rebel Morgan has seized two steamers at Brandenburg, Ky., on the 7th instant, and gone down the river with part of his force.

Please let me know what naval force you have ordered to meet Morgan, and especially how many gunboats are at present at Smithland and Paducah, at the mouths of the Cumberland and Tennessee rivers.

ASBOTH,
Brigadier-General.

Fleet Captain PENNOCK,
Commanding at Cairo.

[Telegram.]

CAIRO, July 9, 1863.

I received the news contained in your telegram yesterday afternoon from General Burnside and Lieutenant-Commander Fitch, commanding Ohio and Cumberland fleets.

There are six gunboats above and below the captured boats, closing in on them. Ram *Monarch* left for Smithland this morning. No boats at Paducah; one at or near Fort Heiman; three up the Tennessee, and two up the Cumberland. The positions of these boats may have to be changed to carry out certain combinations.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Brigadier-General ASBOTH,

Commanding District.

[Telegram.]

[CINCINNATI,] July 10, 1863.

I think it advisable that there should be four boats above the falls between this city and Louisville and four below, kept constantly plying the river in the neighborhood of the points at which Morgan will be most likely to attempt to cross. Westport is said to be one place at which he may cross. One of the gunboats should be at Madison, where they can be in communication with this place. It would be well to order the two boats coming down from Gallipolis to those points; they can be joined by two more from your fleet. You, of course, know of the points that should be guarded below the falls. Send the two boats from below to Madison at once.

A. E. BURNSIDE,

Major-General.

Commander LEROY FITCH,

Gunboat Moose, New Albany.

(Commanding officer at New Albany will dispatch this at once.)

[Telegram.]

CAIRO, ILL., July 10, 1863—1 a. m.

Since my last dispatch to you we have gotten ready a gunboat heavily armed, and she will leave immediately to join the others.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Governor MORTON,

Indianapolis, Ind.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding the movements of Morgan.

July 11.—It seems to be the impression that Morgan is moving in two directions, the main body of his force moving up in the direction

of New Albany. I sent the *Springfield* and *Victory* above the falls this morning to keep up a patrol from Madison down, as I do not yet hear of the *Reindeer* and *Naumkeag* having arrived. I will patrol from the foot of the falls down to Cannelton.

The river is fordable at several points both above and below the falls; therefore, unless we can get word as to the probable point Morgan makes for, he can come in and ride across in less than an hour. However, I have to get word of him in time enough to enable me to meet him.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding operations of the U. S. steamers *Springfield* and *Victory*.

U. S. S. MOOSE,
Louisville, Ky., July 11, 1863.

SIR: I have the honor to report that since closing my letter this morning, I came above the falls to intercept a guerrilla party reported to be on the river 12 miles above here, who were moving to join Morgan. The *Springfield* and *Victory*, in coming up the river this morning, met this gang and shelled them back; a few, 45, had already got across when the gunboats came along; they swam their horses; the remainder made a hasty retreat. Many who were just getting in the river at the time the boats came along, got a very severe shelling before they could get up the bank again.

There were also some on Twelve-Mile Island, who, in their attempts to get back, were drowned.

I have just returned from Twelve-Mile Island. The *Springfield* and *Victory* have gone on up hunting up flats and skiffs.

Some of the party that got across are already captured. Their horses were fast giving out, and our cavalry from Jeffersonville were in close pursuit. It is expected that the entire party will be captured before dark.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

P. S.—I have not yet heard from the *Naumkeag* and *Reindeer*, but presume by their nonarrival here they are doing good service perhaps a little farther up the river. The whole river appears to be infested by guerrillas all at once. I expect there will be very lively times here this summer. I am now in great hopes of being able to meet Morgan.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Report of Lieutenant-Commander Fitch, U. S. Navy, referring to the operations of the U. S. steamers Springfield and Victory in the Ohio River.

U. S. S. MOOSE,
Madison, Ind., July 12, 1863.

SIR: In my letter of yesterday I mentioned the *Springfield* and *Victory* having cut off reinforcements attempting to cross the river to join Morgan. The force, as I learned to-day, amounted to 1,500; 45, as I before mentioned, succeeded in getting over; some few, it is reported, were drowned, and 39 were held on the island and taken prisoners by infantry forces coming up on transports after the gunboats; 40 horses were also captured.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

JULY 11, 1863—12:45 p. m.

Dispatch received. Morgan is now supposed to be not far from Vernon. He may attempt to cross above Madison, or he may turn and try to cross below Louisville. I will try to communicate to you all the information I get of his movements by telegraph.

A. E. BURNSIDE,
Major-General.

Commander LE ROY FITCH,
Gunboat Moose, New Albany.

[Telegram.]

NEW ALBANY, July 11, 1863.

Your telegram received. Two boats went above the falls this morning. Will do my utmost to intercept Morgan. Boat will be at Madison to receive dispatch. Two boats will be on constant patrol from Louisville to Carrollton. Please telegraph gunboat at Madison, also at New Albany, when you get word of Morgan's whereabouts.

LE ROY FITCH,
Lieutenant-Commander.

P. S.—Gunboats above Louisville have just fallen in with and driven back some of Morgan's men. Forty-five succeeded in getting across; the rest were driven back. Some of them were drowned. Morgan reported to be at or near Memphis, Ind.

Major-General BURNSIDE.

[Telegram.]

JULY 12, 1863.

The following just received from General Love:

VERNON, 12th.

Arrived here 6 last night in time to answer Morgan's second demand for the town to surrender. Sent him word my force was sufficient to hold the

town. He said thirty minutes would open his artillery. Got the women and children out as fast as possible, and made the best disposition possible with our force and limited time. Expected an attack every minute till 2 o'clock, when information I believed to be reliable leads me to believe he declines a fight, and is hastening toward Madison. If so, he will reach the Ohio at Madison or vicinity about early dawn. I don't think he can escape. Information looks as if his command was wearied out and he anxious about his escape.

LOVE, *General.*

It is possible that Morgan will try to get over above Madison. Please look to him there.

A. E. BURNSIDE,
Major-General.

Commander LE ROY FITCH,
New Albany.

[Telegram.]

JULY 12, 1863.

I request you to move to Lawrenceburg at once to protect that place and Aurora. It is more than likely that Morgan will try to cross near one of these places. Report to me at Lawrenceburg. I will have a telegraph operator up all night. Don't fail to move at once. Acknowledge this. When will you be at Louisville?

A. E. BURNSIDE,
Major-General.

COMMANDING OFFICER,
Gunboat Springfield.

[Telegram.]

CINCINNATI, *July 13, 1863.*

Was my telegram of 11th from Louisville received? Have been following up on Morgan's right flank, as near as I can judge of his position. Think I have prevented him from striking the river; he intended to. *Springfield* and *Victory* interrupted 1,500 of his reinforcements at Twelve-Mile Island; 45 got across, 39 were captured, also 40 horses; rest retreated back; my report by mail.

LE ROY FITCH,
Lieutenant-Commander.

A. M. PENNOCK (for the admiral).

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding movements in the Ohio River.

U. S. S. MOOSE,
Aurora, Ind., July 13, 1863.

SIR: Since my second letter of the 11th, I have been following up the river trying to keep on Morgan's right, as it is reported he is moving to the northward and eastward. At last accounts he was making to strike the river at this point, but he is now reported to be 15 miles back and making still to the north.

It seems almost impossible to get any positive information as to his exact locality or movements, yet I will do my best to catch him

when he strikes the river. At Madison yesterday I got more positive information from Lieutenant-Commander George Brown than any place yet during the chase.

Fearing that he might aim to strike the river between here and Cincinnati, or perhaps at Cincinnati, I will move on up in that direction with this vessel and the *Springfield*. I will leave the *Victory* and *Reindeer* between this place and Lawrenceburg, about 4 miles above. The *Naumkeag* I left last night at Madison, with the steamer *Union*, fitted up with hay bales, and under the command of Lieutenant-Commander George Brown.

If Morgan should make a retrograde movement and strike at Madison, or hit the river either a short distance above or below, I trust to these two boats to check him. The two boats at Aurora can also operate above or below according to where he may be.

Should Cincinnati be threatened, they, together with the land forces, will at once be notified by dispatch bearers, as I am informed that telegraphic communication is cut off.

Should I find Cincinnati safe, I will, unless I can get some more positive information, take a coal barge (five or six hundred bushels) in tow and return down the river at once.

No steamers are permitted to run below Cincinnati unless properly armed and in Government employ. All flats, skiffs, or scows that we could find have been destroyed.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

P. S.—My object in pushing on up so rapidly is to destroy flats in his front. I have been informed by those who ought to know that he is so closely pursued behind and on each flank that he must take the river in his front if he takes it at all.

Very respectfully,

LEROY FITCH,
Lieutenant-Commander.

[Telegram.]

NEW ALBANY, *July 14, 1863.*
(Received 15th.)

Naumkeag over the shoals. Will want her here for patrol above Louisville for a few days. Do not think Morgan can escape. Have seven boats on patrol from Madison to Carrollton. Had five boats at Brandenburg 9th, but he had gone.

LEROY FITCH,
Lieutenant-Commander.

Fleet Captain A. M. PENNOCK.

P. S.—*Springfield* and *Victory* just fell in with a portion of Morgan's men trying to cross at Twelve-Mile Island. Drove them back, all but a few that had already crossed; drowned some of them. Cavalry from Jeffersonville in hot pursuit; will likely get them all before dark.

[Telegram.]

PORTSMOUTH, *July 15, 1863—5.30 p. m.*
 (Via Maysville, 16th, 12.35 a. m.)

* * * * *

I have requested Captain Fitch to move immediately with the gunboats to Pomeroy and Gallipolis. I sent up boats to Colonel White, directing him to ship cavalry and a little infantry, and send up, under convoy of the gunboats, to Gallipolis or Pomeroy, as may be directed.

H. M. JUDAH,
Brigadier-General, Commanding.

Major-General BURNSIDE.

[Telegram.]

CINCINNATI, *July 16, 1863.*

There are three gunboats at Louisville which I would like to have here, if they are not needed below, to assist in patrolling the river, to prevent Morgan from crossing. Can I have them sent up at once?

A. E. BURNSIDE,
Major-General.

Commodore PENNOCK,
Commanding Squadron at Cairo, Ill.

[Telegram.]

JULY 16, 1863.

I trust to you to check the enemy at Pomeroy and Buffington Island until our men get up. There is a force of our men and two pieces of artillery at Buffington. Captain Sebastian's boat is, of course, subject to your order. I am sure you will not allow them to cross if you can prevent it. Captain Sebastian should be started at once.

A. E. BURNSIDE,
Major-General.

Captain FITCH,
Commanding Fleet, Pomeroy.

Letter from Lieutenant-Commander Fitch, U. S. Navy, to Major-General Burnside, U. S. Army, regarding the movements of Morgan's forces.

U. S. S. MOOSE,
Off Manchester, July 16, 1863.

SIR: As well as I can judge, Morgan is still moving on to the eastward. It is reported that a portion of his command camped last night at or a little beyond West Union. Some of his men were in Georgetown yesterday, and drove in the Ripley pickets, but would not attempt the town. I was in hopes that General Manson would,

on his arrival at Maysville, move out on the road to Decatur, and intercept or force him on to the river at Ripley. I could have held him there for a week. The prospects now look rather dubious. He is said to be making for the mountains, and, I fear, will make through and strike some point on the river beyond our reach, as the water is now falling very rapidly. Are there no forces at Chilli-cothe that can force him on to the river before he gets too high up? If there is telegraphic communication at Portsmouth, please let me know what prospect there is of his forward movement by land being checked. If I can get him on the river in my reach, I can prevent his crossing. I trust we shall be able to keep the run of him, yet I find it now becoming very difficult.

Very respectfully, your obedient servant,

LEROY FITCH,
Commanding Gunboats.

AMBROSE E. BURNSIDE,
Commanding the Department of the Ohio.

—————
[Telegram.]

JULY 17, 1863.

Have all your available forces out at once and prevent a crossing until the gunboats and troops get up. They will be up soon.

A. E. BURNSIDE,
Major-General.

HAMILTON GRAY,
Maysville.

—————
[Telegram.]

CINCINNATI, *July 16 (17 ?), 1863.*

I will not need the gunboats asked for yesterday.

A. E. BURNSIDE,
Major-General.

Commodore PENNOCK,
Cairo.

—————
[Telegram.]

CINCINNATI, *July 17, 1863.*

You will carry the following information to General Manson and Commander Fitch, and send copies, if possible, by couriers, to Generals Hobson and Judah:

Instruct gunboats to keep sharp lookout at Portsmouth and other places where steamboats are lying, to prevent capture.

A. E. BURNSIDE,
Major-General.

COMMANDING OFFICER, Dispatch boat at Maysville, Ky.

[Telegram.]

CAIRO, ILL., *July 21, 1863—3 a. m.*

Since Morgan crossed into Indiana Lieutenant-Commander LeRoy Fitch, with the gunboats under his command, has been constantly following him up the Ohio River. He has prevented him from crossing at several points and has at last engaged him with great success. I have just received the following telegram:

U. S. S. MOOSE,

Above Buffington Island, Ohio River, July 19, 1863.

After chasing Morgan nearly 500 miles, I at last met him on the river at this point. I engaged and drove him back, capturing two pieces of his artillery. He abandoned rest to General Judah. His forces broke in confusion from the banks and left his wagon train, many horses, and small arms in my possession. General Judah is now in pursuit of the remnant of his forces. Since writing the above, I followed further on up the river, met another portion of his forces, fording, 14 miles above. Shelled and drove most of them back, killed several; 25 or 30 men wounded; captured 15 or 20 more horses. I have but 2 men wounded slightly; shoal and very swift water has been much to my disadvantage to-day; must move below Buffington to-night in consequence of falling water. Our shell and shrapnel created great confusion in the rebel ranks, killing and wounding many.

LEROY FITCH,

Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,

*Commanding Mississippi Squadron, Vicksburg.**(Care Fleet Captain A. M. Pennock, Cairo.)*

A. M. PENNOCK,

Fleet Captain, and Commandant Station.

HON. GIDEON WELLES.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding engagement above Buffington Island.

U. S. S. MOOSE,

Buffington Island, July 19, 1863.

SIR: I have the honor to state that since my last reports regarding Morgan, I have followed on up the river, keeping on his right.

In some instances I was compelled to get out warps to get over falls, shoals, and swift water, but I had determined to cut him off at all hazards. This morning I had the good fortune to intercept him just above this island, making for the river and attempting to ford. I at once engaged him, drove him from the banks, and captured two pieces of his artillery, a portion of his baggage train, horses, small arms, etc. During this time General Judah was pressing on his rear.

He did not engage us over an hour, when his forces broke in the utmost confusion, throwing away their arms and clothing and taking to the hills. A portion, however, moved up along the bank in hasty retreat, but I followed them so closely that they soon broke and disappeared up the ravines and over the hills. In this column moving up along the bank were several buggies and carriages, which were abandoned to us. One of the carriages, in which Morgan was said to be riding, was upset by one of our shell, and both horses disabled. The road along the bank was literally strewn with his plunder, such as cloth, boots, shoes, small arms, and the like, but I had not time to land and take possession of these things, as I wished to keep on up

the river with the remnant of his scattered band, knowing that General Judah would look out for those left in the rear. About 15 miles above this point, I again fell in with another portion of his forces fording; the current was so very swift and the channel so narrow, that it was some time before I could get within range of them. As soon as possible I opened fire on them, killing 2 and causing many of the horses to leave their riders in the water. Some had already got across, but many put back and again took up the river. It was reported afterwards that some 25 or 30 were drowned. I left standing on both banks some 15 or 20 horses without riders, but had not time to stop for them. Pushing on up the river, I again saw another squad of some 25 or 30 crossing, but could not, in consequence of very shoal and swift water, get within range of them till they had crossed.

Having reached as high as it was safe for me to venture at this stage of water, and the river still falling, I dropped down below Buffington Island, where I will remain till morning, and then proceed below Letart Falls.

Although I could get but two vessels (the *Moose* and *Alleghany Belle*) in the engagement to-day, owing to the numerous shoals and shape of the river, yet I can testify to the energetic, prompt, and efficient part the officers and crews of the steamers *Reindeer*, *Naumkeag*, *Victory*, and *Springfield* took in the chase. The officers and crew of this vessel and the *Alleghany Belle* acted in the most commendable manner, and although many of them had never before been under fire, they did their duty well.

I know not the number of killed, wounded, and prisoners, but am told the enemy suffered severely, and that nearly the entire force was captured.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Assistant Surgeon Thorp, U. S. Navy, regarding casualties on the U. S. S. *Moose*.

U. S. S. MOOSE,
Buffington Island, July 19, 1863.

SIR: I have the honor to report the following casualties during the engagement with General Morgan's forces of to-day:

John Napenberger, seaman, of this vessel, slightly, through the arm, from a buckshot.

A deckhand on board the steamer *Alleghany Belle*, flesh wound through the glutaeus muscles of right hip, from a Minié ball.

Very respectfully, your obedient servant,

ABNER THORP,
Acting Assistant Surgeon, U. S. Navy.

Lieutenant-Commander LEROY FITCH,
Commanding Gunboat.

Report of Lieutenant-Commander Fitch, U. S. Navy, naming the steamers which operated in the Ohio River.

U. S. S. MOOSE,
Buffington Island, July 19, 1863.

SIR: I have the honor to state that during the exciting chase after General Morgan which terminated to-day, I have had six steamers, the *Moose*, *Reindeer*, *Victory*, *Springfield*, *Naumkeag*, and *Alleghany Belle*. The latter was fitted up by General Burnside with cotton around her boilers, and mounted a rifled Parrott.

Although this may seem an extravagant use of boats, it was not more than was absolutely necessary. The shape of the river is such, and fords or crossings are so numerous, that a less number could not well have done the work. Not knowing Morgan's exact moves, I have been compelled to patrol the river a long distance both ahead and behind him. Many places he has been in large bends in the river, where by marching 4 or 5 miles he could have struck several fords, which, by water, would perhaps be 15 or 20 miles apart. All these fords in the rear, ahead, and intermediate had to be guarded. Yesterday he threatened Pomeroy; after passing there a few miles he threw himself into a position where, by marching not over 10 miles, he could strike the river at four different fords, the two extremes being by river nearly 40 miles apart. This is the reason that I had but two boats to engage him to-day, the boats being distributed guarding the different fords between here and 8 miles below Pomeroy; besides, the *Springfield*, *Reindeer*, and *Naumkeag* could not stem the current over Letart Falls and at many other points above. The *Reindeer* was 4 miles below me guarding a very good ford which I did not think prudent to leave open.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Major-General Burnside, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, commending Lieutenant-Commander Fitch, U. S. Navy.

CINCINNATI, July 31, 1863.

SIR: It affords me great pleasure to bear testimony to the efficient services performed by the gunboats of the Upper Ohio Squadron, under the command of Lieutenant-Commander LeRoy Fitch, in the pursuit of the rebels under General John H. Morgan. Too much praise can not be awarded the naval department at this place for the promptness and energy manifested in this movement. I would also gladly bear testimony to the faultless and efficient services of Acting Master A. S. Bowen, whose hearty and energetic cooperation in this pursuit and, in fact, every movement of his connected with the Navy since I first assumed command of this department, has been attended with most beneficial results. The brilliant success which has attended the joint operations of the Army and Navy in this movement

gives abundant evidence of the good feeling between these two efficient arms of the service, and promises much for the future success of all such operations.

I am, very respectfully, your obedient servant,

A. E. BURNSIDE,
Major-General.

Rear-Admiral PORTER,
Commanding Mississippi Fleet, care Commander Pennock.

Letter from Brigadier-General Cox, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, commending the services of Lieutenant-Commander Fitch, U. S. Navy.

CINCINNATI, OHIO, *July 31, 1863.*

SIR: I take pleasure in stating officially the high appreciation I have of the services of the gunboats of the Upper Ohio Squadron, commanded by Lieutenant LeRoy Fitch, during the late operations against the force of the rebel General Morgan. The activity and energy with which the squadron was used to prevent the enemy recrossing the Ohio, and to assist in his capture, was worthy of the highest praise. I also am glad to have the opportunity of acknowledging the valuable services rendered by Acting Master A. S. Bowen, in charge of the naval rendezvous here, whose zeal in every work which could make the Navy efficient in its cooperation with our troops, has been most beneficial to the united service. The mutual good understanding thus shown promises much for the success of all future joint operations.

Very respectfully, your obedient servant,

J. D. COX,
Brigadier-General.

Rear-Admiral PORTER,
Commanding Mississippi Squadron, care Commander Pennock.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Burnside, U. S. Army, acknowledging expressions of commendation for Lieutenant-Commander Fitch, U. S. Navy.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, August 10, 1863.

GENERAL: I received two communications, one from yourself and one from Brigadier-General Cox, speaking in favorable terms of the conduct of Lieutenant-Commander LeRoy Fitch in cooperating with you. I am pleased, sir, that those under my command should be of service to the Army, and I am sure that they will never fail to be so from want of inclination. I appreciate highly the compliment to Lieutenant-Commander Fitch, coming from yourself, as I also appreciate the delicate courtesy by which your intercourse with the Navy has been characterized always.

I remain, general, with sincere respect, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Major-General A. E. BURNSIDE,
Commanding Department of the Ohio, Cincinnati, Ohio.

Letter of commendation from the Secretary of the Navy to Lieutenant-Commander Fitch, U. S. Navy.

NAVY DEPARTMENT, *July 27, 1863.*

SIR: Since your attachment to the Mississippi Squadron it has been gratifying to the Department to observe the commendable zeal, as shown by reports to it, displayed by you in the execution of the duties with which you were intrusted.

In affording convoy on the Tennessee and Cumberland rivers, in punishing and dispersing the guerrilla bands which infested banks of those streams, and in your timely and important assistance to the garrison at Fort Donelson when attacked on the 3d of February last by the rebels under General Wheeler and others, you have acted with promptness and reflected credit on the naval service.

Your recent pursuit of the flying guerrilla Morgan, following him upwards of 500 miles, intercepting him and frustrating him in his attempt to recross the Ohio, capturing his train, a portion of his guns, and routing his band, all of which materially crippled his strength and led to his final capture, gives additional evidence of your zeal and ability and reflects additional credit on the service and yourself.

The Department takes pleasure in expressing its appreciation of your meritorious services, and thanks you and those under your command for your many blows to the rebellion and active measures for the perpetuation of the Union.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander LEROY FITCH, U. S. Navy,
Commanding U. S. S. Moose, Mississippi Squadron.

Extract from report of Major-General Burnside, U. S. Army.

NEW YORK, *November 13, 1863.*

SIR: I have the honor to submit the following report of the operations of the Department of the Ohio during the time I was in command:

* * * * *

Preparations were still continued, in the hope of being able to spare sufficient force to go into East Tennessee, but they were disturbed by the approach of the rebel General John H. Morgan, with a large cavalry force, which he had crossed at and near Burkesville, on the Cumberland River, about the 1st of July, and was moving in the direction of Columbia.

Immediate dispositions of all the troops were made, with a view to checking the advance of the enemy. He moved with great rapidity, destroying railroads and telegraph lines, so that our means of ascertaining his movements were necessarily much restricted.

General Hartsuff at once ordered all his available forces in pursuit.

Morgan's command passed through Columbia, and moved in direction of Lebanon, reaching Green River on the 4th of July, where he was met by Colonel O. H. Moore, with four companies of the Twenty-fifth Michigan, who were guarding the ford. He demanded the surrender of this force, but Moore replied that "the 4th of July was not

the day for United States troops to surrender." Soon after, the enemy charged his position, but were repulsed with great loss.

Morgan then passed round this position, and moved to Lebanon, where he captured a force under command of Colonel Hanson, after a desperate fight. He then passed on in the direction of Louisville, but before reaching that place, turned to the left and struck the Ohio River, where he seized some steamers and crossed into Indiana before our forces could overtake him. Generals Hobson, Judah, and Carter, and Colonel Wolford were now in pursuit, with parts of their divisions.

* * * * *

The enemy passed through the southern portions of Indiana and Ohio without serious resistance until he reached the Ohio River, near Buffington Island. Our cavalry, under General Hobson, was kept in constant pursuit, and all necessary dispositions were made of the militia forces of Indiana and Ohio to prevent his striking important points and destroying depots of supplies. General Boyle was directed to send General Judah's command up the Ohio River by steamers to Portsmouth, thence up the Scioto, and prevent the enemy from crossing until Hobson's force could overtake him.

The gunboats, under Captain LeRoy Fitch, patrolled the Ohio River, to prevent the crossing into Kentucky. He succeeded, however, in crossing the Scioto before Judah's forces got into position. When he approached the river at Buffington Island, where he intended to cross, our forces were close upon him, and the gunboats were in positions to prevent his crossing. He was forced to fight and the combined forces, under Generals Hobson and Judah, together with the gunboats under Captain Fitch, succeeded in capturing at least two-thirds of his forces, and all his artillery and supplies. Morgan himself escaped, and turned back from the river with the remnant of his men, but was closely followed by General Shackelford, with about 500 men of Hobson's command. * * * Soon after which General Shackelford came up, when Morgan surrendered the remainder of his command. The prisoners, together with those previously captured, were in all about 3,000.

* * * * *

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

A. E. BURNSIDE,
Late Major-General.

ADJUTANT-GENERAL U. S. ARMY,
Washington, D. C.

[Telegram.]

COLUMBUS, *July 9, 1863.*

GENERAL: I do not anticipate any danger to Cairo at present from Morgan's raid. I requested General Burnside yesterday to complete the number of 800 men promised for Cairo. Meanwhile, I will closely watch events and act promptly whenever requested.

I have telegraphed to Captain Pennock. Please confer with him.

ASBOTH,
Brigadier-General.

General BURFORD,
Commanding Cairo.

Letter from Brigadier-General Ellet, commanding Marine Brigade, to Acting Rear-Admiral Porter, U. S. Navy, regarding immediate service.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, Young's Point, July 9, 1863.

ADMIRAL: I have this moment received your communication of this date. I am all ready to start, and will leave in an hour. I will make diligent enquiry for the enemy, and do all I can with my little force to harass and annoy him.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Brigadier-General.

Acting Rear-Admiral D. D. PORTER, U. S. Navy.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton to proceed to Red River.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, July 9, 1863.

SIR: You will proceed without delay to the mouth of Red River, where you will remain until further orders.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,
Commanding U. S. S. Benton, off Vicksburg.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, regarding 9-inch gun.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, July 9, 1863.

SIR: When the *Forest Rose* arrives at Red River, you will take that 9-inch gun on board the *Benton*.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,
Commanding U. S. S. Benton.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding co-operative movement to New Madrid, Mo., and referring to attack upon Helena, Ark.

U. S. IRONCLAD RAM EASTPORT,
Helena, July 10, 1863.

SIR: I sent my last report when on my way to New Madrid to co-operate in a proposed movement from that place. General Schofield

had ordered General Davidson, commanding U. S. forces S. E. Missouri, to march from Pilot Knob by way of Crowley's Ridge toward Jacksonport to menace General Price, while a force at the proper time should leave New Madrid by the river, establish a base and depot for General Davidson at Osceola. This force, also, in case General Price should establish himself with batteries at any point upon the river, was to cooperate with the gunboats in clearing him out. I had felt uneasy about Helena, but I called upon General Hurlbut, who assured me that Price's movements were known and that he (General Hurlbut) did not think an attack upon Helena was contemplated by the enemy; on the contrary, that he was bound to Miliken's Bend. Yet, at that moment, he was on the eve of an attack upon Helena, and General Prentiss, at least, had known of the rebel approach some days. In consequence, I turned upstream. I have already reported the part taken by the *Tyler*, and recounted the service rendered. The garrison was too weak to resist the rebel force without the assistance of her good battery, efficiently served. As the enemy was repulsed with a loss of near 3,000 men, our force proved to be sufficient; but I can not feel altogether satisfied that a jealousy said to exist between the commanding generals should interfere with a common interchange of knowledge of the enemy's movements to such an extent as to needlessly peril great military interests.

When I arrived at New Madrid on the 5th July, nothing had been heard of General Davidson, although he had left Pilot Knob ten days before. The next day received dispatches from Captain Prichett and hurried down to this place. The *Covington* reached here soon after the fight, and the *Hastings* the next morning. A renewal of the attack was expected. General [J. R.] Chalmers was to have cooperated with General Holmes in the attack, by bringing four 32-pounder siege guns to the Mississippi side of the river. This program failed.

I enclose the maps of the river with the entries upon them directed by you. Till the *Queen City* and *Paw Paw* are down, the *Linden* will be alone between White River and Helena, and the *Covington* between Helena and Memphis, both distances being 90 miles each. The *Tyler* can not carry steam for cruising, and the *Bragg* is undergoing repairs. When the *Paw Paw* comes down she can relieve the *Tyler* and cruise between here and Walnut Bend, while the *Queen City* takes her station between Island [No.] 66 and White River. The *Hastings* requires considerable repairs, and I have thought it best to place her near Memphis, in readiness for the first moment when she can be spared.

In the matter of the investigations ordered by you, I would remark that what little I have heard gives me the impression that Acting [Volunteer] Lieutenant Commanding Lord will be able to give satisfactory reasons for his conduct. I shall have an opportunity within two days to make the investigation in that case, as well as the one on board the *Hastings*. I only refer to the former now to state that the impressions I had received were such that I had not deemed it a duty to report the matter to you.

I shall leave the *Eastport* here for the present. Our scouts are so badly organized that I feel little reliance upon reports of the enemy's movements. That he has retired to some distance with most of his

force seems certain, but three regiments were yesterday reported within 5 miles of this post.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

General Orders Nos. 66, 67, and 69 have not reached me.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding certain vessels of his division.

U. S. IRONCLAD RAM EASTPORT,
Helena, July 11, 1863.

SIR: I have been down to White River with the *Covington*. I went up White River to the Cut-off and found both that river and the Arkansas to be at a high stage.

The *Juliet*, lying at the mouth of White River, will have to be towed to Memphis for repairs as soon as another boat can be found to take her place. The *Linden* also needs repairs of machinery. She is the only vessel between this post and White River. The *Curlew* and *Marmora*, both of which I expected to find, are, I am told, at Cypress Bend. Both the *Juliet* and *Linden* are in good order, save machinery, and the crew of the former is very healthy. The *Hastings* has a good deal of sickness on board.

All has been quiet along the river.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding expedition for seizure of cattle, and requesting convoy of gunboats.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Vicksburg, Miss., July 11, 1863.

ADMIRAL: Colonel [T. Kilby] Smith, who has just returned from Port Hudson, reports that a large number of cattle are now collected at Natchez, intended for the rebel army on this side of the river. I have just ordered a proper military force to bring the cattle for our own use. My troops will probably be ready to start in the morning. I am also sending a number of steamers, coal, and forage, called for by General Banks. Among the many calls made for gunboats, will it be possible for you to furnish a convoy for this?

Very truly, your obedient servant,

U. S. GRANT.

Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Expedition commanded by Lieutenant-Commander Selfridge, U. S. Navy, in the Black, Tensas, and Ouachita rivers, resulting in capture of four vessels and military stores, July 12-20, 1863.

Report of Acting Rear-Admiral Porter, U. S. Navy.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Vicksburg, July 18, 1863.

SIR: I have the honor to inform you that the expedition I sent into the Red River region proved very successful. Ascending the Black and the Tensas rivers (running parallel with the Mississippi), Lieutenant-Commander Selfridge made the head of navigation—Tensas Lake and Bayou Maçon—30 miles above Vicksburg and within 5 or 6 miles of the Mississippi River.

The enemy were taken completely by surprise, not expecting such a force in such a quarter. The rebel troops that have ascended to that region will be obliged to move farther back from the river, if not go away altogether. Lieutenant-Commander Selfridge divided his forces on finding that the transports which had been carrying stores to Walker's army had escaped up some of the narrow streams. He sent the *Manitou* and *Rattler* up the Little Red River (a small tributary of the Black) and the *Forest Rose* and *Petrel* up the Tensas. The night was dark, and raining very hard, and the *Manitou* and *Rattler* succeeded in capturing the rebel steamer *Louisville*, one of the largest and perhaps the best steamer now in Western waters. Up the Tensas, or one of its tributaries, the *Forest Rose* and *Petrel* captured the steamer *Elmira*, loaded with stores, sugar, and ram for the rebel army.

Finding that the steamers which had convoyed General Walker's army had returned up the Washita [Ouachita], the expedition started up that river and came suddenly upon two rebel steamers, but the rebels set them on fire, and they were consumed so rapidly that their names could not be ascertained. One steamer loaded with ammunition escaped above the fort at Harrisonburg, which is a very strong work and unassailable with wooden gunboats. It is on an elevation over 100 feet high, which elevation covers what water batteries of heavy guns there are.

Lieutenant-Commander Selfridge was fortunate enough, however, to hear of a large quantity of ammunition that had lately been hauled from Natchez and deposited at or near Trinity (nearly due west of Natchez) and from whence stores, provisions, cattle, guns, and ammunition are transported.

He captured 15,000 rounds of smoothbore ammunition, 1,000 rounds of Enfield rifle, and 224 rounds of fixed ammunition for guns; a rifled 30-pounder Parrott gun carriage, 52 hogsheads of sugar, 10 puncheons of rum, 9 barrels flour, 50 barrels of salt, all belonging to the Confederate Government. At the same time he heard of a large amount of ammunition that had started from Natchez for Trinity and was lying in wagons on the road halfway across. He dispatched a boat around to inform me of it, but General Ransom, who had landed a few days before at Natchez, learning of it, also sent a detachment of cavalry and captured the whole; thus Walker's army is left almost without ammunition.

The officers and men have shown great energy on this expedition, and have met with no mishaps. They procured a good deal of information, by which future movements will be regulated.

The people in the whole of that section are very hostile to the Government—rank rebels.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Report of Lieutenant-Commander Selfridge, U. S. Navy.

U. S. S. CONESTOGA,
Trinity, La., July 15, 1863.

SIR: Agreeably to your orders I left Vicksburg Friday morning, in company with the gunboats *Forest Rose*, Captain Brown; *Manitou*, Captain Pearce; *Petrel*, Captain Kendrick; and *Curlew*, Captain Turner, and arrived off Red River at noon. Proceeded to Port Hudson with dispatches, and returned in time to leave at 5 a. m. Sunday. By using great expedition we arrived at this point 8 p. m. of the same day. The intelligence of our arrival only preceded us half an hour, enabling however, two steamers, the *Dr. Beatty* and *Nelson*, to make their escape to the guns of the fort at Harrisonburg.

Receiving information of a large quantity of ammunition just hauled from Natchez, I succeeded in capturing it.

At daylight Monday I sent the *Manitou* and *Rattler* up the Little Red River, a small tributary of the Black, and the *Forest Rose* and *Petrel* up the Tensas.

The former returned at noon, bringing as a prize the large steamer *Louisville*, one of the finest of the Mississippi packets.

The *Forest Rose* captured the stern-wheel steamer *Elmira*.

I proceeded in the *Rattler* 60 miles up the Tensas, to Tensas Lake, the head of navigation. Found that the steamers which had conveyed General Walker and his troops had returned up the Washita [Ouachita], and that there were no steamers concealed up this stream.

The result of the expedition is the capture of the steamers *Louisville* and *Elmira*, 2 small steamers burned, 15,000 rounds smoothbore ammunition, 1,000 rounds Enfield, ditto, 20 rounds 12-pounder shell fixed, 56 rounds 6 pounder canister fixed, 98 rounds 6 pounder shells fixed, 50 Parrott shell, 1 field carriage, 30-pounder Parrott, 40 hogsheads of sugar, 10 puncheons rum, and 9 barrels of flour, belonging to Confederate Government. Destroyed 50 barrels salt and 12 hogsheads of sugar.

Burned at Trinity a very large sawmill, with some 30,000 feet of lumber.

Our appearance was so unexpected, that the people were completely panic stricken. We found an immense quantity of cotton in ginhouses and on the banks, but the military are now burning it in every direction.

Little or no Union feeling has manifested itself, except amongst the poorer classes.

In conclusion, it gives me pleasure to bear testimony to the zeal, energy, and promptitude with which the commanders, without exception, carried out my orders, to which we are indebted for the successful termination.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Lieutenant-Commander Selfridge, U. S. Navy, to Acting Master Kendrick, U. S. Navy, commanding U. S. S. *Petrel*, regarding prize steamers *Louisville* and *Elmira*.

U. S. S. CONESTOGA,
Trinity, La., July 15, [1863.]

SIR: You will take under your charge the prize steamers *Louisville* and *Elmira* and proceed with all dispatch to Admiral Porter.

Upon arriving at Red River, you will ask permission of the senior officer commanding to take aboard what coal [is] necessary to carry you to Vicksburg.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Master C. S. KENDRICK,
Commanding Petrel.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding the disposition of steamers *Louisville* and *Elmira*.

U. S. S. CONESTOGA,
Trinity, La., July 15, 1863.

SIR: I have dispatched the *Petrel* in charge of the prize steamers *Louisville* and *Elmira*, with orders to report to you with all dispatch.

I shall be at the mouth of Black River Thursday, where I shall await your orders.

We are all well.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, transmitting appraisal of steamer *Louisville*, captured by the U. S. S. *Manitou*.

No. 72.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., August 5, 1863.

SIR: In compliance with your order of the 27th ultimo to Rear-Admiral D. D. Porter, the prize steamer *Louisville* has been ap-

praised and will be taken into the service. I have the honor to inclose a copy of the appraisal.

The U. S. attorney has been notified that the vessel will be taken for the use of the Government, and informed of the amount of the appraisal.

I have the honor to be, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. NAVAL STATION,

Cairo, Ill., August 4, 1863.

SIR: Agreeably to your request of to-day's date, we have carefully examined the captured steamer *Louisville*, her tackle, furniture, and apparel, and we estimate her value, with all the appointments aforesaid, at \$68,000.

Very respectfully, your obedient servants,

EDWARD M. YARD.

DAVID HINER.

W. P. HALLIDAY.

Captain A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Extracts from log of the U. S. S. *Conestoga*, Lieutenant-Commander Thomas O. Selfridge, commanding.

July 11, 1863.—At 3 a. m. got underway and proceeded down (the river) with the gunboats in company. Lying at the bank opposite Red River mouth. Made signals to the fleet. The gunboats *Manitou*, *Forest Rose*, *Petrel*, and *Curlew* made fast to the bank astern. At 12:45 the ironclad *Benton* came down the river and anchored. At 1:30 cast off from the barges and proceeded down the river. At 4:30 p. m. spoke gunboat *Sachem*, off Bayou Sara; delivered our dispatches to her and returned up river. At 5:40 p. m. signaled the steamer *Rattler*. Captain came on board with dispatches, General Banks' aid, and a Tensas River pilot. We then headed down river for Port Hudson. At 7:40 p. m. landed general's aid at Port Hudson and immediately proceeded up river.

July 12.—At 2:30 a. m. arrived at bank opposite mouth of Red River; commenced coaling. At 4:45 a. m. finished coaling; signaled to fleet to prepare to get underway. At 6:25 a. m. whole fleet underway. At 7 a. m. entered mouth of Red River. At 7:45 a. m. left with whole fleet for up river, viz, *Manitou*, *Petrel*, *Rattler*, *Forest Rose*, and *Curlew*. At 8:45 a. m. called together and stationed a crew at our 100-pounder Parrott in scow alongside. At 9 a. m. went to quarters. At 9:30 a. m. Divine service and general muster. At 12:45 p. m. running up Black River in company with our consorts. At 5:10 p. m. passed a small steamboat on fire. At 5:20 received information from the *Forest Rose* of steamers ahead. Took gun

scow and sent *Forest Rose* in chase. At 7 made fast to the bank off Trinity. At 8:30 p. m. sent armed boat's crew away; returned at 10:30 p. m.

July 13.—At 4 a. m. steamers *Manitou* and *Rattler* started up Little River. At 4:30 a. m. steamers and *Forest Rose* and *Petrel* started up Tensas River. At 9:30 a. m. got underway and crossed over the river and destroyed a sawmill. At 9:40 prize *Elmira* arrived. At 11 a. m. anchored in the stream. At 11:45 a. m. the *Rattler* with the prize *Louisville* arrived. At 12 the *Manitou* returned. At 12:20 p. m. Captain Selfridge went up Tensas River in the *Rattler*. At 7 p. m. got underway in company with the *Manitou* and proceeded up the Ouachita River. At 8:30 p. m. came to anchor 10 miles up.

July 14.—At 9:15 a. m. got underway in company with the *Manitou* and proceeded down the river. At 1:30 p. m. the *Rattler* and *Petrel* returned; Captain Selfridge came on board. At 6 p. m. got underway with the fleet and proceeded up Ouachita River. At 7:45 p. m. came to anchor in line.

July 15.—At 3:35 a. m. heard a musket shot in the direction of the *Manitou*. At 5:30 a. m. got underway and proceeded up the river; went to quarters. At 6:15 a. m. fired 3 shell from 100-pounder. At 7 a. m. rounded to and proceeded down. At 8:30 came to anchor off Trinity. Paroled 4 prisoners from the *Louisville*. At 10:15 a. m. the *Petrel* and *Manitou* got underway and proceeded down, convoying *Louisville* and *Elmira*, prizes. At 3 p. m. got underway, proceeded down the river. Signaled to the fleet. At 3:30 p. m. made fast to the bank. Sent a party of men ashore. At 5 p. m. left the bank and proceeded down. At 8:45 p. m. landed at Wilson's plantation. At 9:30 p. m. came to anchor.

Extracts from log of *Forest Rose*, Acting Master George W. Brown.

July 12, 1863.—At 6 a. m. started up the Red River. At 7:15 hove to. At 7:50 a pilot and 4 men came on board from the *Conestoga*. At 7 Mr. Smith went on board the *Conestoga* for temporary duty. At 10:30 a. m. signaled the *Rattler*. All ready for action. Meridian to 4 p. m., still leading the fleet. At 4:20 p. m. passed a small steamer lying on the bank on fire, set [fire] by the rebels. Let go the fleet and gave chase to a steamer. At 6:45 p. m. discovered a smoke ahead and gave chase. At 7:10 p. m. arrived at Trinity and started up to Ouachita River. At 7:45 p. m. fired one Parrott gun at her. At 9 p. m. tied up at the mouth of the Tensas River.

July 13.—At 6:15 a. m. steamed up the Mason River [Bayou Maçon]. At 7, discovered wagons ashore; landed and examined them. Found salt meat, corn, bread, and cooking utensils, etc. Half a mile farther up the river found 25 barrels salt; took 2 on board, left 3 for the *Petrel* and rolled the rest into the river. At 8:30 a. m. discovered the steamer *Elmira*; on boarding her found her abandoned. On the shore was a quantity of sugar and cotton. The *Elmira* had on board a gun carriage and some 30 Parrott shell. Put her in charge of Mr. Rutherford and started up. At 1 p. m. landed at a plantation and sent a party ashore to capture a spy, but failed. At 3 p. m. landed at Gilbert's plantation. At 3:55 p. m. steamed up

the river. At 6:10 p. m. landed where the rebels had fired some cotton, let go and started down. At 7 p. m. shelled the woods.

July 18.—At 9 a. m. entered Old River, exercised Parrott gun's crew for one-half hour. At 10:30 a. m. entered the Atchafalaya River; fired a shell from IX-inch gun at rebel breastworks. At 11:30 a. m. headed downstream. At 2:30 entered Old River, 2:50 entered Red River.

July 19.—At 8:15 a. m. started down Red River. At 9:30 a. m. captain, with an armed boat's crew, ascended a bayou 4 miles; found nothing. Returned at 11:30 a. m. At 12 landed at Waters' plantation. At 12:40 p. m. left the gun float with the *Manitou*. At 2 p. m. sent the gig, manned and armed, up Bayou Larts [Larto]. Two miles up found and burned the trading boat *Gipsy*. Got underway at 3:20 p. m.; made a short stop at a plantation. At 4 anchored at mouth of Black River.

Extracts from log of U. S. S. *Manitou*, Acting Volunteer Lieutenant John Pearce, commanding.

July 10, 1863.—Off Vicksburg. At 8:10 a. m. dropped alongside the bank and took a gun float alongside. At 8:20 got underway and proceeded down the river. The squadron consisted of the *Conestoga*, *Forest Rose*, *Manitou*, *Rattler*, *Curlew*, and *Petrel*, under command of Lieutenant-Commander Thomas O. Selfridge. At 1 p. m. passed Grand Gulf. At 2:15 spoke the flagship, convoy rounded to. The *Rattler* reporting being unable to tow her gun float, was relieved by the *Forest Rose*. At 2:25 p. m. stood down the river. At 7:20 p. m. came to anchor.

July 11.—At 3:20 a. m. discovered the flagship getting underway; got underway and stood after her. At 12 m. arrived off the mouth of Red River and came to anchor.

July 12.—Underway and ran up Red River, *Conestoga* leading, *Rattler*, *Forest Rose*, *Petrel*, *Curlew* in close order, the *Manitou* in the rear. At 5:15 p. m. passed the hull of a steamer on fire; supposed to have been fired by the rebels. From 8 p. m. to midnight the whole squadron fast to the bank.

July 13.—At 3:45 a. m. orders from flagship to get underway; cast off and ran up in to Little River, a tributary of Red River. At 7:45 ran into and up French Fork in pursuit of a steamer, said to be trying to make her escape, gunboat *Rattler* in company astern. At 8:20 a. m., about 3 miles up French Fork, came in sight of a large steamer just going round a bend; opened fire with howitzer and bow guns; fired 3 shot, ran alongside her stern, and took possession. She proved to be the steamer *Louisville*. Sent a prize crew on board, consisting of Acting Ensign L. Gardner, Acting Master's Mate B. G. Van Dyke, Engineer James H. Bailey, Pilot Papin, and 12 men. Made fast to her and attempted to tow her down stern-foremost, but owing to the river being so narrow and crooked, we were obliged to cast her off, giving orders for her to follow closely. At 9 a. m. backed against the bank and unshipped port rudder; took it aboard and rigged a derrick to ship it when opportunity offered. At 9:45 a. m. arrived at junction of French Fork and Little River, winded round and sent

prizes ahead, *Rattler* leading down, having been lying here some time awaiting our arrival. At 11:50 a. m. arrived at Trinity. *Conestoga* and *Curllew* lying at anchor, having captured the steamer *Elmira*.

July 14.—At anchor in Ouachita River. At 9:10 a. m. got underway and stood down river, the *Conestoga* following. At 1 p. m. the *Rattler*, with Commander Selfridge on board, arrived from an expedition or reconnoissance up Black River. The whole fleet got underway and ran alongside the bank at Trinity. At 6 p. m. the squadron, except the *Petrel*, who was left in charge of the prizes, got underway and stood up the Ouachita River. At 6:30 p. m. beat to quarters and cleared ship for action. Squadron in following order: *Rattler*, *Forest Rose* leading; flagship *Conestoga* in the rear; *Curllew* following *Conestoga*; *Manitou* bringing up the rear. At 8:40 p. m. the leading vessels came to anchor. Ran our bowline to the *Curllew's* quarter and made fast to her. All hands at quarters and ready for instant action.

July 15.—From 12 to 4 a. m.: All hands at quarters ready for action. At 3:40 a. m. a musket ball was fired across our stern. At 4 a. m. cast off from the *Curllew* and stood out into the stream, working very slow. At 5 a. m. flagship and the *Manitou* got underway and stood up to within 2 miles of the fort at Harrisonville [Harrisonburg]. The flagship opened fire with a Parrott gun, firing 3 shell; we also fired 3 shell in the direction of the town. At 6:20 a. m. stood down the river, running slow on account of thick fog. 8 to 12 meridian: Squadron in close order, standing down the river. At 8:30 arrived at Trinity and made fast to the opposite bank. At 10:10 a. m. cast off and stood down the river, squadron and prizes following. At 10:45 p. m. came to at junction of Red, Black, and old Red rivers.

July 18.—At anchor off the mouth of Black River. At 5:45 a. m. received orders from the flagship to get underway. Cast off from the coal barge and stood down the Red River, *Forest Rose* and *Petrel* in company. Exercised the crew at great guns. At 9:45 ran into and up the Atchafalaya, flagship making reconnoissance along the shores. At 11 flagship rounded to and stood down the river, the squadron following. 4 to 6 p. m.: Standing up Red River. At 5:55 p. m. came up with the squadron. At 6:40 came to anchor off mouth of Black River.

July 20.—At 8:25 p. m. got underway by general order. *Petrel* got aground; assisted her to get off. At 9 p. m. whole fleet underway standing down the river, *Manitou* in the rear.

Extracts from log of U. S. S. *Petrel*.

July 9, 1863.—Acting Master [Charles S.] Kendrick came on board to take command. At 5:45 p. m. took a mortar boat with a IX-inch gun in tow; moved down the river. At 11:30 p. m. passed the *Carondelet*, guarding the *Indianola* at Palmyra Island.

July 10.—At 2 a. m. passed Grand Gulf; U. S. S. *Louisville* lying there. Came to anchor in 5½ fathoms water to repair engine. At 3:15 a. m. the *Forest Rose* took us in tow. At 4:30 a. m. passed Rodney, La. [Miss.]. At 4:50 met the steamer of war *Arizona*, of

[Admiral] Farragut's fleet. At 6:35 a. m. let go from the *Forest Rose* and proceeded down the river.

July 12.—At 5:40 a. m. took IX-inch gun off the *Manitou*. At 6:10 a. m. started up Red River. At 5:35 p. m. passed a steamboat on fire. At 8 p. m. tied up alongshore. At 9 p. m. captain left with armed boat's crew; 11:30 p. m. boat returned.

July 13.—At 6 a. m. started up Tensas Bayou [River]. At 8:45 a. m. *Forest Rose* fired 2 shots at steamer *Elmira*. Put a prize crew on her and sent her to report to Captain Selfridge. At 10:30 a. m. tied up, waiting for the *Forest Rose* to go ahead. At 3 p. m. tied up alongshore. U. S. S. *Rattler* passed, with Captain Selfridge on board.

July 14.—At 5:10 a. m. got underway and stood down Tensas River. At 9 a. m. landed at a plantation and set all hands getting sugar aboard. From 12 to 4 p. m., after taking 22 hogsheads of sugar and 4 barrels rum, started on our course down river. At 6:15 p. m. the *Conestoga*, *Curllew*, *Forest Rose*, *Manitou*, and *Rattler* started up the Ouachita River.

July 15.—At 8:30 a. m. fleet returned from Ouachita River. At 10:30 a. m. captain left for flagship *Conestoga*. At 10:30 a. m. signals from flagship. Started down the Black River, convoying steamers *Louisville* and *Elmira*. At 11 p. m. came to anchor off mouth of Red River.

July 17.—At 12 meridian arrived at Grand Gulf; received on board a rebel deserter to take passage to Vicksburg. At 4:10 p. m. came up to flagship and *Carondelet* at Palmyra Island. At 11:45 p. m. made Vicksburg and tied up.

July 19.—At 8 a. m. made fast to *Polar Star*. Put captain of captured steamer *Louisville* and deserter on board the *Great Western*. At 9:10 a. m. Captain Curtis left with his company to do shore duty. At 9:30 cast off and proceeded down the river. At 3:15 p. m. passed U. S. S. *Louisville* at Grand Gulf. At 7:35 p. m. dropped anchor at the foot of Cole's Creek Bend.

July 20.—At 9 p. m. got underway. At 10 p. m. ran aground. U. S. S. *Manitou* pulled us off.

Extracts from log of U. S. S. *Rattler*, Acting Master W. E. H. Fentress, commanding.

July 12, 1863.—At 4:30 a. m. the *Conestoga* signaled. At 5 a. m. got underway and made fast alongside the *Manitou*. Received on board 6 barrels powder. At 5:30 cast off from the *Manitou* and stood up Red River, the *Forest Rose* leading us and the *Conestoga*, *Petrel*, *Curllew*, and *Manitou* astern of us, the *Forest Rose* having in tow a flat with a IX-inch gun mounted, and the *Conestoga* a flat with a 100-pounder Parrott gun. From 8 to meridian: Proceeding up river in all haste. At 9 a. m. entered Black River. At 4:45 p. m. passed a small steamer on fire. Were informed that she was fired by a party of rebels about an hour before we came up with her. At 6:50 p. m. arrived at the town of Trinity, La., at the junction of Little Ouachita and Tensas rivers. At 7:30 made fast to bank on the left shore of Tensas River; the fleet making fast in like manner astern of us, opposite the town of Trinity.

July 13.—At 6:30 a. m. entered the French Fork of Little River, having received information that the rebel steamer *Louisville* was there. At 7:45 the *Manitou* came up with her and captured her without resistance. Backed down to the junction of Little River and French Fork, we leading, the prize *Louisville* following, and the *Manitou* bringing up the rear, and stood down the river. At 1 p. m. stood up Tensas River, Lieutenant-Commander Selfridge on board. At 5:30 p. m. arrived at Borman's Ferry. A large quantity of cotton was on fire on the left bank and a large party of rebel cavalry were seen retreating back into the country. Fired one 5-second shrapnel at them, the *Forest Rose* firing several shots over the right bank where another party of the enemy had retreated. Landed an armed party and searched the house and country for some distance. No enemy to be discovered. At 6 p. m. cast off from the bank and stood down Tensas River, the *Forest Rose* leading. At 7:30 p. m. made fast to the right bank of the river at Daniel's plantation.

July 14.—At 7:30 a. m. arrived at Chamberlain's plantation. Made fast to the bank and sent an armed party and a working party on shore to bring off some sugar on the plantation. From 8 to meridian, took on board 16 hogsheads of sugar and 5 barrels of rum. At 1 p. m. arrived at Trinity, on Black River. Delivered to prize steamer *Elmira* 16 hogsheads of sugar and 5 barrels of rum. Took on board a lot of lumber from a sawmill on shore for the use of the vessel. From 8 to midnight, lying at anchor in Ouachita River.

July 16.—Black River, La. At 5 a. m. hove up anchor and stood down the river. At 9:15 a. m. made fast to the bank at the plantation of Major Beard. Sent an armed party ashore and posted pickets around the house. Ordered him to remove all furniture, etc., from his dwelling house, as we had directions from Lieutenant-Commander Selfridge to burn his house and gin, he having given information to the enemy of our approach up the river. At 2 p. m. set fire to the gin house on the Beard plantation. At 3 p. m. the *Conestoga*, *Forest Rose*, and *Curlew* arrived. Lieutenant-Commander Selfridge gave us orders not to burn his house and not to carry away his negroes. At 4:15 p. m. cast off from shore and stood down the river.

Order of Acting Rear-Admiral Porter U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, for convoy duty at request of General Grant.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, Off Vicksburg, July 12, 1863.

SIR: You will proceed to Natchez and lie above the town in such position that you can drop down quickly and prevent the crossing of any cattle that may be intended for the enemy. You will overhaul all boats going to and fro, and examine the persons in them to ascertain if they have any letters, but you will not interfere with the produce intended for the city. You can allow provisions enough of all kinds to be carried over for the use of the city, but in daily

quantities, and allow the inhabitants along the plantations to send their usual allowance of articles to market. You will move up and down now and then so as not to be always in the same place, and if you find that you can do so without difficulty, you will sometimes approach the city, especially at night. If they attempt to swim cattle over in large quantities, run in among them and shoot them with musketry. Do not hold any communication with the shore, or let any one come on board your vessel. The object in sending you there is to cut off the supplies of cattle for the enemy's army, not in any way to harass the inhabitants; they will be allowed to use skiffs to ferry them over or one flat to take over any private vehicles, and unless this is abused or used for military purposes, you will not interfere with them.

I expect from your usual diligence and attention to orders that you will break up the system of passing over cattle.

In a short time I will send a light-draft to attend on you or a tug with a fieldpiece.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER, U. S. Navy,
Commanding U. S. S. Benton.

Report of Fleet Captain Pennock, U. S. Navy, regarding the dispatching of the new monitors Neosho and Osage.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., July 12, 1863.

SIR: The *Osage* arrived on the 8th, having been brought down by an officer and part of the crew of the *Neosho*. Having no other officer senior to Acting Volunteer Lieutenant J. P. Couthouy, I have ordered him to command her, and as soon as I can get enough men for her and organize her properly I will dispatch her down the river.

The *Neosho*, Commander Febiger, arrived last night. She will have all her stores on board by to-morrow night, and will be sent down the river as soon as possible. I would send one of these boats up the Ohio, but the river is falling rapidly and I fear they might be caught up by low water.

General Buford informs me that he has now but 130 available men under his command here. I shall have to depend upon my own resources for the protection of the vast amount of public property here if a raid is made upon this place.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Seizure of the propeller Clyde, by the U. S. S. Hastings, July, 1863.

Report of Lieutenant-Commander Phelps, U. S. Navy.

U. S. IRONCLAD RAM EASTPORT, *July 13, 1863.*

GENERAL: I have the honor to enclose herewith the report* of Master Commanding Griswold, gunboat *Hastings*, in relation to the seizure of the propeller *Clyde*. With it is enclosed her custom-house permit to proceed to the port of Buck Island (wherever that may be) on which is endorsed "subject to military orders."

The vessel was captured lying tied to the bank upon the Mississippi side of the river and without military or naval protection. She had, therefore, violated General Grant's order in relation to landing along the river, and her permit itself is given with military limitation as to landings. She is, I presume, forfeited to the Government. The *Clyde* will, I think, answer the purpose of a ferryboat to President's Island, and I turn her over to you, with her officers, crew, and papers, to dispose of according to the rules governing such cases in the army. Be pleased to send a guard to take charge of her.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander, Commanding Second Division
Mississippi Squadron.

Major-General HURLBUT,
Commanding Sixteenth Army Corps, etc.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy,
transmitting petition of the owners of the vessel.

NAVY DEPARTMENT, *October 8, 1863.*

SIR: The enclosed letter of J. D. Goff & Co., urging their claims as owners of the steam propeller *Clyde*, is referred to you for information and for a statement of the facts in the case.

Be pleased to return the letter to the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Enclosure.]

WASHINGTON CITY, *October 5, 1863.*

SIR: The undersigned, citizens of Memphis, Tenn., and owners of the steam propeller *Clyde*, respectfully represent that on the — day of July, 1863, while said vessel was lying to on the east bank of the Mississippi River about 30 miles below Memphis, she was seized by the U. S. gunboat *Hastings*, Lieutenant Griswold, master, and brought to Memphis, where, under orders of Captain Phelps, divi-

* Not found.

sional commander, she was turned over to Major-General Hurlbut, commanding at that point, who still retains possession of the vessel. The cause or grounds of seizure the said owners are unable to state, as no written and formal charges have been presented in the case, and they are left to conclude only from what transpired in conversation at the time of seizure that it was owing to landing, as it is asserted, in violation of her clearance and of naval orders without cover of a gunboat. It was also intimated that strong suspicions existed in the minds of the officers of the *Hastings* that the boat had been involved in some smuggling transaction on a previous trip. These owners assert their entire innocence in the premises, and are prepared, if a trial is awarded them and opportunity afforded for defense, to prove that the landing was made in conformity to the clearance by the Treasury officers and with the knowledge and approval of the military and naval authorities, and further that they are innocent of smuggling or attempting to smuggle and are not cognizant of or in complicity with any parties combining to smuggle goods or articles of any kind through military lines. All that these parties would invoke is a fair and impartial trial, and contend that it is without precedent and in violation of their constitutional rights as loyal citizens of the United States, which they assert themselves to be, to deprive them of their property without the forms of trial and an opportunity of defense awarded. They would further state that upon an application to Major-General Hurlbut for a hearing it was replied that he had no jurisdiction to try the case, that the boat had been passed over to and receipted for by him, and that she was merely in his custody for safe-keeping, ready to be delivered at any time to the naval authorities when called for. Under these circumstances these parties are without remedy except through the interposition of orders from your department. The premises considered, these petitioners would pray an order investing General Hurlbut with authority to hear, investigate, and dispose of the case, or if this can not be done consistent with naval rule, then that Captain Phelps be instructed to detail some naval officer or officers to hear and dispose of the matter in such manner as he or they may, upon a fair, full, and impartial hearing, deem just to these parties and consistent with the public interest.

Very respectfully,

J. D. Goff & Co.,
Owners.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Porter, U. S. Navy, acknowledging receipt of papers and transmitting request for release to Major-General Hurlbut, U. S. Army.

No. 162.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, October 13, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of October 8, enclosing a letter from J. D. Goff & Co. It is the first I have heard of the transaction, as nothing of the kind has been reported to me.

If Acting Master Griswold had anything to do with the matter, I have no doubt his course was a wrong one, as I had to remove him from command for improper interference with loyal people.

I shall make enquiries and report to the Department, and have written the enclosed letter to General Hurlbut, which I expect will release the vessel if she is not held by General Hurlbut on some other ground, or from military necessity.

I am, sir, very respectfully, your obedient servant,
 DAVID D. PORTER,
Rear-Admiral.

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

[Enclosure.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, October 13, 1863.

GENERAL: I enclose you a copy of a letter sent to me by the honorable Secretary of the Navy. If the steamer *Clyde*, referred to in the letter, is held by you in consequence of any complaint made by any naval officer, I beg leave to request that she may be delivered up to the owners, as the proceeding on the part of the officer who detained her is out of order and contrary to all rules of law. If she is detained from any military purpose by your authority, will you please to inform me, so that I may notify the Navy Department and relieve them from the applications of the owners.

Very respectfully, your obedient servant,
 DAVID D. PORTER,
Rear-Admiral.

Major-General S. A. HURLBUT,
Commanding 16th Army Corps, Memphis, Tenn.

Explanatory report of Lieutenant-Commander Phelps, U. S. Navy.

U. S. GUNBOAT HASTINGS,
Mound City, October 18, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 15th instant, enclosing papers from the Navy Department concerning the propeller *Clyde*.

In reply to the petition of Messrs. J. D. Goff & Co., I have to state that the military order, to which her permit to land was given subject, was that no vessel on the Mississippi River below Memphis should land upon either bank, except at military posts or under cover of the battery of a gunboat, which order had been very generally published; that Buck Island is, as its name imports, an island having a farmhouse and wood yard upon it; that the *Clyde* was found tied to the bank on the Mississippi side, not at Buck Island, where she had no clearance to go, and where, even if she had a clearance, she was without military or naval protection as required when landing; that when I arrived at Memphis and found the *Clyde* there, seized by the *Hastings*, I did not consider her of value enough to send to Cairo, or to pay the expense of trial in the U. S. district court, and as General Hurlbut had expressed a desire to have such a craft for ferrying purposes, I offered to turn this one over to him to be disposed of according to army usage in such cases; that a Mr. Hurlbut, representing

himself as owner or part owner, came to me at the time about the vessel, to whom I explained that I must either send her to be tried as a maritime prize by the U. S. court for the southern district of Illinois, or to the military commander of the district in which the vessel had violated a purely military order; that if I took the latter course I had nothing further to do with her or her people, and, being in General Hurlbut's possession, it would remain with him to release her or to bring her before a military commission; that Mr. Hurlbut expressed himself highly satisfied that this court should be taken and preferred it, more than intimating that he would have no difficulty in getting her released.

The copy of my letter to General Hurlbut, herewith enclosed, will show that I turned her over to the general with the evidence in my possession, to dispose of according to rules governing such cases in the army. Thus the captain of the *Hastings* became simply an apprehender of persons and property engaged in the act of violating a military order.

The owners, in their representations to the Navy Department, appear to have been entirely misinformed; yet how this can be I can not understand, since Mr. Hurlbut, one of them, certainly knew all about it, and some one else, claiming to be interested, has since that time applied to me concerning her, and him I referred to General Hurlbut, stating that the navy had nothing to do with her, the general having received her and undertaken to dispose of her case by military proceedings.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Additional report of Lieutenant-Commander Phelps, U. S. Navy.

U. S. GUNBOAT HASTINGS,
Cairo, October 18, 1863.

SIR: In regard to the *Olyde*, I desire to state in a second letter, not thinking it proper to give this information to the owners, that the irregular and loose manner in which Master Commanding [W. N.] Griswold had seized the vessel, taking from the people found on board their purses without making a note as to who were owners or what the amount in each, and he had permitted the crew and others to go [on] shore, exacting some kind of bond. I further questioned if the court would sustain her capture as a maritime prize, while there was no question as to her liability in an examination by military commission. These reasons induced me, together with the little value of the boat, to get rid of her in the manner I did, thinking it judicious to [do] so.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, commending the officers under his command and referring to operations against Vicksburg.

No. 91.]

U. S. MISSISSIPPI SQUADRON,
FLAG SHIP BLACK HAWK,
Off Vicksburg, July 13, 1863.

SIR: I have made reports to the Department of the different actions that have occurred on this river since the investment of Vicksburg, and it now remains for me to give credit to the different officers who have participated in the events transpiring here.

When I took command of this squadron, this river was virtually closed against our steamers from Helena to Vicksburg. It was only necessary to impress the officers and men with the importance of opening communication with New Orleans, and every one, with few exceptions, have embarked in the enterprise with a zeal that is highly creditable to them, and with a determination that the river should be opened if their aid could effect it.

With such officers, and the able general who commanded the army, I have not feared for the result, though it has been postponed longer than I thought it would be.

First and foremost, allow me to speak of Captain Pennock, fleet captain and commandant of station at Cairo. To him I am much indebted for the promptness with which he has kept the squadron supplied with all that was required or could be procured. His duty has been no sinecure, and he has performed it with an ability that could not have been surpassed by any officer of the Navy. He has materially assisted me in the management of the Tennessee and Cumberland squadrons, keeping me promptly informed of all the movements of the enemy, and enabling me to make the proper dispositions to check him, exercising a most discreet judgment in moving the vessels to meet the rebels when there was no time to hear from me.

The war on the banks of the Tennessee and Cumberland has been carried on most actively; there has been incessant skirmishing between the guerrillas and gunboats, in which the rebels have been defeated in every instance. So constant are these attacks that we cease to think of them as of any importance, though there has been much gallantry displayed on many occasions.

Lieutenant-Commanders Phelps and Fitch have each had command of these rivers and have shown themselves to be most able officers. I feel no apprehension at any time with regard to movements in that quarter. Had it not been for the activity and energy displayed by Lieutenant-Commander Fitch, Captain Pennock, and Lieutenant-Commander Phelps, General Rosecrans would have been left without provisions.

To Captain Walke, Commander Woodworth, Lieutenant-Commanders Breese, Greer, Shirk, Owen, Wilson, Walker, Bache, Murphy, Selfridge, Prichett, Ramsay, and Acting Volunteer Lieutenant Hoel I feel much indebted for their active and energetic attention to all my orders, and their ready cooperation with the army corps commanders at all times, which enabled them to carry out their plans successfully.

The *Benton*, Lieutenant-Commander Greer; *Mound City*, Lieutenant-Commander Byron Wilson; *Tuscumbia*, Lieutenant-Commander

Shirk; *Carondelet*, Acting Lieutenant Murphy; and the *Sterling Price*, Commander Woodworth, have been almost constantly under fire of the batteries at Vicksburg since the forty-five days' siege commenced.

The attack of the 22d of May by the *Benton*, *Mound City*, *Carondelet*, and *Tuscomb* on all the water batteries, in which three were silenced and four guns injured or dismounted, was one of the best contested engagements of the kind during the war.

On the next attack of the same gunboats, when General Grant opened all his batteries for six hours, the river batteries were all deserted, and the gunboats moved up and down without having a shot fired at them, showing the moral effect the first attack had.

The attack of the *Cincinnati*, Lieutenant-Commander Bache, on the water battery, will long be ranked among the most gallant events of this war, and though Lieutenant Bache had the misfortune to have his vessel sink under him, he well deserves the handsome commendations bestowed upon him by the Department.

To Lieutenant-Commander Ramsay, of the *Choctaw*, was assigned the management of three heavy guns placed on scows and anchored in a position that commanded the town and water batteries. Every gun the enemy could bring to bear on these boats were fired incessantly at them, but without one moment's cessation of fire on the part of our seamen, though the enemy's shot and shell fell like hail among them. This battery completely enfiladed the batteries and rifle-pits in front of General Sherman and made them untenable.

The mortar boats were under charge of Gunner Eugene Mack, who for thirty days stood at his post, the firing continuing night and day. He performed his duty well, and merits approval. The labor was extremely hard, and every man at the mortars was laid up with sickness, owing to excessive labor. After Mr. Mack was taken ill, Ensign Miller took charge and conducted the firing with marked ability. We know that nothing conduced more to the end of the siege than the mortar firing, which demoralized the rebels, killed and wounded a number of persons, killed the cattle, destroyed property of all kinds, and set the city on fire. On the last two days we were enabled to reach the outer works of the enemy by firing heavy charges of 26 pounds of powder; the distance was 3 miles, and the falling of shells was very annoying to the rebels--to use the words of a rebel officer, "Our shells intruded everywhere."

Lieutenant-Commander Breese has been very efficient in relieving me of a vast amount of duty, superintending personally all the requirements made on the navy, and facilitating the operations of the army in every way that laid in his power. In every instance, when it was at all possible to bring the *Black Hawk* into action against the enemy's batteries, he has not hesitated to do so, though she is not fortified exactly for such a purpose. His long-range guns have done most excellent service at different times.

I beg leave to mention the different commanders of the light-drafts who have carried out my orders promptly, aided in keeping guerrillas from the river, convoyed transports safely, and kept their vessels in good condition for service, viz:

Acting Volunteer Lieutenant George W. Brown, commanding *Forest Rose*.

Acting Volunteer Lieutenant C. Dominy, commanding *Signal*.

Acting Volunteer Lieutenant J. S. Hurd, commanding *Covington*.

Ensign William C. Hanford, commanding *Robb*.

Acting Master J. C. Bunner, commanding *New Era*.

Acting Volunteer Lieutenant J. V. Johnston, commanding *Romeo*.

Acting Volunteer Lieutenant John Pearce, commanding *Petrel*.

Acting Master W. E. H. Fentress, commanding *Rattler*.

Acting Volunteer Lieutenant T. E. Smith, commanding *Linden*.

Acting Volunteer Lieutenant E. F. Brennand, commanding *Prairie Bird*.

Acting Volunteer Lieutenant J. Goudy, commanding *Queen City*.

There are others who deserve commendation, but these seem to me the most prominent.

The action of the 4th of July at Helena, wherein the *Tyler* participated so largely, has already been reported to the Department. There is no doubt left in the minds of any but that the *Tyler* saved Helena, for though General Prentiss fought with a skill and daring not excelled in this war, his little force of 3,500 men were fast being overpowered by the enemy with 18,000 men when the *Tyler* took a position and changed the fortunes of the day.

I must not omit to mention Acting Volunteer Lieutenants Hamilton and Richardson, of the powder vessels *Great Western* and *Judge Torrence*; they were unremitting in their attentions to their duties during the siege, supplying without delay every requisition made on them by army and navy and volunteering for any service.

When the army called on the navy for siege guns I detailed what officers and men I could spare to man and work the batteries. Lieutenant-Commander Selfridge had command of the naval battery on the right wing, General Sherman's corps. This battery was worked with marked ability and elicited the warmest praises from the commanding general. One thousand shells were fired into the enemy's works from Lieutenant-Commander Selfridge's guns. His services being required up the river, I relieved him a few days before the surrender, and Lieutenant-Commander Walker supplied his place and conducted the firing with the same ability. Acting Master Charles B. Dahlgren was ordered to report to General McPherson for duty, and was assigned the management of two IX-inch guns, which were admirably served.

Acting Master Reed, of the *Benton*, had charge of the batteries at Fort Benton, so named by General Herron in honor of the occasion. General Herron generously acknowledged the services of those I sent him, which communication I enclose with this report.

I have endeavored to do justice to all who were immediately engaged in the struggle for the mastery of the Mississippi. To the army do we owe immediate thanks for the capture of Vicksburg; but the army was much facilitated by the navy, which was ready at all times to cooperate. This has been no small undertaking; the late investment and capture of Vicksburg will be characterized as one of the greatest military achievements ever known. The conception of the idea originated solely with General Grant, who adopted a course in which great labor was performed, great battles were fought, and great risks were run; a single mistake would have involved us in difficulty, but so well were all the plans matured, so well were all the movements timed, and so rapid were the evolutions performed that not a mistake has occurred from the passage of the fleet by

Vicksburg and the passage of the army across the river up to the present time.

So confident was I of the ability of General Grant to carry out his plans when he explained them to me, that I never hesitated to change my position from above to below Vicksburg. The work was hard, the fighting severe, but the blows struck were constant. In forty-five days after our army was landed, a rebel army of 60,000 men had been captured, killed, and wounded, or scattered to their homes, perfectly demoralized, while our loss has been only about 5,000 killed, wounded, and prisoners, and the temporary loss of one gunboat.

The fortifications and defenses of the city exceed anything that has been built in modern times, and are doubly unassailable from their immense height above the bed of the river.

The fall of Vicksburg ensured the fall of Port Hudson and the opening of the Mississippi River, which I am happy to say can be traversed from its source to its mouth without apparent impediment, the first time during the war.

I take this opportunity to give to Mr. Fendall and Mr. Strausz, assistants in the Coast Survey, the full credit they deserve for their indefatigable industry. Since they have been attached to the squadron, they have been connected with almost every expedition that has been undertaken; they have kept both army and navy supplied with charts when they could not otherwise be obtained; they were found ready at all times to go anywhere or do anything required of them, whether it was on a gunboat expedition or in the trenches before Vicksburg, engineering, when the general commanding called for volunteers from the navy. They have added to our collection of maps many geographical corrections which are valuable, and they have proved to me that no squadron can operate effectively without a good corps of surveyors.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Occupation of Yazoo City by a combined force under Lieutenant-Commander Walker, U. S. Navy, and Major-General Herron, U. S. Army, July 13, 1863, resulting in sinking of the U. S. S. Baron De Kalb and destruction by Confederates of their vessels.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, Navy, proposing cooperation of gunboats.

VICKSBURG, MISS., July 11, 1863.

I am just informed that Johnston has just sent a dispatch to Yazoo City to press all the negroes in the country, and set them to work fortifying. One thousand are already collected, guarded by two regiments of infantry; also that their fleet of steamers has come down to that place. Johnston claims to have repulsed Sherman and captured three brigades. As I have no news from Sherman confirmatory, I doubt the truth of this statement.

General Washburn informs me that the Yazoo River has risen 6 feet. Will it not be well to send up a fleet of gunboats and some troops and nip in the bud any attempt to concentrate a force there? I will order troops at once to go aboard of transports.

Very respectfully,

U. S. GRANT.

Admiral PORTER,

Commanding Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, announcing his readiness to move.

FLAGSHIP BLACK HAWK,
Off Vicksburg, July 11, 1863.

GENERAL: Port Hudson surrendered unconditionally on the 9th inst. The steamer has just brought the dispatches.

As General Herron is all ready, allow me to suggest that he move up the Yazoo to-morrow morning, when I shall be ready.

Yours, truly,

DAVID D. PORTER.

Major-General U. S. GRANT,

Commanding Department of the Tennessee.

Order of Major-General Grant, U. S. Army, to Major-General Herron, U. S. Army, to proceed to Yazoo City, when gunboats are ready to cooperate.

VICKSBURG, MISS., *July 11, 1863.*

GENERAL: The fall of Port Hudson obviates the necessity of your move in that direction. Your orders are, therefore, countermanded. You will proceed with your command on transports to Yazoo City, take possession of that place, and drive the enemy from that place and section.

Johnston is reported as having sent orders to have Yazoo City fortified. This we can not permit. Admiral Porter is sending gunboats to cooperate. Communicate with him, and move when he is in readiness.

Take with you a battery, if you can get it aboard without too much delay.

By order of Major-General U. S. Grant:

JNO. A. RAWLINS,
Assistant Adjutant-General.

Major-General F. J. HERRON.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, transmitting report for forwarding to the Department.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, July 15, 1863.

DEAR PENNOCK: The war is not over yet, as you will see by the enclosed, which you will please telegraph carefully to the Depart-

ment. The *De Kalb* has gone up, and I suppose this is the war we will have to fight now, if we lose the whole squadron. We must chase the rebels up while a flag of theirs floats.

Make all arrangements at once for sending me a bell boat with people to raise the *Cincinnati*, which is an easy job, and the *De Kalb*, which I am afraid is much hurt, and the *Cairo*, which lies 10 or 20 feet under water. I will have them all in commission again if I can, and better vessels make of them.

Yours, very truly,
 [Acting Rear-Admiral, Commanding Mississippi Squadron.]

DAVID D. PORTER,

Captain ALEX. M. PENNOCK,
 Fleet Captain and Commandant of Station, Cairo, Ill.

[Enclosure.]

No. 94.]

U. S. MISSISSIPPI SQUADRON,
 Flagship *Black Hawk*, Off Vicksburg, July 14, 1863.

SIR: Hearing that General Johnston was fortifying Yazoo City with heavy guns, and gathering troops there for the purpose of obtaining supplies for his army from the Yazoo country; also, that the remainder of the enemy's best transports were there, showing a possibility of his attempt to escape, Major-General Grant and myself determined to send a naval and military expedition up there to capture them. The *Baron De Kalb*, *New National*, *Kenwood*, and *Signal* were dispatched under command of Lieutenant-Commander John G. Walker, with a force of troops numbering 5,000 under Major-General Francis J. Herron. Pushing up to the city, the *Baron De Kalb* engaged the batteries, which were all prepared to receive her, and, after finding out their strength, dropped back to notify General Herron, who immediately landed his men, and the army and navy made a combined attack on the enemy's works; the rebels soon fled, leaving everything in our possession, and set fire to four of their finest steamers that ran on the Mississippi River in times past. The army pursued the enemy and captured their rear guard of 260 men, and at last accounts were taking more prisoners. Six heavy guns and one vessel, formerly a gunboat, fell into our hands, and all the munitions of war. Unfortunately, while the *Baron De Kalb* was moving slowly along, she ran foul of a torpedo, which exploded and sank her. There was no sight of anything of the kind to be seen. While she was going down, another exploded under her stern. The water is rising fast in the Yazoo, and we can do nothing more than get the guns out of her and then get her into deep water, where she will be undisturbed until we are able to raise her.

But for the blowing up of the *Baron De Kalb*, it would have been a good move. We have generally obtained information of torpedoes from negroes and deserters, but heard nothing of this. Many of the crew were bruised by the concussion, which was severe, but no lives were lost. The officers and men lost everything. She went down in fifteen minutes. We must have her up again as soon as possible. We have much to contend with in these narrow rivers, and can not guard against these hidden dangers while an enemy's flag floats.

The usual lookout was kept for torpedoes, but this is some new invention of the enemy, which we will guard against hereafter. An attempt was made by the perpetrator, late Lieutenant Isaac N. Brown, to plant torpedoes once before, but the people of Yazoo City threatened to hang him if he did so. We felt sure that they would not permit it on this occasion. While a rebel flag floats anywhere, the gunboats must follow it up. The officers and men risk their lives fearlessly on these occasions, and I hope the Department will not take too seriously the accidents which happen to the vessels when it is impossible to avoid them.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Walker, U. S. Navy, commanding gunboats.

U. S. S. BLACK HAWK,

Vicksburg, July 22, 1863.

SIR: I have the honor to report that I left this place on the 12th with the *De Kalb*, *Kenwood*, *Signal*, and *New National*, to cooperate with the force under General Herron, in an expedition to Yazoo City. Arriving near Yazoo City on the afternoon of the 13th, I steamed up within range of the enemy's works to reconnoiter, drawing the fire of six guns in position.

Having ascertained the force of the enemy I dropped out of fire to give General Herron time to land his troops. Before the troops were all landed the enemy commenced evacuating his works. I immediately steamed up to prevent the removal of guns, while the troops advanced along the shore.

When abreast of the navy yard at the lower end of town, the *De Kalb*, leading, struck a torpedo, which, exploding, caused the sinking of the vessel in about fifteen minutes; no one on board was injured by the explosion. Before sinking, the vessel was made fast to the bank and the small arms and much of the movable property saved.

On the 14th I commenced getting out the battery, and on the 21st got out the last gun.

An 8-inch columbiad, 4 rifled 30-pounders, and a howitzer, with about 250 prisoners, were captured. The steamer *St. Mary* was captured, and five of the finest steamboats in the West burned to prevent their falling into our hands. The names of the steamboats burned were the *Magenta*, *Magnolia*, *Prince of Wales*, *Pargoud*, and *Peytona*.

Very respectfully, your obedient servant,

JOHN G. WALKER,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Second report of Acting Rear-Admiral Porter, U. S. Navy.

No. 101.]

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, Off Vicksburg, July 22, 1863.

SIR: I have the honor to inform you of the blowing up of the *Baron De Kalb* by a hidden torpedo, 17 having been planted in the river without wires attached to them. The water having risen 2 or 3 feet during the night, enabled all the vessels but the *De Kalb* to pass over them.

I am not sure that we shall be able to raise the *De Kalb*, as she sank in 20 feet of water, and we can not yet ascertain her injuries, but every effort will be made.

I ordered her guns and every article that could be got at to be removed, and this duty was performed under the most difficult circumstances. Every gun and carriage was saved undamaged; also everything else of value. Officers and men vied with each other in endeavoring to save the guns and stores. The work had all to be performed in 15 or 20 feet of water, and the officers set the example in diving down to make fast to the gun carriages. All the small arms were saved in the same way; also the paymaster's books and Government funds.

We are somewhat compensated for the loss of the *De Kalb* by the handsome results of this expedition. Five of the largest and best boats that ever ran on this river were destroyed by the rebels to prevent their falling into our hands; they were burned entirely up, and one smaller one was captured. The rebels sustained a great loss in these boats; any one of them could have been converted into a powerful ram or gunboat, and the loss of them breaks up their chances of transporting troops.

Besides the destruction above mentioned, the combined forces captured five heavy guns and a lighter one, and all the ammunition and stores of the enemy. The rebels can not afford to lose all this material of war; it frees the Yazoo River of rebel troops.

As the people of Yazoo City did not take the trouble to warn us of the existence of torpedoes after the enemy fled, which they had an opportunity of doing, 3,000 bales of cotton were seized by General Herron to pay for the gunboat that was lost through their treachery. The loss to the enemy in this expedition has been all the guns left on Yazoo River, \$800,000 worth of steamers, \$550,000 worth of cotton, and as much more in other stores necessary for the maintenance of an army.

The officers and men composing the naval part of this expedition have lost no reputation on account of the sinking of the *De Kalb*, but have exhibited a perseverance and attention to duty worthy of the highest praise. Their labors in recovering their guns and stores will not be surpassed by anyone on any other occasion.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Third report of Acting Rear-Admiral Porter, U. S. Navy, transmitting extract from Confederate newspaper.
No. 124.]

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Cairo, August 23, 1863.

SIR: In the last expedition I sent up the Yazoo to recover the *Baron De Kalb*, it was ascertained that she was too much damaged to save her hull, two torpedoes having exploded under her, tearing her bow and stern all to pieces. Her guns and stores were saved (with the exception of her provisions) and part of her machinery taken off. The water was falling so rapidly that the gunboats were obliged to return precipitately from the river to escape being kept up there the rest of the season.

The iron and all other portions of the hull were removed to prevent its being of use to the enemy in case he should return to those parts, which is not likely.

I find that our visits to the Yazoo River cost the rebels more than I at first supposed.

Captain Walker received information to be relied on, that besides the 5 large steamers destroyed at or near the city of Yazoo, Isaac N. Brown, late lieutenant in the U. S. Navy, in a panic, and for fear they would fall into our hands, set fire to and sank 14 others, among them 9 large ones, the machinery of which was intended to be sent to Selma for the gunboats building at that place. This makes 14 steamers lost to the enemy on the last visit, and 8 on the second. Confirmatory of this I enclose an extract from a rebel paper.

There are no more steamers on the Yazoo; the large fleet that sought refuge there, as the safest place in rebeldom, have all been destroyed.

I hear to-day that Lieutenant Commanding Bache has captured two rebel steamers in White River, loaded with stores, all the steamers that were up there. I have received no official report of the transaction as yet.

I am, sir, very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of Navy, Washington.

[Enclosure.]

A rebel postscript, concerning the capture of Yazoo City.

A correspondent of the Atlanta Appeal writes as follows in relation to the capture of Yazoo City and the burning of the fleet of boats at that point:

You have been informed of the gallant fight made by the garrison of 700 men at Yazoo City, repulsing the gunboats, and the subsequent blowing up of the works and evacuation of the place. It appears now that 5,000 Yankee infantry were moving to the rear of the city. It was a cunning move on the part of the Yankees, their object being to interest both the fortifications and Commodore Brown's fleet of boats until the infantry could get above them on the river, thus cutting off retreat and capturing a very rich prize. Our men were too wise to be caught in such a trap. The only boat captured was the little packet boat *St. Mary*, the crew escaping in small boats.

Though the Yankees gained nothing, our loss is very heavy in boats and material of a character much needed. Commodore Brown scuttled and burned the *Magenta*, *Mary Keene*, *Magnolia*, *Pargoud*, *John Walsh*, [R. J.] *Lockland*, *Scotland*, *Golden Age*, *Arcadia*, [Ferd.] *Kennett*, [E. J.] *Gay*, *Peytona*, *Prince of Wales*, *Natchez*, and *Parallel* in the Yazoo River, and *Dewdrop*, *Emma Bett*, *Sharp*, and *Meares* in the Sunflower. We have only left, of all the splendid fleet which sought refuge in the Yazoo River, the *Hope*, *Hartford City*, [Ben] *McCulloch*, and *Cotton Plant*, which are up the Tallahatchie and Yalobusha. The *Kennett* is sunk across the mouth of the Yalobusha and the *Walsh* across that of the Tallahatchie.

The gunboats came up the river as far as the mouth of the Tchula River, and raided in the direction of the Blackwater and Lexington. This closes the history of another strongly defended river.

Extract from log of U. S. S. *Kenwood*.

July 12, 1863.—At 1:50 a. m. entered the Yazoo River. At 3:15 met the steamer *Diligent* bound down. At 3:50 came in sight of the encampment at Haynes' Bluff. At 4 a. m. passed the fleet of transports at Haynes' Bluff. At 7:45 a. m. passed the mouth of the Big Sunflower River.

July 13.—At 8:15 a. m. transports *Armenia*, *Dove*, *Iatan*, *Arago*, *Prima Donna*, *Anglo-Saxon*, and *Meteor* came up astern. At 9:10 p. m. dropped in astern of the *Anglo-Saxon* and proceeded up the river. At 9:30 piped to quarters and exercised the guns for one hour. At 10:40 a. m. came up with the ironclad gunboat *Baron De Kalb*. From 12 to 4 p. m.: Weather cloudy and threatening rain. At 12:30 p. m. tied up to the bank above the gunboat *Signal*. At 1:50 p. m. cast off from the bank and started up the river. At 2:15 p. m. the *Baron De Kalb* was fired into from the fortifications of Yazoo City. She replied, and we, coming in range, opened on them with bow guns, expending one 5-second shell and ten 10-second shells. At 3:40 p. m. ceased firing and dropped down to the place of starting. At 3:55 tied up to the bank. At 6:45 p. m. Captain Walker came alongside in a cutter. At 1:15 p. m. steamer *Dove* passed up. At 7:20 p. m. started up the river, the *De Kalb* in advance, we following a short distance astern. At 7:30 p. m. the *De Kalb* was struck by a torpedo and sank in about twenty minutes. By 9 o'clock the crew of the *De Kalb*, with their baggage, were safely aboard. At 9:15 p. m. a torpedo exploded close to our port bow, but did no damage. At 11:30 p. m. dropped down the river a short distance to allow the *Signal* to come alongside the *Baron De Kalb*.

Report of Major-General Herron, U. S. Army, commanding military force.

HEADQUARTERS HERRON'S DIVISION,

Steamer Chancellor, en route to New Orleans, July 25, 1863.

COLONEL: I have the honor to report that on the 10th instant, while in camp at Vicksburg, I received orders from Major-General Grant to embark the troops of my command on boats for Port Hudson.

On the morning of the 11th, my command was embarked and ready to move, when news of the surrender of that place was received, and the orders were countermanded, and I was directed to proceed to and up the Yazoo River.

As this change of orders necessitated a change of boats, consuming much time, my fleet sailed about 11 a. m. of the 12th instant, conveyed by the ironclad gunboat *De Kalb*, Captain Walker, commanding, and two tinclads.

On arriving at Haynes' Bluff, during the afternoon of the same day, I took on 25 men of the Second Wisconsin Cavalry, under Lieutenant E. J. Meyers, and proceeded up the river.

About noon of the 13th instant, I arrived at a point about one and one-half miles below the city of Yazoo, and immediately sent the gunboats farther up the stream to engage and ascertain the strength and position of the enemy's batteries, and commenced disembarking my troops. Captain Walker, with the *De Kalb*, proceeded upstream, and in a very few minutes was engaging the enemy. Owing to the river being so narrow and crooked, he was able to bring but one or two of his guns to bear on their works, and, finding the enemy's guns were posted in strong positions, in well-constructed earthworks, and ascertaining their exact location, he withdrew after firing some 30 rounds.

Previous to landing my troops, I had dispatched the cavalry force of 25 men, under Lieutenant Meyers, from a point some 3 miles below, to proceed up the west side of the river to the rear of the city and prevent the enemy, if possible, from removing any of the boats reported to be there, and also obtain such information as they could of the strength and position of the enemy. Having waited some little time and hearing nothing from my scouting parties, I ordered forward three regiments of infantry to take the main road on the east side of the river and move directly upon the enemy's works. After advancing perhaps half a mile they discovered the bridge crossing a heavy bayou destroyed, so as to be unsafe for use, and the stream not fordable. Some little time was consumed in repairing this to enable us to cross, when, on pushing rapidly forward, we discovered the works deserted and the enemy fled. I immediately sent the Twentieth Wisconsin Infantry, Colonel Bertram commanding, in pursuit. He followed them some 10 miles, taking quite a number of prisoners and some arms, compelling them to leave by the roadside a few wagons and one gun carriage, partially disabled. I then ordered the fleet to proceed up the river to the city, and, with Major Clark, of my staff, went on board the gunboat *De Kalb* in advance of them. The *De Kalb* had moved up to a point nearly opposite the city, when she was blown up by a torpedo (a number of which had been placed in the river by Captain Brown, of the Confederate Navy), which tore away some 2 feet of her port bow, and sinking her in less than a quarter of an hour in 15 feet of water. Fortunately no one was hurt; and to the coolness and efficiency of Captain Walker and his subordinate officers may be attributed the fact that none was drowned, as she became unmanageable almost immediately after being struck and sank very rapidly. Captain Walker afterwards raised and brought away all her guns and a large portion of her small arms, etc.

* * * * *

I would report as the result of the expedition :

1. The capture and destruction of the works at Yazoo City.
2. Three hundred prisoners, including eight commissioned officers.
3. One small steamer captured and five burned.
4. Six pieces of heavy ordnance and a considerable amount of ordnance stores.
5. About 250 stand of small arms.
6. About 2,000 bales of cotton.
7. About 800 head of horses and mules.
8. Hospital bedding, mattresses, sheets, towels, pillows, and blankets for 450 patients.

All of which have been turned over to the proper officers of your staff.

* * * * *

I am, very respectfully, your obedient servant,

F. J. HERRON,
Major-General, Commanding Expedition.

Lieutenant-Colonel JOHN A. RAWLINS,
Assistant Adjutant-General, Department of the Tennessee.

Order of Major-General Grant, U. S. Army, to Major-General Herron, U. S. Army,
regarding his return from Yazoo City.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Vicksburg, Miss., July 14, 1863.

GENERAL: You may remain in Yazoo City as long as Admiral Porter thinks necessary to save all that can be saved from the gunboats, or leave such a force as may be necessary for the protection of those engaged in that work, and return with the balance of your command.

Bring with you such Government stores as you can, and destroy all others. You may bring along the cotton mentioned in your letter, and particularly bring all the negro men you can.

I do not want you to remain longer in Yazoo City than may be absolutely necessary, because it may become necessary for me to send all the forces that can be possibly spared to Jackson.

Very respectfully, U. S. GRANT.

Major-General HERRON,
Commanding Yazoo Expedition.

P. S.—Two regiments will be enough to leave at Yazoo City while the gunboats remain there. You will return here with the remainder of your command, as you may be needed below.

Report of Major-General Grant, U. S. Army.

VICKSBURG, MISS., *July 15, 1863—10 a. m.*

General Sherman has Jackson invested from Pearl River on the north to the river on the south. This has cut many hundred cars

from the Confederacy. Sherman says he has force enough, and feels no apprehension about the result. Finding Yazoo City was being fortified, I sent General Herron there with his division. He captured several hundred prisoners, one gunboat, five pieces of heavy artillery, and all the public stores fell into our hands. The enemy burned three steamboats on the approach of the gunboats. The *De Kalb* was blown up, and sank in 15 feet of water, by the explosion of a torpedo. Finding that the enemy were crossing cattle for the rebel army at Natchez, and were said to have several thousand there now, I have sent steamboats and troops to collect them, and to destroy their boats and all means for making a move. General Banks has made requisition on me for steamboats, coal, and forage, which I have sent. Shall I send the Ninth Army Corps back to Burnside so soon as Joe Johnston is driven from Jackson?

U. S. GRANT.

Major-General H. W. HALLECK,
General-in-Chief.

Report of Major-General Herron, U. S. Army, referring to withdrawal of his force from Yazoo City.

YAZOO EXPEDITION,
Yazoo City, July 16, 1863.

I have just received your order, and will march in one hour, taking with me seven regiments infantry and four pieces artillery, leaving Brigadier-General W. W. Orme with one regiment and five pieces at this place. My route will be south of Benton, crossing [Big] Black River at or near Warsaw. I shall go to Canton or near that place, and will carry out your orders in regard to the cavalry force. In regard to the cavalry force, there is no force of the enemy near here, except a small body of cavalry at Alexandria.

Captain Walker arrived yesterday afternoon with your first order, and I had prepared to leave, intending to move at 10 o'clock this morning.

They are making very good progress in getting out the guns from the *De Kalb*, and will finish to-morrow. I send down by this boat the well prisoners I have taken, viz, 122 privates and 7 officers. I have paroled 1 officer and 146 men from the hospitals. I shall cross Big Black to-morrow.

Very respectfully, your obedient servant,

F. J. HERRON.

General GRANT.

[Telegram.]

YAZOO CITY, *July 10, 1863.*

In the event of having to abandon the Yazoo, what shall we do with the steamboats?

ISAAC N. BROWN.

General JOSEPH E. JOHNSTON.

Order of General Johnston, C. S. Army, to Commander Brown, C. S. Navy,
regarding destruction of Confederate property.

HEADQUARTERS,
Jackson, Miss., July 14, 1863.

SIR: If it is necessary to abandon the Yazoo country, you will destroy all steamboats and public property to the extent of your means.

By command of General Johnston:

BENJ. S. EWELL,
Assistant Adjutant-General.

Capt. I. N. BROWN.

[Telegram.]

LEXINGTON, MISS., *July 17, 1863.*

Yazoo City has been abandoned to the enemy and with it the river. If there are any small steamers on the Tallahatchie have them destroyed. General Johnston has ordered me to destroy the public property along the Yazoo. This destruction should include all cotton west of Big Black. I have no one to execute this order. Can you detail one of your local companies of cavalry to burn in Holmes and Carroll? If the cotton is left for the enemy it will more than pay their expenses in taking Vicksburg. We have sunk, by torpedoes, in sight of Yazoo City, the ironclad *De Kalb*, of 13 guns. Grant intrenching close to Jackson. Heavy firing there yesterday. Enemy have not yet extended from Yazoo City beyond Benton.

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

Brigadier-General CHALMERS.

[Telegram.]

MERIDIAN, *July 20, 1863.*

We repulsed the gunboats at Yazoo City on Monday last, but our infantry force retreated and I had to abandon my guns. We destroyed our steamboats. The ironclad *De Kalb*, of 13 guns, was sunk by torpedo. I will report in writing from Selma. My few men have gone to Mobile.

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

General JOHNSTON.

Report of Commander Brown, C. S. Navy.

SELMA, ALA., *July 21, 1863.*

GENERAL: I have the honor to report that the enemy's gunboats, while ascending the Yazoo on the 14th instant, p. m., were attacked by the heavy battery under my command at Yazoo City, and, after an hour's firing, were driven back out of sight without loss on our side. While waiting for a renewal of their attempt to ascend the river I re-

ceived a message from Lieutenant-Colonel [William B.] Creasman, commanding the Twenty-ninth Regiment North Carolina Volunteers, saying that he had abandoned his works and was retreating by the Benton road. This movement left no force between my gunners and the land forces of the enemy, who were close at hand and advancing. I had then either to withdraw or suffer the capture or destruction of my men. We were the last to leave Yazoo City, and the enemy entered it soon after we marched out. It is my opinion that if Colonel Creasman had waited to receive the enemy's attack our whole force would have been captured or destroyed.

Without doubt this officer will have submitted to you a special report of the conduct of Captain Robert Voigt, commanding a company of Texans of Waul's Legion, who were serving as heavy artillerymen at Yazoo City. This Captain Voigt was ordered by Colonel Creasman to join his command on the retreat, and he could, without difficulty, have obeyed the order. If he has fallen into the enemy's hands, as is most probable, it has been because he wished to do so.

After withdrawing from Yazoo City I ordered my small command, consisting of less than 40 effective men, to make the best of their way to Mobile, Ala. In doing this I was obeying a provisional order of the Navy Department given to me some time ago.

It gives me pleasure to add, in concluding this report, that while the enemy failed to capture our transports (which we destroyed) they sustained, besides their defeat on the river, the loss of their finest ironclad (the *De Kalb*, of 13 guns, the flagship of their expedition), which was sunk by one of our torpedoes.

I have the honor to be, very respectfully,

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

General JOSEPH E. JOHNSTON,
Commanding Department, etc.,
Headquarters near Jackson, Miss.

Report of Lieutenant-Colonel Creasman, C. S. Army, commanding at Yazoo City.

JULY 25, 1863.

SIR: Being informed on the 10th instant that General Cosby was moving from Mechanicsburg in the direction of Canton, I immediately sent out pickets on the different roads leading to Yazoo City. I also sent 4 of Lieutenant Johnson's * cavalry 12 miles below the city on the road running down the west bank of the river.

About 7 p. m. on the 12th instant, I received information, through a citizen living 25 miles below the city, that there were three gunboats coming up the river, and immediately gave orders for the command to be in readiness for action. A few minutes later one of my pickets came in from below and reported one gunboat within 12 miles of the city. By a little after dark the gunners were at their guns and the infantry in the redoubts and rifle-pits, the right wing of my regiment resting on the Liverpool road and the left on the Vicksburg

* Unidentified.

road, 1 mile from the city. Captain James A. Hoskins' light battery was planted—three pieces on the Vicksburg road and one on the Liverpool road.

In the meantime the baggage, cooking vessels, etc., were placed on the wagons and sent 2 miles north of town. About 10 p. m. I received a dispatch informing me that General Cosby had engaged the enemy near Canton, and upon receipt of this information I immediately ordered the wagons and baggage on the boats, believing it impossible to retreat across the country, if retreat should become necessary. Consequently, I determined, if retreat should be inevitable, to go up the river and join General Chalmers.

Early on the 13th I called on Lieutenant Johnson for 4 reliable cavalrymen, whom I posted down the river, 5 miles distant from each other. About 10 a. m. one of these came in and reported four gunboats and six transports passing Liverpool up the river. Shortly afterwards another picket came in from the opposite side of the river, confirming previous reports. Lieutenant Johnson and Adjutant John E. Hoey also made a reconnoissance and assured me the boats were coming up the river. About 12 m. another picket came in and reported the enemy landing 3 miles below the city, though he could give no positive information as to their strength or the number of transports landing. I immediately sent Captain Sanders and Lieutenant Johnson, with about 20 men (mounted), to ascertain, if possible, their strength and movements. About 3 p. m. one gunboat appeared in sight of our battery of heavy guns, which promptly opened fire upon her at a distance of $1\frac{1}{2}$ miles. She halted, replied, and a brisk cannonade ensued, lasting about half an hour, when she ceased firing and backed out of sight down the river. During this firing Lieutenant Johnson returned and reported Captain Sanders and 3 men cut off, the enemy moving up Short Creek, endeavoring to turn our left flank. Soon after another picket from the Mechanicsburg road reported Captain Sanders and 1 man captured and 1 horse killed and confirmed Lieutenant Johnson's report as to the enemy's direction. Shortly after a picket from up the river reported the *St. Mary*, a small picket boat, captured. This boat was up the river a distance by water of 7 miles, but by land only 3 miles. The other boats were still higher up the river. Those which were wooded moved up the river, and those not wooded were burned. Captain W. T. Edwards, acting commissary of subsistence, carried the commissary stores off on those boats which escaped. One hundred beef cattle near Benton I ordered out by way of Lexington.

About 5 p. m. I determined to evacuate the place, finding I was entirely overpowered and almost surrounded. I concentrated my forces at the redoubt on the Canton road, half a mile from town, except Captain Robert Voigt, of Waul's Texas legion, who, refusing to obey my orders relative to the evacuation, was, with his company (C), captured by the enemy, when he could have escaped with the rest of the command. I considered it dangerous to send after him when I found he refused to come out, the enemy being then in sight on the west bank of the river. I ordered Captain Isaac N. Brown, C. S. Navy, to destroy or render useless the heavy artillery, which he failed to do, informing me afterwards that he did not have time, and to destroy them by blowing up would have given the enemy notice of our intention to evacuate and thereby endanger our retreat.

I moved the command about 7 p. m. toward Lexington via Benton, crossed the railroad at Goodman, and Pearl River at Edwards Ferry, arriving at Hillsborough on the 20th, and reported to you on the 22d. I would have reported at an earlier moment, but that droves of cattle were being hurried through the town and men and officers constantly passing, who reported two of your divisions coming up on the Hillsborough road and your entire army moving toward Meridian. So soon as I found the army was still near Morton and Forest, at which former place I was told you had headquarters. I reported to you.

I am reliably informed that the baggage and cooking vessels are on the road to Meridian from Winona or Louisville.

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

WM. B. CREASMAN,
*Lieutenant Colonel 29th North Carolina Regiment,
Late Commanding Post at Yazoo City.*

Colonel [B. S.] EWELL.

Correspondence between July 13 and October 30, relating to transfer of Marine Brigade from Navy to Army.

Letter from the Secretary of the Navy to the Secretary of War, transmitting suggestions from Rear-Admiral Porter, U. S. Navy.

NAVY DEPARTMENT, *July 31, 1863.*

SIR: I have the honor to transmit herewith a copy of a communication dated the 13th instant from Rear-Admiral Porter, and to recommend his suggestions touching the disposition of the Marine Brigade to your favorable consideration.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

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

[Enclosure.]

No. 90.]

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, Off Vicksburg, July 13, 1863.

SIR: The want of steam transportation in the army is very much felt. The Marine Brigade consists of a large number of vessels capable of transporting 10,000 men. I would recommend that the brigade and vessels should be turned over to the commander-in-chief of the Army of the Tennessee, Major-General U. S. Grant, who should properly direct all military movements here. I find the Marine Brigade and army do not get along very well together when cooperating. I would therefore recommend that General Grant should take charge of the whole concern, excepting the Ram Fleet, which should be turned over to the Navy for transports; they are mostly worn out and are run at great expense.

The brigade as it is now is so small that it is not available against the bodies of guerrillas which infest the Mississippi. If it is placed under General Grant's orders altogether he can use the vessels to throw into any place a body of 10,000 men. I have offered to order the brigade to report to him for what duty he may wish to assign it, but he would prefer to have it placed entirely under his control, that he may make permanent arrangements, with regard to a proper organization. At present there are a good many complaints about the Ellet Marine Brigade, which, whether true or not, seem to require that a better organization should exist. I recommend most urgently that I may be ordered to transfer the brigade and vessels permanently to the Army, and that an order may be received from the War Department to deliver up to the Navy the rams to be used as transports, or else to have them turned over to the Quartermaster's Department of the Army, where they are much needed.

General Banks has just called for twenty steamers, and General Grant has to curtail his transportation to comply with the request.

The brigade is at present employed at a distance, and the whole effective force is about 500 men; if the army had the steamers they could make better use of them.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, transmitting response from the War Department.

NAVY DEPARTMENT, *August 10, 1863.*

SIR: The Department transmitted a copy of your No. 90 to the Secretary of War, and recommended to his favorable consideration your suggestions as to the disposition of the Marine Brigade and Ram Fleet. An adverse reply on the subject has been received, dated the 5th instant, a copy of which is inclosed herewith for your information.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

..Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Enclosure.]

WAR DEPARTMENT,
Washington City, August 5, 1863.

SIR: In reply to your letter of the 31st ultimo, transmitting a copy of a communication from Rear-Admiral Porter suggesting that the Marine Brigade be turned over to the commanding general of the Army of the Tennessee, and that the Ram Fleet be transferred to the Navy, I have the honor to inform you that, upon reference of the

same to the general-in-chief, that officer has made a report in the following words, to wit:

This matter having been fully discussed in Cabinet and decided, I see no good reason for changing the decision then made.

H. W. HALLECK,
General-in-Chief.

AUGUST 4, 1863.

In which opinion this Department concurs.

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

EDWIN M. STANTON,
Secretary of War.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Porter, U. S. Navy, upon learning unofficially of the transfer.

No. 145.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Cairo, September 20, 1863.

SIR: I am informed (unofficially) that a telegram has been received by General Ellet from the War Department that the Marine Brigade has been turned over to General Grant. If any announcement of the fact has been sent to me I have not received it.

The brigade is now without any coal and can not operate without assistance in that respect. I have no more than will barely last me with strict economy until the river rises, and as the gunboats keep constantly on the move, and I have the requests of six major-generals—Burnside, Rosecrans, Grant, Banks, Hurlbut, and Steele—to comply with, I can not very well deprive ourselves of any coal without diminishing the supply sent to the different stations, and curtailing their operations.

If the Army is to take the brigade, they can look to that branch of the service for a further supply. Will you be pleased to inform me if the brigade is to be turned over?

They burned all their own coal in the transportation of troops, in which they have been actively employed up to within a short time since the fall of Vicksburg.

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

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of Navy, Washington.

Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, responding to enquiry regarding the transfer.

NAVY DEPARTMENT, *September 29, 1863.*

SIR: I have to inform you, in answer to your No. 145, that the Department has received no information of the transfer of the Marine Brigade to General Grant's command.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Rear-Admiral Porter, U. S. Navy, transmitting telegram announcing the transfer of the brigade to General Grant, U. S. Army.

No. 157.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Cairo, October 4, 1863.

SIR: I have the honor to enclose you a copy of a telegram received in relation to the Marine Brigade.

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

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of Navy, Washington.

[Enclosure—Telegram.]

CAIRO, October 3, 1863.

I can get off on the *Liberty* that leaves to-night. I sent you a note this morning in the general's behalf. Regret I did not see you in person.

The Marine Brigade has been transferred by order to General Grant. Will you be good enough to order all boats now here belonging to it to proceed at once to Vicksburg.

J. H. WILSON,
Lieutenant-Colonel, etc.

Rear-Admiral PORTER.

Report of Rear-Admiral Porter, U. S. Navy, transmitting copy of order from the War Department to Brigadier-General Ellet, with comment from the latter.

No. 160.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Cairo, October 12, 1863.

SIR: I have the honor to enclose herewith a copy of a telegram from the honorable Secretary of War and a communication from General Ellet in relation to it.

General Grant has ordered the Marine Brigade to Vicksburg. Having no authority from the Navy Department to act in the matter, I have declined issuing any orders until the usual steps are taken that are customary from one Department to another.

In the meantime General Ellet will, I presume, obey the orders he received from the War Department.

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

DAVID D. PORTER,
Rear-Admiral.

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

[Endorsement.]

Write to Porter that they have been transferred without the knowledge of this Department, and he will acquiesce in their removal to the Army.

[Enclosures—Telegrams.]

WASHINGTON, August 29, 1863.

Your command has been placed under charge of General Grant. All applications for authority to recruit, or other purposes, must be made through him.

EDWIN M. STANTON.

Brigadier-General ALFRED W. ELLET.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, Cairo, Ill., October 12, 1863.

SIR: I have the honor to enclose a copy of dispatch from the honorable Secretary of War for your inspection.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Brigadier-General.

Rear-Admiral DAVID D. PORTER.

Letter from the Secretary of War to the Secretary of the Navy, transmitting copies of War Department correspondence on the subject of the transfer.

WAR DEPARTMENT,
Washington City, October 14, 1863.

SIR: In reply to your letter of the 9th instant enquiring if the Marine Brigade under Brigadier-General Ellet, lately attached to the Mississippi Squadron, has been transferred to General Grant, I have the honor to transmit herewith copies of a report and several accompanying documents upon the subject from the general-in-chief, indicating the action of this Department in the premises and the reasons for the same.

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

EDWIN M. STANTON,
Secretary of War.

HON. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

War Department refused to transfer the fleet to General Grant as requested by Admiral Porter.

J.

[Enclosures.]

OCTOBER 12, 1863.

I return herewith copies of all correspondence on this subject, from which it will appear that Admiral Porter wished General Grant to assume command of the Marine Brigade.

H. W. HALLECK,
General-in-Chief.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Vicksburg, Miss., August 14, 1863.

GENERAL: Enclosed I send you a letter directed to General Ransom, from A. T. Bowen. This is but one of numerous complaints made of the conduct of the Marine Brigade under General Ellet.

I think it highly probable the charges brought against the Marine Brigade are exaggerated, but that this conduct is bad and their services very slight in comparison to the great expense they are to the Government and the injury they do I do not doubt. Seven of the

finest boats on the Mississippi River are kept for the use of this brigade, the brigade not numbering over 800 effective men.

They live on board their boats, thus keeping cavalry horses and all with them, I should think very much to the prejudice of their effectiveness and the good of the service.

These boats in charge of the department commander might be very useful in transporting troops from one place to another within the department, and in carrying troops to operate against guerrillas. But then the troops should be selected with reference to their commanding officer and the number necessary with reference to the service to be performed.

If there is nothing in the terms of enlistment of the Marine Brigade to prevent it, I would earnestly recommend that they be transferred to the land service, and their boats to the Quartermaster's Department, to be used as suggested above.

If they can not be transferred I would as earnestly recommend that the whole brigade be mustered out of service and the boats be taken for general use. I am fully satisfied that the boats are worth much more to the service than the boats and men.

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

U. S. GRANT,
Major-General.

Brigadier-General L. THOMAS,
Adjutant-General of the Army.

VICKSBURG, MISS., *August 14, 1863.*
(Via Louisville, Ky., August 23.)

SIR: Major-General Grant is very desirous of having transferred to him Brigadier-General Ellet's command, which is in accordance with the wishes of Admiral Porter. General Ellet has seven of the largest and finest boats on the Western waters for a command not exceeding 800 effective men.

General Grant constantly requires transports for troops; and if this transfer is made, he will land General Ellet's command and thus be enabled fully to avail himself of the transports. Besides, he can give General Ellet, when on shore, a command more suitable to his rank.

L. THOMAS,
Adjutant-General.

HON. EDWIN M. STANTON,
Secretary of War.

HEADQUARTERS OF THE ARMY,
Washington, D. C., August 24, 1863.

GENERAL: Adjutant General Thomas has telegraphed to the War Department, asking that Brigadier-General Ellet's Marine Brigade be placed on shore duty and his ram boats be turned over to you as transports.

The Secretary of War does not approve the conversion of this marine or river brigade into a land brigade, but authorizes you to use any of General Ellet's brigade for temporary shore duty, and any of his boats for temporary transports whenever the exigencies of the service requires this use.

This brigade was organized and the men enlisted especially for service as river men, in conjunction with either the military or naval forces, as circumstances might require. They have already proved themselves valuable auxiliaries and can probably be used to great advantage against guerrilla parties on the Mississippi and with expeditions up the Arkansas and Red rivers.

Moreover, as the men have been enlisted for a special service, if that service were entirely changed, it might be claimed that they were released from their contract.

Alternate employment on land and water, as circumstances require, is deemed within the object of the organization; you are therefore authorized to so employ the boats and the men as you may require their services.

It is said by Adjutant-General Thomas that Admiral Porter wishes you to take charge of these boats and the brigade.

Very respectfully, your obedient servant,

H. W. HALLECK,
General-in-Chief.

Major-General U. S. GRANT,
Vicksburg.

HEADQUARTERS OF THE ARMY,
Washington, D. C., August 27, 1863.

GENERAL: Your dispatch of the 14th in regard to Ellet's brigade has been received and shown to the Secretary of War. He directs that you assume command of this brigade and take proper measures to reduce it to discipline, trying and punishing the guilty parties. For reasons given in my letter of the 24th instant, it is not deemed advisable at present to break up this brigade, but you can detach and place on shore such portions of it as you may deem necessary for the good of the service.

Very respectfully, your obedient servant,

H. W. HALLECK,
General-in-Chief.

Major-General GRANT.
Vicksburg, Miss.

[*Extract endorsement book.*]

HEADQUARTERS OF THE ARMY, *October 12, 1863.*

Received October 2, 1863, from J. S. Hurd, acting volunteer lieutenant, commanding U. S. gunboat *Exchange*, a letter dated September 24, 1863, reporting that the present system adopted for the suppression of guerrillas along the Western and Southern rivers is very deficient.

The present method, viz, patrolling the rivers with gunboats, does not amount to anything save upon the immediate banks of the rivers.

The plan Lieutenant Hurd now proposes for the more sure destruction of guerrillas and marauding parties is, that a light-draft transport, capable of carrying 75 to 100 cavalry, should accompany each gunboat engaged in patrolling; said transports should remain under protection of respective gunboats. Work that could be done on shore would be incalculable.

Pleas an experience of twenty-five years on Western and Southern rivers, and twenty-seven months in the Mississippi Squadron.

[Endorsement.]

This is precisely what was intended to be accomplished by Brigadier-General Ellet's brigade and boats. It was proposed that each boat should carry a company of cavalry and a piece, or section, of artillery, to land and pursue the guerrilla bands from the river. It is still believed that this will be found the most effectual method of keeping the Mississippi open.

Respectfully referred to Major-General Grant.

H. W. HALLECK,
General-in-Chief.

Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, giving the date of transfer.

NAVY DEPARTMENT, *October 19, 1863.*

SIR: From a reply of the Secretary of War to an enquiry made by this Department, it appears that an order was given on the 27th of August last, to Major-General Grant, to assume the command of the Marine Brigade.

Very respectfully, etc.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding the close of his authority over the brigade.

NAVY DEPARTMENT, *October 21, 1863.*

SIR: I have received your No. 160 and enclosures in reference to the Marine Brigade. You were informed a day or two since of the transfer of the brigade to Major-General Grant without the knowledge of this Department. Your connection with it has therefore ceased and, of course, you will not interfere with its movements.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Letter from Rear-Admiral Porter, U. S. Navy, to Brigadier-General Ellet, expressing appreciation of his zeal in the public service.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Cairo, October 30, 1863.

GENERAL: I beg leave to enclose you copy of a communication I have received from the Secretary of the Navy in relation to the transfer of your command to General Grant, the first official notice I have received.

The Secretary's letter is in answer to the telegram from the War Department you sent to me and which I enclosed to him. As our official relations are at an end, permit me to express my appreciation of the zeal you have always manifested in regard to the public service, and with best wishes remain,

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Brigadier-General A. W. ELLET,
Commanding Marine Brigade.

Letter from the Secretary of War to Brigadier-General Ellet, commanding Marine Brigade, granting leave of absence on the death of Colonel Ellet.

WASHINGTON, [November] 1, 1863.

I regret the death of Colonel Ellet. You have leave of absence for ten or fifteen days, as your purposes may require.

EDWIN M. STANTON,
Secretary of War.

Brigadier-General ELLET.

NOTE.—Charles Rivers Ellet died in Bunker Hill, Ill., October 29, 1863.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, regarding the movements of Confederates.

OFF VICKSBURG, July 14, 1863.

GENERAL: A party of guerrillas about 4,000 strong have assembled at Ashwood, below Carthage, with fieldpieces, for the purpose of firing into transports. They have their camps at Bayou Bedell [Vidal?]. As near as I can ascertain, they are engaged in driving in mules and negroes and also calculate to make an attack on Young's Point and carry off the negroes there. A man by the name of O'Karb acts as a spy for them and comes into Young's Point for rations, and keeps the rebels regularly informed of what is going on there. He lives 3 miles below Bowers' Landing.

I will endeavor to send a gunboat to protect the cattle steamers as they come up. The *Carondelet* is lying within 2 miles of Ashwood, and I will move her down closer, though I do not want her to lose

sight of the *Indianola*. If you have a force to spare, the *Carondelet* could cover them, if you wish to chase these fellows out.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General U. S. GRANT,

Commanding Department of the Tennessee, U. S. Army.

Report of Acting Lieutenant Murphy, U. S. Navy, commanding U. S. S. Carondelet, acknowledging receipt of orders.

U. S. S. CARONDELET,

July 14, 1863—4 p. m.

ADMIRAL: I have received your dispatch this moment by the *B*, and had prepared this letter in anticipation of your suggestion. I will get underway at once and obey your order. Unless your information is better than mine, I doubt if that number of guerrillas are there yet. If I make any discovery I will send you a messenger in the morning.

I have ordered the arrest of James, and will keep him in close confinement. He is at the bottom of this business.

In haste, respectfully, your obedient servant,

JNO. McLEOD MURPHY,

Lieutenant, Commanding.

Admiral D. D. PORTER,

Commanding U. S. Mississippi Squadron.

P. S.—James is now on board, and I will take him under the fire if there is any.

Report of Acting Volunteer Lieutenant Shaw, U. S. Navy, regarding depredations committed by the Marine Brigade.

U. S. GUNBOAT JULIET,

White River Station, July 14, 1863.

SIR: I have to report that General Ellet's Marine Brigade arrived here on the evening of the 11th instant and anchored above me, just below the mouth of White River. On Saturday his men commenced crossing to the Mississippi shore in small boats, and I soon learned that they were committing all sorts of depredations. They dragged a family carriage to the river and rolled it in; they stole furniture, and robbed a negro of vegetables he was bringing to me, throwing his cart into the river.

I immediately wrote the enclosed note to General Ellet, and received the reply, copies of which I forward.

The reason I wanted the 3 deserters was, because valuable information can often be gained from them, as in the case of the refugee, Miers, whom I sent to Captain Prichett just before the attack on Helena.

If General Ellet persists in allowing his boats to cross the river without reporting to me I shall certainly fire into them, as I am bound to carry out the orders given me by Lieutenant-Commander Selfridge.

Very respectfully, your obedient servant,

ED. SHAW,

Acting Volunteer Lieutenant pro tem., Commanding Station.

Acting Rear-Admiral DAVID D. PORTER.

Report of Brigadier-General Buford, U. S. Army, regarding the importance of an increased force for the protection of Cairo, Ill.

HEADQUARTERS DIVISION OF CAIRO,
Cairo, Ill., July 15, 1863.

SIR: It is known to you that the capture of Cairo, with the destruction of the naval stores at that place, would be one of the most serious disasters the enemy could inflict, involving millions of dollars' worth of ammunition and naval supplies, which would cripple the entire flotilla below and cut off all communication with the Ohio and Mississippi above. This might be accomplished by a traitorous boat's crew, in cooperation with a rebel force crossing either river 10 miles above this place, making a night attack with 1,000 men. Such an adventure is as probable as the recent successful raids that have been made in Indiana.

To defend this place, I have this day 284 officers and soldiers for duty, being a part of a regiment which have been prisoners of war and paroled, and not in a good state of discipline.

* * * * *

From time to time Captain Pennock, U. S. Navy, has called my attention to the value of the position we hold and the inadequate force. As he has ordnance stores he has caused an organization into companies of the workmen in the navy yard, but as yet they have not been armed or drilled. * * * I have apprised you of the disloyal sentiments of the people of southern Illinois and shall do what I can to meet an emergency. I have not arms or ammunition, even for the convalescents who could fight, at Mound City and this place.

I have the honor to be, your obedient servant,

N. B. BUFORD,
Brigadier-General.

General ASBOTH,
Commanding.

[Telegram.]

NAVY DEPARTMENT, *July 15, 1863.*

An expedition is projected up White River, and light-draft gunboats are required to cooperate. You will furnish them. General Schofield will give you full particulars.

GIDEON WELLES,
Secretary of the Navy.

Fleet Captain A. M. PENNOCK,
Mississippi Squadron, Cairo, Ill.

Report of Fleet Captain Pennock, U. S. Navy, referring to proposed evacuation of Fort Heiman, Ky., in view of the rumored advance of General Pillow, C. S. Army.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., July 15, 1863.

SIR: I enclose you copies of telegraphic dispatches* received from Lieutenant-Commander Fitch, which will give you all the information I possess in relation to the movements of Morgan and the gunboats in the Ohio River.

General Asboth, commanding at Columbus, Ky., telegraphed last night that the rebel general, Pillow, is reported to be at Macedonia, Tenn., awaiting reinforcements.

General Asboth has directed the commanding officer at Fort Heiman to evacuate the fort, if such is the fact, and to fall back on Paducah. This will leave the Tennessee River entirely to the protection of the gunboats, five in number.

Some days since I informed General Asboth that the gunboats were cooperating with General Rosecrans above Fort Heiman, as high up as they could go, and that if that fort were evacuated the rebels would undoubtedly occupy it, producing very serious consequences. His reply was that it would not be evacuated except from absolute necessity.

I am informed that two companies of cavalry were captured at Uniontown, Ky., by the rebels. The Ohio and Mississippi Railroad, the [Cincinnati], Hamilton and Dayton Railroad, and the Cincinnati and Columbus Railroad have been cut. The [Cincinnati], Hamilton and Dayton Railroad was cut at Glendale, 10 miles from Cincinnati. We have no connection with Cincinnati via Ohio and Mississippi Railroad.

I consider that the army at this place has not men enough to protect it should a raid be made by a man of daring and dash. I must therefore depend upon my own resources to protect the vast amount of public property now here should any attempt be made upon the place.

The freight train which left here yesterday was fired into by bushwhackers at Big Muddy River, about 50 miles from here, on the Illinois Central Railroad.

I have ordered all the mechanics on this station to be organized into companies and will arm as many of them as possible. I deem it prudent for the present to keep the *Osage* and *Champion* here to operate in this vicinity if necessary.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

* See pp. 238-259.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding affairs pertaining to his district.

U. S. IRONCLAD RAM EASTPORT,
Mississippi River, July 15, 1863.

SIR: I have to report since my communication of the 11th instant that I have been up to Memphis and returned here before proceeding farther up the river on account of reports not well grounded in regard to affairs here. The vessels of the division, except the *Bragg*, undergoing repairs, are all upon their beats. Guerrillas have been occasionally seen for a moment upon the bank of the river, but no attacks have been made upon any transport or other vessel throughout the portion of the river under my charge. I am going up the river to-day, but shall leave the *Eastport* here. Lieutenant-Commander Prichett will remain until I can get the *Paw Paw* down. I have no reliable information in regard to the movements of the enemy under Generals Holmes and Price. I believe that General [J. G.] Blunt, on the one hand, and General Davidson, on the other, are closing upon the rebel force. I think that the *Eastport* and *Tyler* should, with the garrison, render this place perfectly secure from successful attack.

Very respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander,
Commanding 2d District Mississippi Squadron.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, making reference to prize steamers Eureka and Julia.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., July 15, 1863.

SIR: The *Neosho* left yesterday with orders to report to you, but to stop on the way if necessary or if the rebels were erecting batteries on the river.

The *Ike Hammitt* will leave to-day with two barges of coal and the barge of ice. She also carries all the 13-inch shell she can take. We have only about 200 or 300 more on hand.

I have given the U. S. judge for the southern district of Illinois all the information concerning the prize steamers *Eureka* and *Julia*. The district attorney being absent, no immediate action can be taken until his return.

William E. Saltmarsh was sent to me by the secretary of the pilot association in St. Louis. He declines to accept an appointment as pilot, but cheerfully volunteers to perform the duty. Although a young man, he is said to be a good pilot. I have as a military neces-

sity ordered him to report for duty on board the *Silver Cloud*, between this and Memphis, and I enclose a copy of my orders to him.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Telegram.]

WASHINGTON, *July 15, 1863—10:15 a. m.*

(Received Memphis, 17th, 7:30 a. m.)

It is reported that Price is moving north. All available forces should immediately move on his rear, so as to cut off his retreat. The forces in Missouri will prevent his penetrating far into that State, and if he is cut off in rear his forces must disperse or surrender. Apply to the naval commander for cooperation with gunboats on White River. No time should be lost.

H. W. HALLECK,
General-in-Chief.

General PRENTISS, *Helena.*

[Endorsement.]

Referred to Admiral Porter. I am sending troops to Helena to operate on the rear of Price's army.

U. S. GRANT,
Major-General.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Shaw, U. S. Navy, censuring him for discourtesy.

OFF VICKSBURG, *July 16, 1863.*

SIR: Your communication in relation to General Ellet's Marine Brigade has been received.

You will please be more courteous in your communications to an officer. General Ellet is not at all responsible to you for his acts, and you will confine yourself simply to the duties assigned you. The complaints against you are of a much more serious character than those you report, and you should be free yourself from censure before you undertake to bring charges against anyone else.

Respectfully, etc.,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Acting Volunteer Lieutenant EDW. SHAW,
Commanding U. S. S. Juliet.

Letter from Assistant Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding matters pertaining to the naval service in general.

NAVY DEPARTMENT, *July 16, 1863.*

DEAR ADMIRAL: Charley Guild goes off to-day with that commission which I promised to obtain for you, when the Mississippi was

opened. You have nobly earned it, though it is a king's reward. Du Pont failed us at Charleston, and Foote was selected, with Dahlgren as second, now first, by the death of our-old chief. I also got Gillmore sent down as a man who believed that Charleston could be taken, and the result is that we have just learned that a brilliant lodgment was made on Morris Island, a move that Du Pont declared impracticable. We can have no friends in this business, however great their names, who look back in the great work of crushing out the rebellion. Our ironclads at Charleston were only dented, yours have been perforated through and through in every engagement, yet we get no dispatch from you that they are failures and that nothing can be done.

Dahlgren and Gillmore will certainly take Charleston. Du Pont ought to have closed his fine career by this great deed, but he would not.

Lee has finally got off into Virginia, much to the disgust of everybody, but he has left 40,000 of his army of invasion behind. The rebellion is going overboard fast. We send you no orders since the opening of the river because your movements depend upon the army, and we do not know what they are going to do, and knowing well that you will cooperate in the future as you have done in the past Halleck has sent an expedition up White River, and at his suggestion we have telegraphed Pennock to aid him with light-drafts. It would be a great blessing if you and Farragut could hitch teams and capture Mobile, thus finishing the Mississippi and the Gulf now, whilst all rebeldom is in an infernal panic. This is my own idea without taking into consideration army movements or the great work still resting on your hands. I only know the people are struck with rapid deeds like this and will appreciate the disregard of self, which would be implied in your serving for the public good under that noble old chief, Farragut.

I do not ask you to keep my boy Charley out of fire, especially when, as he says, you always lead; but he looks slim and if his constitution is likely to be shattered I beg of you to send him North. He is a good, brave boy, and his heart is filled with admiration of you.

If we can get Charleston and Mobile, it will release vessels to follow the pirates who are burning and destroying with impunity. If the Mississippi had been opened when we determined upon continuing work upon Charleston, we should have sent for you as one that knows no failure and that loves fighting.

Truly, your friend,

G. V. Fox.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, requesting that certain vessels belonging to the West Gulf Squadron be retained for duty in the Mississippi River.

No. 96.]

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Off Vicksburg, July 16, 1863.

SIR: I have received a communication from Admiral Farragut, informing me that he had received instructions to attend more particu-

larly to the blockade on the coast and turn over the river to me. I would respectfully suggest that all the small vessels be left in the river below. The plan of the rebels now is to have flying batteries all along the river and fire on transports. They have already commenced it, and I have scarcely force enough to guard the points between this and Island No. 40 above Memphis.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, announcing arrival at Natchez from the Red River.

U. S. S. BENTON,

Natchez, July 16, 1863.

SIR: I respectfully announce my arrival at this place to-day at noon from Red River.

At Red River there is plenty of water on the bar, and I could hear of no rebel war vessels this side of the falls.

A steamer is about starting, and I shall send this and then communicate with General Ransom.

I am, very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

[Telegram.]

COLUMBUS, KY., *July 16, 1863.*

Paducah is threatened. Please have a gunboat there for its protection. I have ordered the garrison at Fort Heiman to fall back to Paducah. Can you also send a gunboat to Columbus? Reports from all sources agree that Pillow is advancing in force to operate on the Ohio or Mississippi.

ASBOTH,

Brigadier-General.

Captain A. M. PENNOCK,

Commanding Naval Station, Cairo, Ill.

Report of Lieutenant-Commander Pattison, U. S. Navy, regarding U. S. steamers General Price and General Bragg.

U. S. NAVAL STATION,

Memphis, Tenn., July 16, 1863.

SIR: The repairs to the machinery of the *General Bragg* are being made with all dispatch. I hope to be able to send her to her station

by Thursday next. The *General Price* left here this morning for Cairo. Telegraphic communication with Cairo has been interrupted for more than a month.

Respectfully, your obedient servant,

T. PATTISON,
Lieutenant-Commander, Commanding Naval Station.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Cooperation of ram Monarch in recapture of Hickman, Ky., July 15-16, 1863.

[Telegram.]

HQRS. SIXTH DIVISION, SIXTEENTH ARMY CORPS,
Columbus, Ky., July 16, 1863.

Citizens of Hickman just arrived from there report the town occupied by the rebels with three companies of cavalry. The stores of Union men have been plundered, and a steamboat was stopped. It is of importance that a gunboat be sent to Hickman at once.

ASBOTH,
Brigadier-General.

Captain A. M. PENNOCK,
Commanding Naval Station, Cairo, Ill.

[Telegram.]

CAIRO, July 16, 1863.

I have but one gunboat here ready for service, which I consider is absolutely necessary for the protection of a large amount of ordnance and other stores at this depot, and which I must protect at all hazards. General Buford informs me that his force is very small, badly drilled, and some without arms. If I can get a telegram to the boats on the Tennessee, I will order them to look out for Paducah. I fear that the evacuation of Fort Heiman will prevent my communication with them.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Brigadier-General ASBOTH.

[Telegram.]

HEADQUARTERS SIXTH DIVISION, SIXTEENTH ARMY CORPS,
Columbus, Ky., July 16, 1863—10:15 p. m.

The ram *Monarch*, with infantry, well armed, is now leaving here for Hickman to make an attack upon the rebel camp, if one is found there. Send two companies of cavalry to cooperate with the ram and troops and intercept the fugitives.

By order of Brigadier-General Asboth:

T. H. HARRIS,
Assistant Adjutant-General.

Colonel GEORGE E. WARING, Jr.,
Commanding Clinton, Ky.

[Telegram.]

HEADQUARTERS SIXTH DIVISION, SIXTEENTH ARMY CORPS,
Columbus, Ky., July 17, 1863—2 p. m.

The ram *Monarch* arrived this morning from Hickman and is now leaving for Cairo, Captain Asgill Conner, commanding. Company K, Eighteenth Illinois Infantry, had already occupied Hickman when my cavalry rode in, and acted efficiently and promptly. Please thank the captain for me and accept my acknowledgments for the assistance rendered by the *Monarch*.

It would be to the best interests of the service to place the ram *Monarch* on the Mississippi, between Island No. 10 and Columbus, where she could operate with my land forces appearing at any point threatened or attacked on this part of the river, so much exposed to rebel raids. Without the cooperation of a ram or gunboat it will be difficult for my very limited force to act with efficiency and the desired degree of success against the robbers infesting the Obion bottoms.

ASBOTH,
Brigadier-General.

Fleet Captain A. M. PENNOCK,
Commanding Naval Station, Cairo, Ill.

Extract from report of Brigadier-General Asboth, U. S. Army.

COLUMBUS, KY., July 18, 1863.

COLONEL: I beg to report that Hickman, Ky., was entered and pillaged by rebel cavalry on the 15th and 16th instant. Yesterday at daybreak the ram *Monarch*, with Company K, Eighteenth Illinois Infantry, Captain Conner, and a portion of my cavalry, arrived at the town, the infantry disembarking and occupying the place simultaneously with the cavalry, the latter moving upon the last night's camping ground of the enemy, but found it abandoned.

* * * * *

Respectfully, colonel, your obedient servant,

ASBOTH,
Brigadier-General.

Lieutenant-Colonel HENRY BINMORE,
Assistant Adjutant-General, Sixteenth Corps.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding proposed cooperation of the gunboats if needed for defense of Natchez.

U. S. GUNBOAT BENTON,
Off Natchez, July 17, 1863.

SIR: I have respectfully to report that after my arrival at this place yesterday, I went on shore and communicated with General Ransom. He was very glad indeed to have us here, and stated he

had been looking for us anxiously. A body of rebels are said to be in the vicinity, and it is reported they are going to try to drive General Ransom away. He has informed the major that in case of an attack the city will suffer from the fire of the gunboats. I have arranged signals with the general by which I can regulate my fire should it be necessary.

I learned from the general that the rebels had been attempting to swim cattle across at Fairchild's Island, about 12 miles above this. He sent an armed transport up, and last night she returned. I have not learned what her success was. I would respectfully suggest that a light-draft gunboat would be very useful here. I could patrol the river 10 or 15 miles each side of Natchez, and annoy the enemy a good deal. A tug would be of invaluable service to police the river immediately in front of the town. The current is so strong that with my ship's boats I can not act as promptly as I desire.

I am, very respectfully, your obedient servant,

JAS. A. GREER.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from the Secretary of the Navy to the Secretary of War, transmitting request for an increase of the Marine Brigade.

NAVY DEPARTMENT, July 17, 1863.

SIR: I have the honor to enclose herewith for your consideration an extract from a dispatch of Admiral Porter, dated the 2d instant, suggesting the importance of increasing the Marine Brigade, under General Ellet.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Hon E. M. STANTON,
Secretary of War.

Report of Lieutenant Bache, U. S. Navy, commanding U. S. S. Lexington, regarding U. S. gunboat Pontchartrain.

U. S. S. LEXINGTON, July 17, 1863.

SIR: I have information that the large body of rebels lately infesting the Arkansas shore has rejoined Price. Also that the gunboat *Pontchartrain* is at Little Rock, only waiting for the fall of water to be sheathed as a ram. Her boilers are also to be lowered in the hold. She is pierced for seven guns, not now on board, and her only protection is a boiler casemate of railroad iron.

Very respectfully, your obedient servant,

GEO. M. BACHE,
Lieutenant, Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant Bache, U. S. Navy, regarding convoy duty.

U. S. S. LEXINGTON, *July 17, 1863.*

SIR: I have the honor to enclose reports of the commanding officer and engineer of the *Argosy*, stating the defective state of their steam drum and pipe. New ones can not be put in here.

Two vessels of my command are now to convoy. Owing to this I am unable to convoy but three days in the week, the *Lexington* then doing the greater part.

Respectfully, your obedient servant,

GEO. M. BACHE,
Lieutenant, Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Vicksburg, July 18, 11 [p. m.], 1863.

SIR: Port Hudson surrendered * on the 9th instant, unconditionally, to the U. S. forces, about 5,000 prisoners. The Mississippi is open from end to end.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

ST. LOUIS, Mo., *July 18, 1863.*

Your dispatch is received. I am waiting for information from Washington and Vicksburg. I can not give you particulars at present. The troops for the White River expedition will come mainly from Helena and Vicksburg, and will probably rendezvous at the mouth of White River. I think three or four light-draft gunboats will be sufficient. All [one], perhaps, will be needed to convoy a few troops from Cairo, the others from Helena. I will give you full particulars as soon as possible.

J. M. SCHOFIELD,
Major-General, Commanding Department, Missouri.

A. M. PENNOCK,
Commanding Station.

* For account of the siege and surrender of Port Hudson, see vol. 20.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, to report at Helena on completion of repairs to that vessel.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, off Vicksburg, July 18, 1863.

SIR: As soon as your repairs are completed you will proceed to Helena and report to me from that place.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant JOSHUA BISHOP,
Commanding U. S. S. General Bragg, Memphis, Tenn.

Report of Lieutenant-Commander Owen, U. S. Navy, giving information from deserters regarding Confederate movements.

U. S. S. LOUISVILLE,
Off Grand Gulf, Miss., July 18, 1863.

SIR: Enclosed I send General Grant's letter* to you, having taken a copy of it. I send up by a transport two deserters from [Isaac F. ?] Harrison's battalion, J. S. Davison and J. R. Parmerton. I send them to the authorities at Vicksburg. They report that General Walker was at Delhi on the 12th instant with 7,000 men and about to start for Camden, Ark., via Monroe, La. Camden is on the Washita [Ouachita] River.

I am, sir very respectfully, your obedient servant,

E. K. OWEN,
Lieutenant-Commander, U. S. Navy.
Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Major-General Sherman, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding operations about Jackson, Miss., and referring to the harmonious relations between the army and navy.

JACKSON, MISS., July 19, 1863.

DEAR ADMIRAL: Your kind and considerate letter reached me at Clinton as we were trudging along in heat and dust after Johnston, that had been troubling us about Vicksburg during our eventful siege. We must admit these rebels out-travel us, and Johnston took refuge in the fortified town of Jackson. My heads of columns reached the place on the 9th, but the forts and lines were too respectable to venture the assault, and I began a miniature Vicksburg. The enemy was about 30,000 strong, with plenty of artillery, which he used pretty freely; some rifled 32-pounders, of too heavy metal for our heavy

* Not found.

fieldguns, but we got close up and made the invariable sap, succeeding in disabling one of the 32-pounders, knocking off a trunnion and breaking up the carriage. We expended on the town as much of our ammunition as was prudent to expend, and a train with a resupply reached me the very night he concluded to quit. We had a good deal of picket work, in all of which we succeeded, driving the enemy behind his earthworks, but we made no assault; indeed, I never meditated one, but I was gradually gaining round by the flank, when he departed in the night. Having numerous bridges across Pearl River, now very low, and a railroad in full operation to the rear, he succeeded in carrying off most of his material and men. Had the Pearl River been a Mississippi, with a patrol of gunboats, I might have accomplished your wish in bagging the whole. As it is, we did considerable execution, have 500 prisoners, are still pursuing and breaking railroads, so that the good folks of Jackson will not soon again hear the favorite locomotive whistle. The enemy burned nearly all the handsome dwellings round about the town because they gave us shelter or to light up the ground to prevent night attacks. He also set fire to a chief block of stores in which were commissary supplies, and our men, in spite of guards, have widened the circle of fire, so that Jackson, once the pride and boast of Mississippi, is now a ruined town. State house, governor's mansion, and some fine dwellings, well within the lines of intrenchments, remain untouched. I have been and am yet employed in breaking up the railroad 40 miles north and 60 south; also 10 miles east. My 10-mile break west, of last May, is still untouched, so that Jackson ceases to be a place for the enemy to collect stores and men from which to threaten our great river.

The weather is awful hot, dust stifling, and were I to pursue eastward I would ruin my command, and, on a review, I think I have fulfilled all that could have been reasonably expected, and by driving Johnston out of the valley of the Mississippi we make that complete, which otherwise would not have been.

I hope soon to meet you, and that we may both live long to navigate that noble channel, whose safety has absorbed our waking and sleeping thoughts so long. I trust we may sit in the shade of the awning, as the steamers ply their course, not fearing the howling shell at each bend of the river or the more fatal bullet of the guerrilla at each thicket.

Last night at the governor's mansion, in Jackson, we had a beautiful supper and union of the generals of this army, and I assure you the "Army and Navy Forever" was sung with a full and hearty chorus. To me it will ever be a source of pride that real harmony has always characterized our intercourse, and, let what may arise, I will ever call upon Admiral Porter with the same confidence as I have in the past. Present my kindest remembrances to Captains Breese, Walke, McLeod [Murphy], Bache, and all the gallant gentlemen who have been called about you, and please say to Captain Selfridge I regret exceedingly that I was called off so suddenly as not even to say good-bye to him.

Most sincerely and truly, your friend,

W. T. SHERMAN.

Admiral DAVID D. PORTER,
Commanding Mississippi Fleet.

General order of Acting Rear-Admiral Porter, U. S. Navy, regarding prizes and prize goods.

GENERAL ORDER, }
No. 71.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, off Vicksburg, July 20, 1863.

The attention of commanders of all vessels is called to the article in relation to prizes and prize goods contained in the law of 1862. When a prize is captured, no person on board is to be paroled without an order from me, no such parol being at all binding; but every one is to be retained as a prisoner of war until the proper directions are given by the commander-in-chief.

Particular attention must be paid to the preservation and safety of prize goods and everything on board, and nothing of any kind must be taken out of the prizes unless for the better preservation thereof, on pain of dismissal from the Navy and forfeiting all share of prize money. Any paper (no matter what it is) relating to the prize must be carefully preserved and sent to the judge of the district of Illinois, or in charge of Captain Pennock, in Cairo. When a prize is sent to Cairo, proper officers must be sent in charge to bear witness against her, and every effort must be made to prevent the persons on board from escaping. They must be handed over to Captain Pennock or the commanding officer at Cairo.

DAVID D. PORTER,
Acting Rear-Admiral, Comdg. Miss. Squadron.

Report of Fleet Captain Pennock, U. S. Navy, referring to operations in the Ohio River.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., July 21, 1863.

SIR: The *Osage* will leave to-morrow under command of Acting Volunteer Lieutenant J. P. Couthouy, with orders to report to you. Mr. Stewart, secretary of the pilots association at Cincinnati, and Mr. Gray, two pilots of high standing, go down in her, temporarily attached, with orders to report to you on her arrival.

The *Queen City* will leave to-morrow to join Lieutenant-Commander Phelps' division.

The *Fawn* has been ordered down from the Tennessee River and will join the same division.

I enclose you a copy of a telegram * just received from Lieutenant-Commander LeRoy Fitch, by which you will perceive that the gunboats on the Ohio River are doing good service. Lieutenant-Commander Fitch has been following Morgan with great activity since he crossed into Indiana, and his efforts have at length been crowned with success.

I sent the telegram to the honorable Secretary of the Navy, immediately on its receipt.

We shall have to keep the gunboats actively employed on the Ohio, from the head of navigation down to Cairo, although I hope that the severe chastisement Morgan's forces have received from the gunboats may deter the guerrillas from active operations.

* See p. 256.

Your telegraphic dispatch to the honorable Secretary of the Navy, received to-day by the *Brown*, was sent off immediately.

Fort Heiman, on the Tennessee, has been evacuated, and now the river will have to be looked out for by the gunboats, four in number, including the *Robb*.

I will attend to all your orders, received to-day by the *Brown* and *General Lyon*, as speedily as possible.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi, Squadron.

Report of Fleet Captain Pennock, U. S. Navy, forwarding congratulations to D. D. Porter, on attaining the rank of rear-admiral.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., July 21, 1863.

MY DEAR PORTER: Although it is late at night (or I should say early in the morning), I can not retire until I congratulate you upon your being commissioned Rear-Admiral by the President, to take effect from the 4th July. The papers announce it as a fact, and all public documents now received are addressed to you as "Rear-Admiral" without the "Acting." I hope soon to see the commission. All the officers of this station join me in congratulations.

Your upper river fleet has been constantly on the move, and I do not think you will be ashamed of the result.

The divisional commanders and myself have made every effort to carry out your views.

* * * * *

I was hoping that you would come up after Vicksburg and Port Hudson had fallen. I am very anxious to take a run for three or four weeks. * * *

Sincerely, your friend,

A. M. PENNOCK.

Rear-Admiral D. D. PORTER, U. S. Navy.

Report of Acting Lieutenant Murphy, U. S. Navy, introducing the bearer of a communication for General Grant, U. S. Army.

U. S. GUNBOAT CARONDELET,
Hurricane Plantation, July 21, 1863.

ADMIRAL: This letter will be handed to you by Mr. E. G. Bellows, a native of New Hampshire, who is a bearer of a communication from the citizens of St. Joseph to General Grant.

Mr. Bellows has some information to impart that may be of service.

I have the honor to be, your obedient servant,

JNO. MCLEOD MURPHY,

Acting Lieutenant, Commanding.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding U. S. Mississippi Squadron.

Report of Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, regarding the withdrawal of that vessel from Helena previous to Confederate attack.

U. S. S. GENERAL BRAGG,
Memphis, July 21, 1863.

SIR: I am in receipt of your communication of July 7, 1863, with reference to leaving my station at Helena at a time when the vessel should have remained there as long as possible. I respectfully state that as soon as I received your order, I repaired immediately to the headquarters of the general commanding for the purpose of having a personal interview and ascertain if there was any need of the services of my vessel. I informed Major-General Prentiss what my orders were, and requested to know if he apprehended an attack, or if there was any probability of one soon. He informed me he did not apprehend an attack, and was so well satisfied that no attack would be made that he intended requesting leave of absence. He also informed me that he did not think it was the intention of the rebels to attack Helena, but to plant batteries on the river bank, cut off communication above or below Helena, capture a steamer and cross the river. Having received this assurance from General Prentiss, and the engineer of this vessel having repeatedly reported that the boiler and machinery were in very bad condition, and that it was dangerous to run much longer I proceeded to this place in obedience to your order. I regret that I did not communicate with General Prentiss by letter, but as your order was to remain if my services were required, I did not consider it was necessary that the communication should be in writing.

I have always endeavored to carry out your orders as rapidly and efficiently as possible, and to be governed by your instructions. I have never left my station unless ordered to do so by you or the division commander, and would never have left Helena had not the general commanding assured me he did not anticipate an attack. I regret very much that I was not there to participate in the engagement.

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

JOSHUA BISHOP,
Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Brigadier-General Asboth, U. S. Army, to Fleet Captain Pennock, U. S. Navy, requesting cooperation in the direction of Fort Heiman.

HEADQUARTERS SIXTH DIVISION, SIXTEENTH ARMY CORPS,
Columbus, Ky., July 22, 1863.

CAPTAIN: Having ordered a combined force to proceed to-morrow morning toward the Tennessee River, and in the direction of Fort Heiman, I respectfully request your cooperation to prevent the re-crossing and escape of the rebels.

I have ordered Colonel Martin at Paducah to send a boat with supplies for the troops to arrive at or near Fort Heiman on 25th, instant, and would ask that a gunboat may protect the steamer while delivering the stores.

Very respectfully, your obedient servant, ASBOTH.

Fleet Captain A. M. PENNOCK,
Commanding Naval Station, Cairo, Ill.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign Turner, U. S. Navy, commanding U. S. S. Curlew, for the destruction of flats and barges used in transporting the enemy's cattle.

U. S. S. BENTON,
Off Natchez, July 22, 1863.

SIR: You will proceed up river, as far as the head of Fairchild's Island, going along slowly. Examine closely every place that may seem to have been used for crossing cattle, and destroy all flats and barges which can be used for that purpose. You may be able to ascertain from the negroes on the plantations if there are any cattle in large numbers in the vicinity. If so, and they can be obtained, return at once or send me a dispatch by a passing steamer, and we will then, if possible, send up a transport for them. Be economical of fuel, and do not tie up to the bank at night, but anchor. Do not allow your officers or men to stray from the vessel, or to take any other property than what is "contraband of war." Do not remain at the same place all the time; shift about. Return on Saturday to this place.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Commanding Benton.

Acting Ensign R. A. TURNER,
Commanding U. S. S. Curlew.

Additional order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign Turner, U. S. Navy, defining the limits of his cruise.

U. S. S. BENTON,
Off Natchez, July 22, 1863.

SIR: In your cruising after scows and flats, go as high up as 35 miles above Natchez. I have heard there was one seen there lately.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Commanding Benton.

Acting Ensign R. A. TURNER,
Commanding Curlew.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Brigadier-General Ellet, commanding Marine Brigade, for the transportation of troops.

OFF VICKSBURG, July 22, 1863.

GENERAL: As General Grant is pressed for transportation and has requested the assistance of the boats under your command, you will proceed to such point as he may designate and take on board what troops you can carry, transporting them to such places as he may designate.

When the general no longer needs your services, on your return, should I not be there, you will proceed to such points on the river where you have reason to think your services may be required. I shall be obliged, likely, to remain down the river for some time to regulate the squadron below. In that case I would recommend that you look in at Rodney, Cole's Creek, Fort Adams, Ellis Cliffs, and other notorious places to see if guerrillas are harboring about there.

I have received information from Captain Owen at Grand Gulf that a party of troublesome fellows were mustering there. He will give you the information about them.

As I can not tell what trouble may arise up the river, you will exercise your judgment in case of any necessity arising for your presence there.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Brigadier-General A. W. ELLET,
*Commanding Marine Brigade,
Mississippi Squadron, off Vicksburg.*

[Telegram.]

JULY 22, 1863.

The boats of the Marine Brigade will be up to-morrow. They will be able to take five or six regiments, with five or six wagons to each regiment. Have that number of Kimball's troops ready to embark, and start off immediately, to debark at Helena. The scarcity of transports is such that we will have to send the division off by brigades if we can do no better. Price is said to be moving toward southeastern Missouri. Schofield is moving a force to drive him back. I am ordered from Washington to send a force from Helena to cut off all retreat.

U. S. GRANT,
Major-General.

General WASHBURN.

[Telegram.]

VICKSBURG, MISS., July 23, 1863.

All the marine boats will be up. General Ellet does not consent to leave his boats, but takes up his whole command, horses and all;

hence the limited number of men they can take. They are not subject to my orders, or it would be different. I will make enquiries about the *Kennett* and let you know as soon as possible.

General WASHBURN.

U. S. GRANT.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, requesting instructions regarding the return of troops.

OFF VICKSBURG, July 23, 1863.

GENERAL: As there no longer exists any necessity for the further use of the troops you were kind enough to lend me, and most of them wishing to be returned to their regiments, I propose to return them.

Will you please inform me where I am to deliver them.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General U. S. GRANT,

Commanding Department of the Tennessee, Vicksburg.

General order of Acting Rear-Admiral Porter, U. S. Navy, regarding the return of soldiers loaned to the navy.

GENERAL ORDER, }
No. 72. }

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Off Vicksburg, July 23, 1863.

The commanders of vessels having Potomac soldiers on board will discharge them and send them to Cairo by the first opportunity. The soldiers who were temporarily loaned to the Navy will be sent to Vicksburg and delivered over to their respective regiments, unless they can not be spared from the vessels. Commanders will report to me when this order is carried out.

DAVID D. PORTER,

Acting Rear-Admiral,

Commanding Mississippi Squadron.

General order of Acting Rear-Admiral Porter, U. S. Navy, that all naval vessels be provided with torpedo rakes.

GENERAL ORDER, }
No. 75. }

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Off Vicksburg, July 24, 1863.

In going up the narrow rivers on expeditions, all vessels will provide themselves with an apparatus to destroy torpedoes. By experiment I find that a torpedo of 100 pounds of powder will not injure a vessel if it explodes 10 feet from her; therefore I propose that each vessel be provided with a rake projecting 20 or 30 feet beyond the bow. Until the vessels are provided with iron ones, a

stiff spar run out over the bow will do. This must have a piece running from the end of it down into the water, 1 foot below the bottom of the vessel. On the end of this upright piece will be the rake, as long or longer as the beam of the vessel. The rake will be provided with iron teeth (spikes will do) to catch the torpedo or break the wires. Any improvements that can be suggested will be received or adopted.

DAVID D. PORTER,
Acting Rear-Admiral, Comdg. Miss. Squadron.

*Order of the Secretary of the Navy to Captain Walke, U. S. Navy,
detaching him from the Mississippi Squadron.*

NAVY DEPARTMENT, July 24, 1863.

SIR: Your long and faithful service in the Mississippi Squadron, and the bravery and zeal uniformly manifested by you, have been noted by the Department, and deserve and receive its commendation.

Under successive commanders who have awarded you their approbation for fidelity and reliability from the organization of a naval force in the Mississippi, you have endured the exhausting debility of the climate and seasons as well, and encountered, whenever the occasion demanded, those who waged war on the flag and the Government.

These long-continued and important services are properly appreciated and deserve the thanks of the Department. A change is due you, and you are therefore hereby detached from the Mississippi Squadron, and you will proceed to New York and report to Rear-Admiral Paulding for the command of the U. S. S. *Fort Jackson*, which vessel will be soon ready for service, and where you will have opportunity to acquire additional honors from the country you have so faithfully served.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Captain HENRY WALKE, U. S. Navy,
Mississippi Squadron.

*Report of Lieutenant-Commander Phelps, U. S. Navy, regarding the
restriction of vessels from entering the Tennessee River on account
of rumored contraband trade.*

U. S. IRONCLAD RAM EASTPORT,
Helena, July 24, 1863.

SIR: On account of the evacuation of Fort Heiman I have found it necessary to order that no steamer shall be permitted to enter the Tennessee except such as are sent by competent military authority. District commandants only with escorts or convoy for public purposes, or such as may be ordered by you, the fleet captain, or division commander.

Complaints have been forwarded that a little stern-wheel boat, since wrecked, had been permitted by Captain Hurd to ascend twice

under convoy to Eastport. I had before sent an order to Captain Hurd for an explanation. The reply is not yet received. The boat belonged to one of our former pilots, who wished to go up, as he had told me, to bring out his family and household goods from near Eastport, and it is probable that this plea, together with that of the number of refugees wishing to get down the river, were used with Captain Hurd to induce him to let the boat go up. General Dodge, at Corinth, in a letter to General Hurlbut, and forwarded by him to me, states that reports are rife of contraband trade being carried on by that boat and another which ran as a mail boat to Fort Heiman.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

*General report of Lieutenant-Commander Phelps, U. S. Navy,
regarding affairs pertaining to his district.*

U. S. IRONCLAD RAM EASTPORT,
Helena, July 24, 1863.

SIR: The rebel forces which I informed you about a month since were crossing the Tennessee despite the watchful care of the gunboats, using flood wood, etc., to float over, have caused great commotion in all the country west of the river. The people have been plundered on all sides. Herds of cattle and horses have been driven away to Bragg's army. A man striding a drift log paddles across the river, leading an old ox or well-trained horse swimming, and the herd, driven into the stream, follows the lead across. Horsemen above and below give an hour's warning of the approach of a gunboat.

This rebel force captured various small parties of our people and at Union City made prisoners of 160 of General Asboth's Dutchmen. They pillaged Hickman. Their numbers were magnified till General Pillow himself was reported marching upon Paducah with 6,000 to 8,000 men. The demand for gunboats to protect these points has been great. Colonel [Edward] Hatch, at Jacksonville, routed the enemy and has broken up his operations. Fears of another attack upon this post have been entertained, but I do not believe it is contemplated, certainly not so long as this ship and the *Tyler* are here. I should not deem it advisable to move the *Eastport* at present, and the ways in Mound City will not be ready for the *Tyler* for more than a week yet.

Reports are brought in that Kirby Smith has joined forces with Holmes and Price, but my opinion is that our officers here know very little of what the enemy is doing. Three ladies, refugees from Texas, report General Holmes in Little Rock, that one portion of the rebel force is at Des Arc, and the other at Jacksonport.

No demonstration upon steamers has been made above White River, except yesterday morning, when 11 desperadoes fired upon the *J. D. Perry* with muskets, doing no harm, the bullets not even penetrating. The *Queen City* soon after discovered and fired upon them.

The *Covington* broke up quite an attempt to cross negroes into Arkansas from the Mississippi side. Two women, owners of the negroes, and 14 of the 200 negroes were caught and brought down to the provost-marshal here. Three flatboats were found in a slough and destroyed.

All is very quiet along the river. The vessels are all on the stations assigned them and as I have reported. The *Queen City* goes down to-day to take her station between Island [No.] 64 and White River. The *Paw Paw* will be down by Monday or Tuesday and can take the *Tyler's* place. An order from the Navy Department directs that some light-drafts shall be ready to cooperate in a movement of the army up White River. In the absence of special directions from you I shall take the *Paw Paw*, *Covington*, and *Queen City* for that service, going myself with them. The *Bragg* will probably leave Memphis to-morrow and will go to White River. The water is already getting to be a little scant for her above Horseshoe Bend. At the lowest stage she can cruise between Old Town Bend and Catfish Bar, some 130 miles.

The commanding general here does not anticipate an attack immediately upon this place, but says that a force of the enemy some 15 miles out is performing some movements, the nature of which he can not divine.

From refugees I learn that Kirby Smith is at Shreveport, or was there issuing passes but recently.

General Davidson's movement has been modified by the fight at this place, and he is somewhere farther inland than was at first designed.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander, etc.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding expedition up the Tennessee River to Perryville.

HELENA, July 24, 1863.

SIR: I have to-day returned from a cruise with the *Silver Cloud* up the Tennessee to near Perryville. I found that Fort Heiman had been abandoned in a stampede, and there being no force at Fort Henry, the coal depot for the Tennessee vessel was entirely without protection, the *Robb*, to whose care the coal was more especially intrusted, being at Paducah with her wheel broken down. I hurried up from Cairo, ordered the *Robb* to be taken upon the ways at Paducah and repaired with all possible dispatch and proceed to Fort Heiman, where I found the coal still safe, but was still obliged to risk it further, till I could bring a gunboat from above to guard it. The *Tawah* was found near Perryville and brought down at once to the fort, to remain there till the *Robb* could relieve her. Being anxious about this section of the river I did not go higher up the Tennessee River to communicate with the other vessels. The *Tawah* and *Fawn* had both been fired into by musketry, the latter having had 2 men slightly wounded. The gunboats in the vicinity of Savannah were reported to have been firing the day previous to my reaching Perryville, but for what reason was not known.

Captain Goudy reports the scattered forces of Biffle, Cox, and Forrest since the fight at Jackson, Tenn., as escaping in small parties and singly across the Tennessee upon rafts, etc., and swimming their horses.

Eight prisoners, with their animals, had been sent by him to Paducah, and we brought down 2 others. He is of opinion that the majority of the men escaping in this wise are deserting and will never return to the rebel ranks. This combined force of the above named rebel leaders has created great terror in all the Tennessee country lying west of the Tennessee River, and has held Columbus and Paducah in hourly expectation of attack and capture. The wildest reports prevailed at those posts, while, in truth, all the force the enemy could muster in that section of country would not exceed 2,000 to 2,500 men. Gunboats were in constant request to protect these places. The retreat of General Bragg renders it unlikely that any artillery force of consequence will appear upon the banks of the river (Tennessee) within the summer cruising ground of our vessels. The *Fawn* requires repairs, one of her cylinder timbers having given away, and I have ordered her to Cairo and have directed that as quickly as possible she shall take the station between New Madrid and Ashport. The necessity for removing her forces me, from the want of a vessel to replace her, to depart from your order by authorizing the *Exchange* and *Key West* to cruise together for the present. I respectfully suggest that under present circumstances, and the improbability of serious attack upon gunboats there, it would double their efficiency if I could separate those two by distances not to exceed 25 or 30 miles and to communicate frequently. If you authorized boats now to cruise on the Tennessee River as they do in this river singly, the *Fawn* can be of most service just now in the station given above. When the water in the Tennessee falls, she alone will be able to ascend it above Duck River, and should return there. Captain Hurd's reports have failed to reach me for two weeks past, but now I have arranged for weekly communication to Cairo from the Tennessee.

I am, very respectfully, your obedient servant,

S. L. PHELPS,

*Lieutenant-Commander, Commanding Division
Mississippi Squadron.*

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Brigadier-General Asboth, U. S. Army, to Fleet Captain Pennock, U. S. Navy, requesting orders be sent to commanding officer of gunboat at Fort Heiman, to secure safe delivery of stores.

COLUMBUS, KY., July 25, 1863.

On the 22d instant I had the honor of addressing you as follows:

* * * * *

Colonel Martin, acting upon my orders, telegraphs as follows, just received:

My transports with commissary stores and forage are held by gunboat officers who refuse to allow them to proceed or to convoy them. I have telegraphed

Commander Pennock, and no answer. The gunboat has fired on the steamer loaded with Government stores. Shall I turn the guns in the fort on the gunboat for further interference? I have communicated your orders to Commander Pennock and officer commanding gunboat.

Please send proper orders, without delay, to prevent further trouble and detention, and secure the safe delivery of the stores to the troops at or near Fort Heiman, as they are in need of them.

ASBOTH.

Fleet Captain A. M. PENNOCK,
Commanding Naval Station, Cairo, Ill.

Report of Acting Volunteer Lieutenant Couthouy, U. S. Navy, commanding U. S. S. Osage, regarding unavoidable disaster to that vessel.

MISSISSIPPI SQUADRON, U. S. S. OSAGE,
Memphis, July 25, 1863.

SIR: I regret having to report that at 5:50 p. m. yesterday, in rounding a point on the southern shore, 3 miles above this place, the boat refusing to answer her helm, it being hard a starboard at the time, was driven by the current which was running with great rapidity, broadside on, toward the bank, a large tree, projecting nearly horizontally from the base of which, entered just forward of the stern davit of the starboard quarter boat, tearing it completely out, together with the stern frame of the boat; and passing up and over the pilot turret, carried away the entire starboard deck cabin and upper pilot house, crushing the latter literally to splinters, and burying Mr. Stewart, the pilot (who I am sorry to say was badly bruised), under the wreck. Acting Ensign Pease, my executive officer, who was on the pilot turret at the moment, also received several severe contusions, and narrowly escaped being swept overboard.

In passing clear, the tree caught our kedge, which was stowed on deck abaft the pilot turret, and swept it off with 60 fathoms of hawser attached. I shall send a boat up to see if these and the iron boat crane can not be recovered.

Immediately on the occurrence of the disaster, I repaired to the fighting pilot turret, and disconnecting the lower from the upper wheel, succeeded in sheering the ship clear of the bank into the middle of the stream, where I anchored till the wreck could be cleared away, which done, I continued my route to Memphis, where, on our arrival at 7:30 p. m., I reported to Captain T. Pattison, commandant of the station. In the opinion of the carpenter of the yard, it will take probably four or five days to repair the damage we have sustained.

I think it proper to add that, in my judgment, the pilots are free from all blame for this disaster, which is to be attributed solely to the refusal of the ship to obey her helm.

I have the honor, sir, to remain,

Very respectfully, your obedient servant,

JOS. P. COUTHOUY,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron, U. S. S. Black Hawk.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding the forwarding of hulk of the Alonzo Child for a receiving ship.

OFF VICKSBURG, July 25, 1863.

SIR: I send you the hulk of the [Alonzo] Child to build on. She will make a good receiving ship, or marine barracks, as the orders of the Secretary must be carried out some time or other. I do not know whether it will be necessary to go through the forms of condemnation with the Child or not. She was found at the fort at Haynes' Bluff deserted, and already to set fire to in case we should attempt a night attack.

Very respectfully,
 Acting Rear-Admiral, Commanding Mississippi Squadron.

DAVID D. PORTER,

Captain A. M. PENNOCK,
 Fleet Captain and Commandant of Station, Cairo, Ill.

[Telegram.]

CAIRO, ILL., July 25, 1863.

Captain M. R. Kintzing, commanding United States marines at this place, has handed me a telegram from Colonel Harris, Commandant of Marine Corps, directing him to send to New York, by order of the Navy Department, Lieutenant Collum, 1 sergeant, 2 corporals, and 45 privates. Twelve privates are now detailed to go to the fleet, by order of Commodore Porter, which will leave us but 5 privates for guard duty here.

The condition of affairs in this vicinity renders it necessary that a strict guard should be kept night and day over the public property. We have no less than seven marine posts, in addition to which the powder boats and public property at Mound City are guarded by volunteers from the Army. The commanding general here informs me that he has but 406 men for the protection of this place and Mound City. The commanding general can not furnish me with more men, without detriment to his branch of the service. No train leaves here before 1 o'clock to-morrow p. m., before which time I respectfully request an answer.

A. M. PENNOCK,
 Fleet Captain and Commandant of Station.

Hon. GIDEON WELLES,
 Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, July 26, 1863.

Colonel Harris's order is suspended, and the marines need not be sent to New York.

GIDEON WELLES,
 Secretary of the Navy.

Captain A. M. PENNOCK,
 Senior Naval Officer, Cairo, Ill.

Report of Lieutenant Bache, U. S. Navy, acknowledging orders for cooperation in White River.

U. S. S. LEXINGTON,
Mouth of White River, July 28, 1863.

SIR: I have the honor to acknowledge the receipt of General Orders, Nos. 72, 73, and 74; also an order directing me to cooperate with a land force up White River, with the boats *Marmora*, *Cricket*, *Linden*, and *Romeo*.

Very respectfully, your obedient servant,

GEO. M. BACHE,
Lieutenant, Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, regarding the recall by order of the Secretary of a detachment of marines needed for protection of public property at Cairo.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., July 29, 1863.

SIR: I respectfully inform you that a telegram was received on the 25th instant by Captain M. R. Kintzing, U. S. marines, from Colonel Harris, commanding Marine Corps, stating that by order of the Navy Department he would send Lieutenant Collum, 1 sergeant, 2 corporals, and 45 privates to New York.

Captain Kintzing immediately brought the telegram to me, and I sent a telegraphic dispatch to the honorable Secretary of the Navy, of which the enclosed is a copy.

I detained the marines until the morning of the 27th, hoping to receive a dispatch countermanding the order for them to go; but, receiving none, I allowed them to leave on the 3 a. m. train. At 9 a. m. a dispatch came from the Department, saying that Colonel Harris's order had been suspended and the marines need not be sent to New York.

A telegraphic dispatch from me, ordering them to return, reached them at Centralia, and they returned in the afternoon.

I have directed Captain Kintzing to send 12 marines to you, in accordance with your order.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

General order of Acting Rear-Admiral Porter, U. S. Navy, regarding the employment of negroes on naval vessels.

GENERAL ORDER, }
No. 76.

U. S. MISSISSIPPI SQUADRON,
Flagship *Black Hawk*, off Vicksburg, July 26, 1863.

Owing to the increasing sickness in the squadron, and the scarcity of men, it becomes necessary for the efficiency of the vessels to use the

contrabands to a greater extent than heretofore. The white men can not stand the southern sun, an exposure to which invariably brings on the disease of this climate, remittent fever. But while employed only on the ordinary duties of the vessels I find that little or no disease exists. The blacks must therefore be used altogether as boats' crews, or for duty requiring exposure to the sun, every precaution being taken to keep them from being taken sick. The blacks must also be used to defend the vessels where there is a deficiency in the crew. This policy is dictated by necessity, and it is believed that in cases of emergency the blacks will make efficient men. It is desirable that none but the best class of negroes should be taken into the service, and before being shipped they must undergo a physical examination by the surgeon. When qualified, they can be promoted to second-class firemen, coal heavers, landsmen, ordinary seamen, but not to petty officers. Only clothes enough will be issued to them to make them comfortable until they are out of debt, and in all cases they must be kept distinct from the rest of the crew. They can be stationed at guns when vacancies exist, to pass shot and powder, handle handspikes, at train-tackles and side-tackles, pumps, and fire buckets; and can be exercised separately at great guns and small arms.

Great attention will be necessary as respects the cleanliness of the blacks, as they are not naturally clean in their persons.

The policy of the Government is to use the blacks, and every officer should do his utmost to carry this policy out.

DAVID D. PORTER,
Acting Rear-Admiral, Comdg. Mississippi Squadron.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign Turner, U. S. Navy, commanding U. S. S. Curlew, regarding the securing of captured cattle.

U. S. S. BENTON,
Off Natchez, July 26, 1863.

SIR: General Ransom will send a transport up in the morning with you to get the cattle and sheep which you referred to in your communication to me. I think the *Volunteer* is the boat. If it is light enough at 4 o'clock, get underway and go over to her, and then communicate with the officer in command of the troops who are going up; then proceed to do the best you can, of course destroying scows or ferryboats you may find.

You can remain a day or two longer than the transport, if you deem it necessary.

Do not go more than 40 miles above Natchez.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Commanding Benton.

Acting Ensign R. A. TURNER,
Commanding U. S. S. Curlew.

Order of Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, to proceed to Port Hudson prepared to assume command of the lower fleet.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Vicksburg, July 27, 1863:

SIR: As soon as your repairs are completed you will proceed to Port Hudson (or below there if necessary) and communicate with the naval officer left in charge by Admiral Farragut.

Make yourself acquainted with the condition of affairs down the river. In case Admiral Farragut has left orders to turn over the lower part of the river to my command, you will assume charge. You will ascertain what force Admiral Farragut proposes to leave on the river, for I have only vessels enough to defend down to Donaldsonville, and these vessels will be very few. I have received no notice from the Department in relation to this matter, and if you see the admiral, please impress upon him the importance of having enough of the smaller vessels to insure quiet along the river. As soon as I can regulate the squadron above, I will be down myself. In the meantime I urge the greatest activity with what vessels you have. Any one of the ironclads will be sufficient to attack any point where the guerrillas may have assembled. I enclose you the signal numbers of the vessels that will be attached to lower fleet. I will make arrangements for sending down coal, and if you can do so without detriment to your vessel's management, take down a barge with you. When you get below make arrangements to have the coal properly taken care of at Baton Rouge.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Captain HENRY WALKE,
Commanding U. S. S. Lafayette, off Vicksburg.

Letter from Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, accepting explanation regarding the withdrawal of that vessel from Helena previous to attack of July 4, 1863.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off Vicksburg, July 28, 1863.

SIR: Your explanation is satisfactory, though I was much disappointed at your moving so soon from Helena. I presumed the general there knew that General Price was going to attack him, or I would have been more explicit in my orders, as I was certain of it.

I regret that you lost so good an opportunity to inflict injury on the rebels.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant JOSHUA BISHOP,
Commanding U. S. S. General Bragg.

Report of Lieutenant-Commander Phelps, U. S. Navy, referring to proposed movement up White River.

U. S. IRONCLAD RAM EASTPORT,
Mouth of White River, July 28, 1863.

SIR: The arrival yesterday at Helena of some 4,000 troops rendered it unnecessary to retain this ship there, and I have therefore run down here with her.

I missed the *Linden* from her beat and am told that you ordered her commander to report for duty to Lieutenant Commanding Bache, whom I find here with several vessels to cooperate in the movement up White River. I had dispatched the *Queen City* to this place with a mail which Captain Pennock was anxious to get to you, with orders to deliver it to the first vessel on her beat below here, that one to deliver it to the next, and so on till the dispatches should reach you. The vessels having been all taken from their stations, the *Queen City*, I learn, has had to go through to Vicksburg. The result is that the *Covington* is the only vessel cruising from Memphis to White River, and in fact between Memphis and Vicksburg. There are known to be guerrilla bands at various localities along the river, but for some reason they are quiet lately.

I fear the vessels you have sent here will have long to wait, certainly so if, as I understood at Cairo, the military force is to come from Missouri. General Davidson, who was to have been in rear of Osceola about the 4th July, had on the 16th only reached Bloomfield, Mo., and on the 21st July, as I am informed, some of the forces to join him had not left St. Louis. He had encamped at Bloomfield to recruit his men. The vessels lying here with "torpedo catches" rigged can not but afford the rebels an exact clew as to what is going on, and they have tried to prepare as to them seems best. I shall leave here in the morning and will proceed up river leisurely as high as Randolph. I have taken 10 negroes on board here, with which I now have three guns' crews on board. There is a good deal of fever on board all the vessels; most of my officers are sick.

I am respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander, etc.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Endorsement.]

Your letter of July 28 has been received. If the troops have not come the work will have to wait at White River, as the Department has ordered them to be ready, and I never let the soldiers say I am not ready for them. General Grant requires no convoy from White River, and you must do the best you can above White River. I don't think there will be much trouble there. The rebels are all moving over.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding the operations of the U. S. S. Curlew near Natchez, Miss.

U. S. S. BENTON,
Off Natchez, July 28, 1863.

SIR: I have respectfully to report that since the *Curlew* has been here, I have employed her in patrolling the river for 40 miles above this place.

The crossing of cattle appears to have been stopped. Yesterday I sent her with a transport obtained from General Ransom to the plantation of a Mr. Davis (who is said to be a prominent rebel), about 12 miles above this, on the Louisiana side, to bring away some stock and tanned hides for the use of our forces, and to prevent their falling into the hands of the rebels. Small bodies of them are roaming about the Louisiana plantations, running off negroes and stock. We have taken from this place of Mr. Davis about 100 negroes. I have sent the *Curlew* to take a cruise of 30 miles down the river. A number of scows have been destroyed.

The people of this place are very civil, and I learn from General Ransom that there is some Union feeling, even among wealthy men.

I have a great deal of sickness on board my vessel; only one case as yet has resulted fatally.

In a few days we will send some coal here, and I have to request that a barge may be sent down; I have a good place to keep it.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Commanding Benton.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Captain Pierce, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding the services of a gunboat in examining the wrecks of steamers Tigress and Horizon.

DEPOT QUARTERMASTER'S OFFICE,
Vicksburg, July 28, 1863.

ADMIRAL: I am requested by Colonel [Judson D.] Bingham, chief quartermaster, to send an agent down the river to the wrecks of steamers *Tigress* and *Horizon*, to make an examination and report upon their condition, etc. He thinks it best to send the agent with a gunboat if possible, as it may be dangerous for an unarmed steamer to stop at the points which would be necessary in making the examination. Will it be convenient for you to send a boat to-morrow morning for this purpose? If so, please indicate which one, and I will have the agent go aboard at an early hour.

I am, very respectfully, your obedient servant,

G. A. PIERCE,
Captain and Assistant Quartermaster, U. S. A., in charge Depot.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign Turner, U. S. Navy, commanding U. S. S. Curlew, to cruise as far as Island Number 116.

U. S. S. BENTON,
Off Natchez, July 28, 1863.

SIR: You will go as far down the river as Island Number 116, examining the banks for flats and scows; also obtain all the information you can in regard to cattle, and the movements of the rebels.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Commanding Benton.

Acting Ensign R. A. TURNER,
Commanding U. S. S. Curlew.

Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, granting leave of absence.

NAVY DEPARTMENT, *July 29, 1863.*

SIR: You have been actively and incessantly engaged since October last in discharging the important duties of your command, which you have done with characteristic ability, and the Department apprehends that relaxation is absolutely necessary for your health, which it is understood has been impaired from fatigue and the debilitating influences of a southern climate, and as the rebel strongholds on the Mississippi have fallen and no important combined military and naval movements are at present contemplated, the moment is an opportune one for you to repair North for the benefit of your health.

You have, therefore, permission to be absent from your command for a month or six weeks or longer should it be necessary. The squadron can be left in charge of the senior commanding officer.

I would be pleased to see you at the Department at any time.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

General report of Fleet Captain Pennock, U. S. Navy, referring to withdrawal from the squadron of Rear-Admiral Porter, U. S. Navy, and Captain Walke, U. S. Navy.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., July 29, 1863.

DEAR PORTER: I received a telegram from the Secretary of the Navy, dated the 27th, saying that Captain Alden would leave that night for Cairo with important dispatches for Admiral Farragut, and directing me to furnish him with transportation to New Orleans and give him every facility for communicating with Admiral Farragut

at the earliest date. I expect him to arrive to-morrow, and shall send him down in one of the transports, unencumbered by a tow, directing her commanding officer to proceed down the river until he finds you, when you can decide whether to send Captain Alden to New Orleans in the same boat or on board some other.

I received last night the order detaching Captain Walke, accompanied by a very complimentary letter,* which I was very glad to see, as he certainly deserves it. The letter is enclosed to you with other dispatches.

To-day I received a telegram from H. A. Wise, dated 29th, requesting me to send you word that the Navy Department, on account of your late arduous duties, has forwarded to you a leave of absence for six weeks, the squadron to be left in command of the senior officer. Walke's detachment makes me that humble individual, and I will do all I can to have the squadron go on as you wish it until your return.

As soon as your leave arrives I will send it to you without delay.

Had you not better come up here and meet it?

We are very short of workmen, and all are now employed on the *Peosta* and *Chillicothe*. I have been unable as yet to do anything with the *General Price*. I will push coal down as soon as possible, but it seems as if there were always repairs to be made whenever we are in a hurry to get boats off.

Morgan and his band have been captured, and I hope quiet now may be restored on the Ohio. The gunboats proved efficient, and for once receive the praise they deserve.

I have not men enough here now to man the *Peosta*, but will send men to the fleet as soon as there are more than enough for crews for the boats fitting out.

I have forgotten to inform you heretofore that when Morgan was reported to be coming down the river I dispatched the ram *Monarch* to Smithland, Ky., to meet him, if he should come that far down.

When Hickman was occupied by rebels about a fortnight ago, I sent her there. Captain [Asgill] Conner, her commanding officer, acted promptly and willingly in both cases. Hickman was occupied by his troops before others arrived there. General Asboth complimented Captain Conner for his energy, and desired me to thank him for the assistance rendered.

Sincerely, your friend,

A. M. PENNOCK.

Rear-Admiral D. D. PORTER.

[Telegram.]

CAIRO, July 30, 1863.

Captain Alden arrived at an early hour this morning, and will leave immediately.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Hon. G. WELLES,
Secretary Navy.

* See p. 321.

[Telegram.]

NAVY DEPARTMENT, *July 30, 1863.*

General Burnside wants two or three more very light-draft gunboats. If you have them, and they can be spared, you are authorized to send them. If not, can they be procured?

GIDEON WELLES,
Secretary of the Navy.

Fleet Captain A. M. PENNOCK,
Cairo, Ill.

[Telegram.]

NAVY DEPARTMENT, *July 30, 1863.*

Fleet Captain Pennock has been authorized to send you boats, if he has them.

GIDEON WELLES,
Secretary of the Navy.

Major-General A. E. BURNSIDE,
Cincinnati, Ohio.

[Telegram.]

CAIRO, *July 31, 1863.*

We have no more very light-draft gunboats that we can send to the upper Ohio. I will endeavor to purchase suitable boats and convert them into gunboats if the Department will authorize it.

A. M. PENNOCK,
Fleet Captain, etc.

HON. GIDEON WELLES,
Secretary of the Navy.

Instructions from Rear Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, on leaving for New Orleans.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, off Vicksburg, July 31, 1863.

SIR: I am anxious to get to New Orleans before Admiral Farragut leaves, but will see you on my return and supply you with provisions. Let the *Neosho* stay at Port Hudson, I may want her at Red River. Make a coal depot at Baton Rouge, and let that be your headquarters. Be sparing with the coal; we have none above; it is intended for the vessels of my squadron solely, and is not to be supplied to transports or the vessels of Admiral Farragut's fleet that burn hard coal, except in cases of actual necessity.

Very respectfully, your obedient servant,

D. D. PORTER,
Commanding Mississippi Squadron.

Captain HENRY WALKE,
Commanding U. S. S. Lafayette.

Letter from Lieutenant-Commander Greer, U. S. Navy, to Brigadier-General Ransom, U. S. Army, announcing readiness to cooperate against attack.

U. S. S. BENTON,
Off Natchez, July 31, 1863.

GENERAL: I have just learned that the rebels are threatening. I will hold myself in readiness to shell over the barricaded quarter, or to operate in any manner that may be of service.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Commanding Benton.

General RANSOM,
Commanding U. S. Forces, Natchez.

[For report of Ransom, see Official Records of Union and Confederate Armies, vol. 24, pt. 2, p. 685.]

Letter from Lieutenant-Commander Greer, U. S. Navy, to Brigadier-General Ransom, U. S. Army, giving list of day signals.

U. S. S. BENTON,
Off Natchez, July 31, 1863.

SIR: I propose the following as day signals, to be used by one of your men on the bank, just above where the transports lie or any safe place:

Commence firing—Wave the flag, the operator waving his hat at the same time.

Fire higher—Flag vertical, staff at arm's length above man's head.

Fire lower—Flag dropped toward the ground and raised up and down.

Fire more to right or left—Flagstaff held horizontally in direction required.

Cease firing—Flag waved rapidly over head.

If you prefer any other system, please let me know.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Commanding Benton.

General RANSOM, U. S. Army,
Commanding U. S. Forces, Natchez.

Report of Rear-Admiral Porter, U. S. Navy, regarding the extension of his command to New Orleans.

NEW ORLEANS, August 1, 1863.

SIR: I have the honor to inform you that I have communicated with Admiral Farragut, and assumed the charge of the Mississippi down to New Orleans.

The river is entirely free from guerrillas, and merchant vessels can travel it without danger.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

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

*Stations of the vessels in the Mississippi Squadron, August 1, 1863,
Acting Rear-Admiral David D. Porter, commanding.*

Vessel.	Commander.	Where stationed.
Argosy.....	Acting Ensign John C. Morong.....	White River.
Abraham.....	Acting Ensign Wm. Wagner.....	Cairo.
Black Hawk.....	Lieutenant-Commander K. R. Breese.....	Vicksburg.
Benton.....	Lieutenant-Commander James A. Greer.....	Natchez.
Baron De Kalb.....	Lieutenant-Commander John G. Walker.....	Sunk, Yazoo City.
Brilliant.....	Acting Volunteer Lieutenant Chas. G. Perkins.....	Up the Ohio.
Chillicothe.....	Lieutenant-Commander James P. Foster.....	Cairo, repairing.
Choctaw.....	Lieutenant-Commander Frank M. Ramsey.....	Red River.
Carondelet.....	Acting Lieutenant J. McLeod Murphy.....	Carthage.
Conestoga.....	Lieutenant-Commander T. O. Selfridge.....	Below Port Hudson.
Cricket.....	Acting Volunteer Lieutenant A. R. Langthorne.....	White River.
Covington.....	Acting Volunteer Lieutenant J. S. Hurd.....	Upper Mississippi.
Clara Dolsen.....	Acting Volunteer Lieutenant John Scott.....	Cairo.
Champion.....	Acting Master Alfred Phelps.....	Upper Mississippi.
Curlew.....	Acting Ensign R. A. Turner.....	Island No. 64.
Eastfort.....	Lieutenant-Commander S. L. Phelps.....	Helena.
Exchange.....	.....	Ohio.
Forest Rose.....	Acting Volunteer Lieutenant George W. Brown.....	Cairo, for repairs.
Fairplay.....	Acting Master G. J. Groves.....	Tennessee.
Fulton (ram).....	First Master S. Codman.....	Repairs.
Fawn.....	.....	.....
General Price.....	Commander S. E. Woodworth.....	Cairo, for repairs.
General Bragg.....	Lieutenant Joshua Bishop.....	Memphis, for repairs.
Great Western.....	Acting Volunteer Lieutenant W. F. Hamilton.....	Vicksburg.
General Lyon.....	Pilot R. E. Birch.....	Cairo.
General Pillow.....	Acting Master's Mate J. H. Rivers.....	Tennessee.
Hornor (ram).....	First Master R. Dalzell.....	Repairing.
Hastings.....	Acting Master Wm. N. Grilswold.....	Helena.
Judge Torrence.....	Acting Volunteer Lieutenant J. F. Richardson.....	Vicksburg.
Juliet.....	Acting Volunteer Lieutenant Edward Shaw.....	White River.
Key West.....	.....	Cairo.
Kenwood.....	Acting Master John Swaney.....	Below Port Hudson.
Lafayette.....	Captain H. Walke.....	Do.
Louisville.....	Lieutenant-Commander E. K. Owen.....	Grand Gulf.
Lexington.....	Lieutenant Geo. M. Bache.....	White River.
Linden.....	Acting Volunteer Lieutenant Thomas E. Smith.....	Do.
Lioness (ram).....	First Master T. O'Reilly.....	With the brigade.
Little Rebel.....	Acting Ensign N. T. Rennell.....	Cairo, for repairs.
Mound City.....	Lieutenant-Commander Byron Wilson.....	Lake Providence.
Manitou.....	Acting Volunteer Lieutenant John Pearce.....	Yazoo River.
Marmora.....	Acting Volunteer Lieutenant Robert Getty.....	White River.
Monarch (ram).....	Lieutenant E. W. Bartlett.....	Up the Ohio on shore.
Madison.....	.....	Upper Ohio.
Moose.....	.....	Do.
New Era.....	Acting Master J. C. Bunner.....	Island No. 10.
New National.....	Acting Master A. M. Grant.....	Cairo.
Naumkeag.....	.....	Upper Ohio.
Neosho.....	Commander J. C. Febiger.....	Below Port Hudson.
Osage.....	.....	On the way from Cairo.
Pittsburg.....	Acting Volunteer Lieutenant Wm. R. Hoel.....	Red River.
Petrel.....	Acting Master C. S. Kendrick.....	Vicksburg.
Prairie Bird.....	Acting Volunteer Lieutenant E. E. Brennan.....	Island No. 64.
Paw Paw.....	.....	Upper Mississippi.
Peosta.....	.....	Fitting out at Cairo.
Queen City.....	Acting Master R. H. Timmonds.....	Upper Mississippi.
Romeo.....	Acting Volunteer Lieutenant J. V. Johnston.....	White River.
Rattler.....	Acting Master W. E. H. Fentress.....	Vicksburg.
Red Rover.....	Acting Master W. R. Wells.....	Memphis.
Robb.....	Acting Ensign Robert Wilkinson.....	Tennessee and Cum- berland.
Reindeer.....	.....	Upper Ohio.
Signal.....	Acting Volunteer Lieutenant C. Dominy.....	Cairo, for repairs.
Springfield.....	Acting Volunteer Lieutenant T. B. Gregory.....	Upper Ohio.
St. Clair.....	Acting Master Geo. W. Foutty.....	Do.
Switzerland (ram).....	Lieutenant-Colonel John Ellet.....	Repairing.
Sovereign.....	Acting Master Thomas Baldwin.....	Vicksburg.
Silver Lake.....	Acting Ensign J. C. Coyle.....	Cumberland.
Silver Cloud.....	Acting Master A. F. Thompson.....	Do.
Sampson.....	.....	.....
Tuscuinbla.....	Lieutenant-Commander James W. Shirk.....	Goodrich's Landing.
Tyler.....	Lieutenant-Commander James M. Prichett.....	Helena.
Tawah.....	.....	.....
Victory.....	.....	Upper Ohio.
Wm. H. Brown.....	Acting Volunteer Lieutenant J. A. French.....	Cairo.

List of tugs, commanders, and stations.

Vessel.	Commander.	Station.
Dahlia.....	Acting Ensign W. H. Strope.....	Vicksburg.
Hyacinth.....	Acting Ensign J. B. Hilserman.....	Vicksburg.
Laurel.....	Acting Ensign W. R. Owens.....	Vicksburg.
Nettle.....	Acting Ensign Perry C. Wright.....	Vicksburg.
Thistle.....	Acting Ensign R. [J.] Eltringham.....	Vicksburg.
Ivy.....	Acting Master's Mate Chas. H. Gulick.....	Vicksburg.
Daisy.....	Acting Ensign D. C. Bowers.....	Calro.
Myrtle.....	Acting Ensign James M. Bailey.....	Calro.
Mistletoe.....	Acting Ensign James L. Quigley.....	Calro.
Mignonette.....	Acting Ensign M. B. Munsey.....	Calro.
Pansy.....	Acting Ensign Wm. Harris.....	Calro.
Fern.....	Acting Ensign John M. Kelly.....	Calro.

List of steamers in the Mississippi Marine Brigade, Brigadier-General Alfred W. Ellet, commanding.

Vessel.	Commander.	How employed.
Autocrat.....	Captain J. R. Crandall.....	} Carrying troops for General Grant.
Adams.....	Lieutenant-Colonel Geo. E. Currie.....	
Baltic.....	Major J. J. Falliday.....	
Diana.....	Colonel Chas. R. Ellet.....	
E. H. Fairchild.....	Captain Jas. C. Brooks.....	
John Raine.....	Major J. M. Hubbard.....	
Woodford.....	Dr. James Robarts.....	

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Report of Rear-Admiral Porter, U. S. Navy, regarding interview with Admiral Farragut before the latter's departure for the North, and referring to trade conditions at New Orleans.

No. 107.] U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Off New Orleans, August 2, 1863.

SIR: I had the honor to inform you of my arrival at this place in a hurried letter by the *Hartford*.

I reached here only a few hours before Admiral Farragut left for the North, and communicated with him freely on the subject of transferring the care of the river above New Orleans to me.

On the fall of Port Hudson I sent vessels down and stationed them at those points along the river (as far as Donaldsonville), where an attack might be expected.

The whole length of the Mississippi seems to be unusually quiet. I did not hear of a single guerrilla, and any merchant steamer could come all the way through without fear of being molested.

The wharves of New Orleans have a most desolate appearance, and the city looks less thriving than it did when I was last here, a year since. It is to be hoped that facilities will be afforded for the transportation of produce from above. Almost everything is wanted, and provisions are very high. I shall neglect no precautions for the safety of downward or upward bound vessels, and shall feel gratified

when I see them once more running to and fro on their legitimate business. I hear complaints made that too many restrictions are imposed by the local authorities on trade, and that the revenue regulations are not left to be carried out by the revenue officers.

I think we have arrived at a stage of the rebellion when trade and commerce should be encouraged. With trade, prosperity will again commence to enter this once flourishing city, and a better state of feeling be brought about.

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

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

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

Order of Lieutenant-Commander Phelps, U. S. Navy, to Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, regarding affairs in vicinity of Helena, Ark.

U. S. IRONCLAD RAM EASTPORT,
Mississippi River, August 2, 1863.

SIR: The *Paw Paw* takes her station between Walnut Bend and the St. Francis River. Should you learn of the appearance of guerrillas along the Mississippi below Helena, and in the neighborhood of Friars Point or Old Town Bend, order the *Paw Paw* to make trips from time to time in that vicinity.

Respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Lieutenant Commanding JOSHUA BISHOP,
U. S. Gunboat General Bragg, Helena.

P. S.—Should you be ordered below by the admiral, order the *Paw Paw* to take your place at Helena.

S. L. PHELPS.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, to ship negroes for that vessel.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, off New Orleans, August 3, 1863.

SIR: Your communication of the 28th ultimo is received.

You will ship negroes to fill your complement until you are able to ship white men.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant JOSHUA BISHOP, U. S. Navy,
Commanding U. S. S. General Bragg.

General report of Lieutenant-Commander Phelps, U. S. Navy, regarding the grounding of steamer Sam Young and operations at Walnut Bend and Osceola, Ark., and in the Tennessee River.

U. S. IRONCLAD RAM EASTPORT,
Memphis, August 3, 1863.

SIR: I have to acknowledge the receipt of your several letters of the 27th ultimo, relating to repairs on *Tyler*, the vessels in the Tennessee, the White River expedition, and a survey upon Master's Mate Napier, of the *Mound City*.

Above White River I found the steamer *Sam Young*, with 350 prisoners from Yazoo City, hard aground, the captain having anchored where she was lying and in the morning found himself nearly high and dry. The *New National* arriving, with the *Child* in tow, I put the prisoners and guard on board the latter and sent them to Helena. I presume the rebels have burned the *Young* by this time.

The *Tyler* has gone up to Cairo for repairs.

I applied to General [L. F.] Ross for a small force to operate with the *Covington* in an attempt to break up some guerrilla bands between Walnut Bend and Buck Island, and he put on board 100 infantry and 20 cavalry, the *Covington* carrying this force without disabling her battery. When I came up this party was landed in Walnut Bend. Acting Volunteer Lieutenant Commanding Lord has exhibited a very commendable zeal in informing himself of everything along his beat and in his operations. A few nights since he captured the horse and equipments and servant and horse of a rebel colonel, who had crossed into Arkansas to visit his plantation.

The *Silver Cloud* discovered a party of 200 of the enemy at Osceola and opened an effective fire upon them. A land force has since scoured that portion of the country.

In the Tennessee the vessels succeed every few days in taking prisoners. Bands there, as here, are roaming over the country impressing every man to be found. This part of the South at least is paying dearly for the system of guerrilla warfare, which recoils upon themselves with infinitely more harm than it has caused to the national interests. Deserters are frequently finding their way to the gunboats throughout my command. Two (with their paroles) had walked from Vicksburg to Helena.

It is reported that the *Sultana* was fired into below Buck Island, but I have not yet been able to learn the particulars. The *Covington* was to visit that place with the troops. The navigation of the river has been remarkably free from the enemy's attacks, and not a piece of artillery, so far as I am informed, has been brought upon the river bank for the past month. The enemy seems to be devoting himself chiefly to hunting conscripts and impressing into the rebellion every person able to carry a musket.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant Wilson, U. S. Navy, commanding U. S. S. Mound City, of the return of a detail from an Ohio regiment.

U. S. GUNBOAT MOUND CITY,
[Lake] Providence, La., August 4, 1863.

SIR: I have the honor to report that early this morning the officer and soldiers of the Fifty-eighth Ohio Volunteer Infantry, detailed for this vessel, went down to Vicksburg to join their regiment.

The *General Lyon* took them down. Two days before I discharged and sent up the river 6 of the Potomac soldiers, making a total of 46 men that have left this vessel.

I am, very respectfully, your obedient servant,
BYRON WILSON,
Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, for a modification of orders regarding convoy, to facilitate the movement of supplies.

NAVY DEPARTMENT, August 5, 1863.

SIR: General Meigs has referred to me a communication addressed to him by the assistant quartermaster at St. Louis, representing the embarrassments that would attend the operations in his department by strictly conforming to your regulations respecting convoy to vessels going down the Mississippi. The delay in waiting the departure of the convoy steamers would retard the transportation of supplies for the army, which can scarcely, at present, be furnished rapidly enough to meet the demand. General Meigs has, therefore, suggested that all steamboats having passed from the chief or depot quartermasters at St. Louis, Cairo, Memphis, Vicksburg, and New Orleans, certifying that they are in the military service of the United States, be allowed to proceed to their destination without convoy if they desire; and the Department directs that you will give orders to this effect to those in your squadron concerned.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Letter from Rear-Admiral Porter, U. S. Navy, to the Superintendent of Coast Survey, commending the work of his assistants.

OFF NEW ORLEANS, August 5, 1863.

DEAR SIR: I take up my pen very often to write to you, but seldom get over the first line before I am interrupted.

It is not much of a sinecure commanding nearly a hundred vessels, keeping them moving in the right direction and to the right spot,

settling differences, and a thousand other things too numerous to mention. It keeps me at my desk a great deal, and piles my table with papers and gives me so much to do that my old friends must excuse me if I fail in writing to them.

The two gentlemen you sent me (Messrs. Fendall and Strausz) have gone home to report to you. They were both too sick to stay here any longer, and there was no actual necessity for having a surveyor beyond the general one of obtaining geographical information.

I feel much indebted to these two gentlemen for the willingness and ability they always manifested in performing any work (no matter what) required of them.

I believe I can say that we have made as good, if not better, charts than anyone out here, and have added a good deal to the geographical knowledge already procured.

Our gunboats have steamed through where the keel of a canoe never passed, and have succeeded in reaching points in the enemy's country where the imagination of man never dreamed that he could be molested by an enemy in such a shape.

You will see by the charts that what was once considered a mere ditch, capable of passing a canoe, is really a navigable stream for steamers, and that the energy of the North would soon make thoroughfares of these natural canals running all over the South, offering every facility for the planter to send his cotton to market. I regret exceedingly that Mr. Fendall was taken sick while employed on the survey of Vicksburg and its vicinity and fortifications. He succeeded, however, in finishing everything except the approaches dug by our army, which, as remarkable specimens of energy, bravery, skill, and endurance should accompany the map. These latter, however, can be obtained from the army engineer's map, and the chart of Vicksburg and its fortifications would be incomplete without them.

I can not speak too highly of the interest Messrs. Fendall and Strausz took in the difficult works in which they were engaged.

When General Grant was in want of engineers and applied to me to assist him, I sent Messrs. Fendall, Strausz, and Kroehl into the trenches, knowing that their practical experience would show itself in laying out fortifications or digging ditches, and am sure they performed their duty well, and submitted to every privation while so employed.

Like all the officers of the Coast Survey who have served under my command, I have found them always prompt and ready to execute my orders, never for a moment taking into consideration the dangers and difficulties surrounding them.

With many thanks to yourself for allowing me the use of your assistants, and hoping that you will always allow me to call on you for hydrographical assistance, I remain,

Very truly and respectfully, yours, etc.,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

A. D. BACHE, Esq.,

Superintendent Coast Survey, Washington, D. C.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Townsend, U. S. Navy, for duty under Commander Febiger, U. S. Navy, in charge of division below Port Hudson.

DONALDSONVILLE, LA., August 5, 1863.

SIR: You will remain at this place until further orders, holding yourself in readiness to move down to any point where your services may be needed. Lie under low steam. You will make your reports to Commander Febiger, who has command of the division below Port Hudson. You will communicate to him all the information you may obtain in relation to the movements of the enemy, so that he can send it to me without delay.

You will, when short of provisions, obtain them from New Orleans by the transports, or get supplies from the army.

When it is possible to repair your vessel, I will have you relieved.

Very respectfully, your obedient servant,

[DAVID D. PORTER,]

Rear-Admiral, Commanding Mississippi Squadron.

Acting Lieutenant R. TOWNSEND,
Commanding U. S. S. Essex.

Report of Commander Townsend, U. S. Navy, commanding U. S. S. Essex, regarding the condition of that vessel.

U. S. S. ESSEX,

Off Donaldsonville, La., August 6, 1863.

ADMIRAL: I have the honor to acknowledge the receipt of your communication, sent me as you passed up last evening. Although the *Essex* requires extensive repairs, she will, I trust, be found able to carry out your orders, and take care of the river at this point and below. Let me briefly sketch her condition. She is making a good deal of water, consequent upon the present unusually large supply of coal, which has brought down seams that have not been submerged for months past. Her decks leak so badly that, when it rains, it is impossible for the men to keep dry in their hammocks. She needs repairs to engines, boilers, hull, and iron plating. She is almost destitute of the ordinary stores and tools in all the departments, save that of the gunner. With the exception of forty-eight hours, in March last (when indispensable repairs were made to her machinery), she has been away from New Orleans and deprived of all opportunity to refit or replenish since the 10th of December. During these eight months she has been always in the advance; on isolated picket duty off Baton Rouge or Port Hudson, from 25 to 50 miles from any support; or, after the siege of the latter place commenced, at the head of the leading line of the squadron, and very frequently engaged with the enemy's batteries. With ordnance stores they kept the *Essex* well supplied, still, we have but twelve shell for Parrott 100-pounder rifle, remaining. As regards other indispensable supplies, she has been "living from hand to mouth." With iron and lumber picked up along shore, much important work has been done

by the *Essex* for herself and for the mortar schooners. As an evidence of our utter poverty, and an instance of the necessity that prompts invention, I may mention that our apologies for awnings are made from old tents, abandoned by the army when it evacuated Baton Rouge, a year ago.

I beg leave to refer to a portion of your communication which was doubtless conceived under a misapprehension. A very natural one, as my last service under you was as an acting lieutenant, and it requires some study of the register to learn my present position. My place on the Navy list is between Commanders Parker and Guest and twenty numbers above that of Commander Febiger, to whom you direct me to make reports. Presuming that you have made arrangements for the prompt dispatch of news by Commander Febiger, I shall immediately inform him of any important intelligence I may obtain. But, as Commander Febiger's senior, I respectfully beg leave to address my reports directly to yourself.

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

ROBERT TOWNSEND,
Commander, U. S. Navy, Commanding.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Richardson, U. S. Navy, making reference to the raising of the U. S. S. Cincinnati, and other matters.

U. S. S. JUDGE TORRENCE, August 5, 1863.

SIR: I have the honor of informing you that Captain Walker did not leave until 5 o'clock a. m.; was detained waiting for soldiers.

The river is falling rapidly, but think there is sufficient water in the Yazoo for the fleet. Chief Engineer Bickerstaff completed the rake for picking up torpedoes on the 3d of August. Captain Walker left the fleet for the Yazoo River 5 a. m. this, the 5th day of August.

I have met with many disappointments in raising the gunboat *Cincinnati*, but can assure you that I have cleaned her out, and with the exception of one hole in the stern, [for] which I am sinking a dock to-day, will have her as tight as she was on leaving the dock at St. Louis.

One of the guns of the *Cincinnati* is about 100 yards in the woods. Captain Walker thinks you may have given it to the army. If it belongs to the navy I will put it on the *Cincinnati* by your so advising me to do.

I received your communications to General Ellet and delivered them.

The brigade left for the lower part of the river at 6 o'clock a. m., having a number of troops from the army on board.

The steamer *Osage* arrived off Vicksburg 1 o'clock p. m.; will leave in the morning at daylight for the Red River, agreeable to your order.

Having a number of dispatches and mail for the fleet, thought it advisable to send the *General Lyon* to meet you. The *General Lyon*

cannot tow safely, as her guards are too high; will send her without tow. The *Hämmitt* will be down to-morrow, when I will send you her tow, as she brings it to the fleet, as per your order.

I am respectfully, your obedient servant,

J. F. RICHARDSON,
Acting Volunteer Lieutenant.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant Bishop, U. S. Navy, regarding the sinking of the U. S. S. Paw Paw.

U. S. S. GENERAL BRAGG,
Off Helena, August 7, 1863.

SIR: I regret to inform you that the light-draft gunboat No. 31, *Paw Paw*, was sunk yesterday afternoon in the lower end of Walnut Bend.

I received the information after midnight and as soon as possible started to her assistance, arriving there at 7 a. m. I found the *Paw Paw* lying on Hardin's Point, Arkansas shore, careened considerably to the starboard, her port lower guard out of water and on the bank, her starboard boiler deck guard under water. The vessel was secured to the bank with hawsers around the upper part of casemate to prevent her sliding off the bank into deep water, which was 3 fathoms deep on the outside of vessel. The light-draft gunboat *Covington* had arrived the night previous, and nearly everything had been removed from the vessel and taken aboard the *Covington*. From Captain Thompson's statement, the vessel was backing out from the bank when she struck a sunken snag, which entered the rake just forward of wheel. The vessel filled so fast that it was impossible to ascertain the amount of damage done or the location of injury.

The vessel was run ashore immediately, where she sank in a few minutes. It was not more than fifteen minutes from the time of striking the snag until the vessel was sunk.

As I could render her no assistance, I returned to this place to procure what assistance I could find. There being nothing at hand, I called upon Major-General Steele, commanding at this point, and informed him of the condition of the vessel, requesting his assistance. He informed me he was very sorry, but that he had nothing which would be of service to us. No pumps of any description were to be found in Helena. Before leaving the *Paw Paw* I ordered Acting Volunteer Lieutenant Lord to remain with the *Covington* and guard her, at the same time removing the battery aboard the *Covington* and making all necessary preparations for raising the vessel. By the dispatch steamer to-day I wrote to Lieutenant-Commander Thomas Pattison, commandant Memphis naval station, informing him of the accident and requesting assistance for the *Paw Paw*.

I do not know where Lieutenant Commander S. L. Phelps, commanding division, is at present.

In crossing Helena bar this morning this vessel rubbed very hard, and, there not being more than 11 feet water, I do not think it safe to go back again, for fear I will not be able to get below again.

Hoping that the *Paw Paw* may soon be afloat.

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

JOSHUA BISHOP,
Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Master Thompson, U. S. Navy, commanding U. S. S. Paw Paw, regarding the sinking of that vessel.

U. S. GUNBOAT PAW PAW,
Hardin's Plantation, Mississippi River, August 7, 1863.

SIR: It has become my disagreeable duty to inform you that this vessel now lies sunk at the bank at this place, which is situated at the lower end of Walnut Bend, she having struck a snag yesterday afternoon, starting her leaking, so that she filled in about fifteen minutes after striking, barely giving us time to reach the bank.

I have no doubt but she can be raised again if the pump boat is immediately sent up. The *Covington* is here to guard her, and the *General Bragg* will take this to Helena to forward it by first opportunity.

Very respectfully, your obedient servant,

A. F. THOMPSON,
Acting Master, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, for the assistance of the steam pump boat in raising the U. S. S. Paw Paw.

AUGUST 10, 1863.

SIR: You will order the steam pump boat *Champion No. 5* to proceed with all dispatch to Hardin's plantation, Walnut Bend, on this river, and raise the gunboat *Paw Paw*, which lies sunk at that place.

Very respectfully,
DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander T. O. SELFRIDGE,
Senior Naval Officer, Vicksburg.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Rogers, U. S. Navy, regarding the pump boat, to raise the U. S. S. Paw Paw.

AUGUST 10, 1863.

SIR: You will proceed to Vicksburg with all dispatch and order the steam pump boat *Champion No. 5* to proceed to the gunboat *Paw Paw* and raise her. Report to Captain Selfridge or the senior officer and get the order from him.

Very respectfully,
 DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Acting Master JOHN ROGERS,
Commanding Naumkeag.

Report of Lieutenant-Commander Owen, U. S. Navy, regarding affairs in vicinity of Grand Gulf, Miss.

U. S. S. LOUISVILLE,
Off Grand Gulf, Miss., August 8, 1863.

SIR: I have the honor to report that within the past week the guerrillas and some of Colonel Logan's cavalry (secesh) have been busily employed committing a series of depredations, such as shooting negroes, stealing horses, impressing men of all nations, and preventing the people trading with our vessels. Shooting negroes and stealing horses from Union persons have occurred within 1 mile of this vessel. The enemy are always mounted and armed with rifles and shotguns. Well-disposed persons report there are some 50,000 bales of cotton hid away awaiting a favorable opportunity to sell or ship to the North. It is reported that some 1,500 cavalry (Logan's force) make their headquarters about Port Gibson. Some 200 patrol between the Black and Port Gibson. A small force, say 500, would disperse this thieving gang.

I am, sir, very respectfully, your obedient servant,
 E. K. OWEN,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant Wilson, U. S. Navy, commanding U. S. S. Mound City, regarding dash by Confederate cavalry into Lake Providence La.

U. S. GUNBOAT MOUND CITY,
Off Lake Providence, La., August 8, 1863.

SIR: The last of General Reid's brigade left this place yesterday noon. This morning 70 rebel cavalry, commanded by the notorious John McNeil, captain, C. S. Army, made a dash into [Lake] Providence for the purpose of stealing mules and negroes, a large number of the latter having congregated in this place during its occupation by the army. The negroes were defenseless, and the rebels had fired several shots at them from behind the levee when I opened on them with the port guns. They fled to the woods in the utmost confusion,

several horses minus their riders. Seven dead rebels have been found so far in the field back of the town, and I am confident many more were wounded.

These rebels are now encamped about 3 or 4 miles back from the river, feeding on their friends and doing us no injury.

I am, very respectfully, your obedient servant,

BYRON WILSON,
Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Operations of a naval force in White and Little Red Rivers, Ark., under Lieutenant Bache, U. S. Navy, cooperating with Major-General Steele, U. S. Army, commanding Army of Arkansas, August 8-17, 1863.

[Telegram.]

WASHINGTON, *July 15, 1863—10.15 a. m.*
(Via Memphis, 17th, 7.30 a. m.)

It is reported that Price is moving north. All available forces should immediately move on his rear, so as to cut off his retreat. The forces in Missouri will prevent his penetrating far into that State, and if he is cut off in rear his forces must disperse or surrender. Apply to the naval commander for cooperation with gunboats on White River. No time should be lost.

H. W. HALLECK,
General-in-Chief.

General PRENTISS, *Helena.*

Letter from the Assistant Secretary of the Navy to Major-General Halleck, U. S. Army, announcing the readiness of gunboats for cooperation.

NAVY DEPARTMENT, *August 4, 1863.*

SIR: I transmit herewith for your information a copy of a telegraphic dispatch from Rear-Admiral Porter, dated Vicksburg, July 22, announcing that there is a force of gunboats at the mouth of White River, in readiness to cooperate with the army.

Very respectfully, etc.,

G. V. FOX,
Assistant Secretary of the Navy.

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

[Enclosure—Telegram.]

VICKSBURG, *July 22, 1863,*
(Via Cairo, 30th.)

A force of gunboats is at the mouth of White River, in readiness to cooperate with the army.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Bache, U. S. Navy, acknowledging orders for cooperation of gunboats.

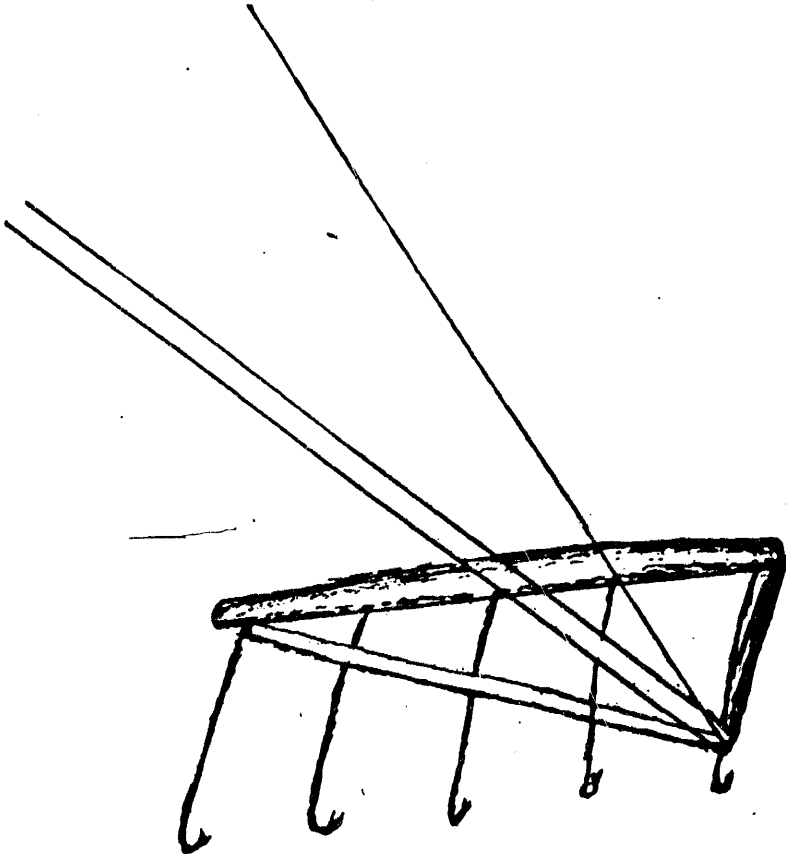
U. S. S. LEXINGTON,
Mouth of White River, July 28, 1863.

SIR: I have the honor to acknowledge the receipt of General Orders Nos. 72, 73, and 74; also an order directing me to cooperate with a land force up White River with the boats *Marmora*, *Cricket*, *Linden*, and *Romeo*.

Very respectfully, your obedient servant,

GEO. M. BACHE,
Lieutenant, Commanding.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

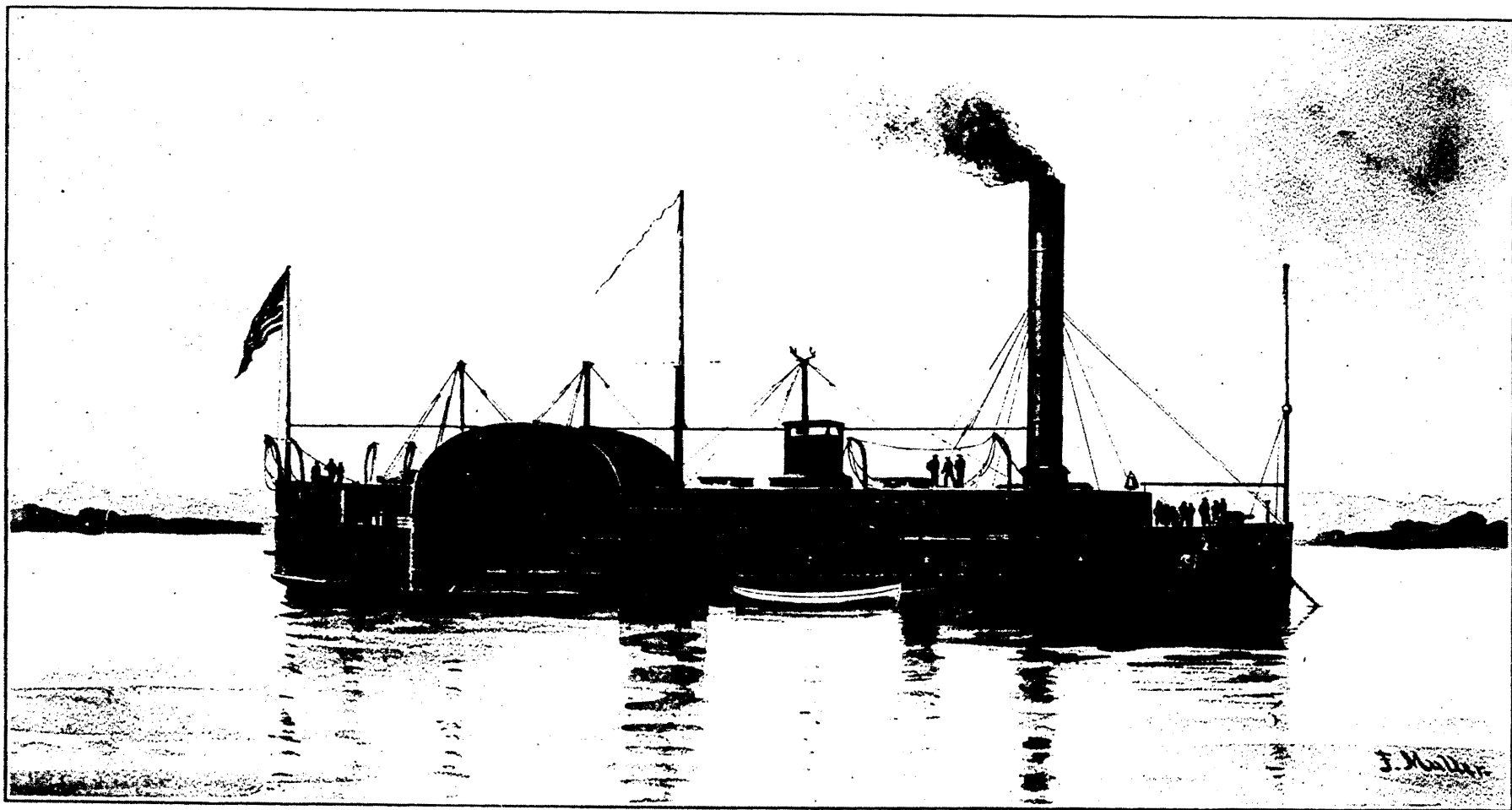


Report of Lieutenant Bache, U. S. Navy, regarding torpedo catcher.

U. S. S. LEXINGTON,
Mouth of White River, July 28, 1863.

We have been lying here some days waiting the army, who have not as yet made their appearance, nor can I hear anything of them. In the meantime White River is falling.

The torpedo catcher, a draft of which you sent me, we have tried and found unsuitable. It impedes the boat, and destroys her steering power; it is also very apt to slue, and in making sharp turns in a narrow [stream] does so almost invariably. I have adopted as a



UNITED STATES STEAMER LEXINGTON.

substitute the following modification * of your plan. Instead of having a cross piece and martingale under water, we have the cross piece out of water, and long iron bars, hooked at the end, and 6 feet long, fastened to it.

Very respectfully, your obedient servant,

GEO. M. BACHE,
Lieutenant, Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Brigadier-General Davidson, U. S. Army, requesting cooperation of two gunboats in construction of a bridge at Clarendon, Ark.

CAMP NEAR L'ANGUILLE RIVER,
Crowley's Ridge, Ark., August 1, 1863.

SIR: I have moved this far on a plan of operations adopted by General Schofield, commanding Department of the Missouri, and shall now proceed to White River, to throw a bridge across at Clarendon. I ask the cooperation of two or more gunboats at that point, as my force is all cavalry. I have six thousand sabers. My latest information is that Marmaduke's cavalry is near Jacksonport, across the river; that Price's infantry division is part at Searcy and part at Des Arc; that Holmes is at Little Rock, with but few troops, and that the rebels are preparing to move into Texas. I think they should be pursued with rapidity. I don't know whether I come under your orders or not. If I do, if I can not command the expedition by reason of rank, at least give me the advance.

I am, most respectfully, yours,

J. W. DAVIDSON,
Brigadier-General, Commanding.

Major-General GRANT,
Commanding Department of the Tennessee.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Phelps, U. S. Navy, to hold the vessels at the mouth of White River till arrival of troops.

OFF NEW ORLEANS, *August 3, 1863.*

SIR: Your communication of the 28th ultimo has been received. If the troops have not come, the vessels will have to wait at White River, as the Department has ordered them to be ready, and I never let the soldiers say I am not ready for them.

General Grant requires no convoy from White River down. You must do the best you can above White River. I do not think there will be much trouble there; the rebels are all moving over.

Very respectfully, your obedient servant,

[DAVID D. PORTER,]
Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander S. L. PHELPS,
Commanding U. S. S. Eastport.

* See p. 348.

Report of Lieutenant Bache, U. S. Navy, proposing immediate movement with his force to Clarendon.

U. S. S. LEXINGTON,
White River, August 7, 1863.

SIR: Herein I enclose communications to you, from Lieutenant-Commander Phelps, which I have just received. I communicated myself with General Steele at Helena some days ago, and had already determined to start up the river on the 8th, to-morrow, morning. I shall go up as far as Clarendon with my whole force; there I expect to meet General Davidson with his cavalry command. He intends throwing a bridge across at this point, and needs our protection while doing so. Having arrived there, I shall keep boats patrolling the river. General Steele has only two transports, which are to convey his supplies, and he can not tell when either they or his force will be ready. White River is bank full at present, and I intend taking the *Lexington* up in case we should meet with any formidable batteries. I shall send her down, however, as soon as we reach Clarendon.

The *Prairie Bird* captured within the last few days 9 mules and some 30 or 40 contrabands, who were being ferried across the river en route to Texas.

I have information, but whether reliable or not I do not know, that the rebel army in Arkansas intends crossing into Mississippi or Tennessee. The *Prairie Bird* and, in two days, the *Lexington* will look out for them.

Very respectfully, your obedient servant,

GEO. M. BACHE,
Lieutenant Commanding, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. IRONCLAD RAM EASTPORT,
Memphis, August 3, 1863.

SIR: I have the honor to enclose herewith copies of two communications to Lieutenant Commanding Bache.

I have felt reluctant to give an order in a movement organized by yourself, but your letter, the orders Lieutenant Bache had received when I was at White River, and the fact of the expedition being organized at Helena under the directions of General Hurlbut, commanding general here, together with your absence in New Orleans, makes me doubtful as to whether you were aware of how the expedition would move or when it would start. General Steele informs me that he will leave Helena within a week or less time. Had the movement in cooperation up White River become suddenly necessary, I should not have hesitated an instant in providing the necessary force, informing you immediately of what I had done. This has little the air, though not so intended, of interference.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Subenclosures.]

U. S. IRONCLAD RAM EASTPORT,
Memphis, August 3, 1863.

SIR: I enclose an order which I deem it proper to give upon the presumption that, as the expedition is being organized by General Hurlbut, who was not aware of the presence of the gunboats in readiness at White River, no special orders had reached you from the admiral as to what you were to do. His letter to me of the 27th July states that you are to act as convoy up White River. The absence of the commander-in-chief in New Orleans renders it impossible to refer to him, and you will accordingly act upon my instructions, except wherein they may conflict with orders, of which I can know nothing, received from him. My object is simply to give you authority to "go ahead and do your duty," and in doing this I feel that I am carrying out the views of the admiral. I wish you all good fortune. I presume General Steele will send you a communication with these letters.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieut. Commander, Comdg. 2d Div., Mississippi Squadron.

Lieutenant G. M. BACHE, U. S. Navy,
Commanding Gunboat Lexington, White River.

P. S.—If you find you require more force, I will send it to you.

S. L. PHELPS.

U. S. IRONCLAD RAM EASTPORT,
Memphis, August 3, 1863.

SIR: Major-General Hurlbut, commanding this district, informs me that he is directed by General Grant to organize an expedition which is to operate against Little Rock. Major-General Steele will command the expedition which is being organized at Helena. The troops are to go by land to Clarendon, or Des Arc, at which points your cooperation is desired, as there the depots of supplies are to be established. General Hurlbut wishes an examination of the river to be made by the gunboats, and thinks it desirable that they should ascend as high as practicable, to Jacksonport if possible. The admiral being absent and beyond reach within the time this movement should be effected, I have to direct that you communicate with General Steele at Helena and arrange to cooperate with his forces, as above indicated, and in every other respect in which you deem it practicable to do so and not in violation of the orders of the admiral.

I am, respectfully, your obedient servant,

S. L. PHELPS,
*Lieutenant-Commander, Commanding Second Division,
 Mississippi Squadron.*

Lieutenant G. M. BACHE, U. S. Navy,
Commanding Gunboat Lexington, White River.

Letter from Lieutenant Bache, U. S. Navy, to Major-General Steele, U. S. Army, regarding proposed movement of the force under his command to Clarendon.

U. S. S. LEXINGTON, *August 7, 1863.*

SIR: I will move up White River to-morrow morning with my entire force, and, if not delayed to fight or by other unforeseen circumstances, will reach Clarendon on the afternoon of the 9th. Having arrived there, I will send down a boat or boats, according to circumstances, to convoy your supply boats. The river shall also be patrolled at all dangerous points, to prevent the enemy from erecting batteries.

I received a letter from General Davidson yesterday, saying that he intended throwing a bridge across at Clarendon and wished our protection while doing so. Your communication of yesterday has also been received.

Very respectfully,

G. M. BACHE,
Lieutenant-Commander.

Major-General FREDK. STEELE.

Letter from Lieutenant Bache, U. S. Navy, to Major-General Steele, U. S. Army, announcing arrival at Clarendon.

U. S. S. CRICKET,
Clarendon, August 9, 1863.

SIR: I arrived here this morning with four light-draft boats, finding the river entirely clear of guerrillas, and bank full, coming up. At this place I have met with General Davidson's cavalry, who arrived here yesterday. I send dispatches to you from General Davidson by one of my officers. It is impossible to bridge the river at this point, the country being overflowed on the opposite bank.

Please let me know when your boats will be ready for convoy up the White. I shall make a reconnoissance farther up the river with one boat myself to-morrow.

Respectfully, etc.,

G. M. BACHE,
Lieutenant-Commander.

Major-General FRED. STEELE.

Report of Lieutenant Bache, U. S. Navy, of arrival at Clarendon, and movement of the U. S. S. Lexington to Cypress Bayou.

U. S. S. CRICKET,
Clarendon, August 9, 1863.

SIR: I arrived at this point this morning with the four light-drafts, having sent the *Lexington* back when only a few miles up the river, to watch Cypress Bayou, up which the rebels are reported to have a small steamer intending to cross into Mississippi. I found General Davidson here with 6,000 cavalry. This afternoon I shall send down the *Marmora* and *Linden*, the former to tow up two coal barges for the purpose of crossing troops, and the latter to convoy up the two steamers of General Steele's command. The river is bank full, and entirely clear of guerrillas as far as we have been. To-morrow I

shall make a reconnoissance higher up with this vessel. I hope to catch a rebel mail at Devall's Bluff.

Very respectfully, your obedient servant,

GEO. M. BACHE,
Lieutenant, Commanding Division.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Getty, U. S. Navy, regarding order from Lieutenant Bache, U. S. Navy, for the guarding of Cypress Bayou.

U. S. S. MARMORA,
Off White River, August 10, 1863.

SIR: I left Captain Bache yesterday at Clarendon, a settlement some hundred and thirty miles up White River, and came as far as this point with dispatches. I shall return again in the morning.

Captain Bache has sent orders to his executive officer, should there be no occasion for the *Lexington* at Cypress Bayou, to take her immediately to Clarendon, in which event you were to keep an especially close watch on Cypress Bayou and that vicinity, especially at night.

We reached Clarendon without opposition either from enemy or obstruction to navigation. St. Charles was deserted, and but little signs of life on the river as far as we have steamed. At Clarendon we found 6,000 of our cavalry, who had crossed to that point from St. Louis.

Very respectfully, your obedient servant,

ROBT. GETTY,
Acting Volunteer Lieutenant.

Acting Volunteer Lieutenant BRENNAND,
U. S. Gunboat Prairie Bird.

Report of Lieutenant Bache, U. S. Navy, proposing to push on to Jacksonport.

U. S. S. CRICKET,
Clarendon, Ark., August 11, 1863.

SIR: Enclosed I send you an invoice found at Devall's Bluff yesterday among a number of others.

We carried with us a detachment of cavalry, who landed some distance below the bluff, the object being to capture the train from Little Rock. The train had ceased running, however. At the bluff we surprised a picket guard of 12 men, who went off bare-backed, showing only the tails of their horses. We captured saddles, clothes, one horse, and a shotgun.

Day after to-morrow I shall push up to Jacksonport with the *Lexington*, *Oricket*, and *Marmora*, carrying up with me 200 infantry. The object is to gain information as to the whereabouts of Price's army, to destroy the telegraph at Des Arc and capture the operator,

and catch the steamboats *Kaskaskia* and *Thos. Sugg*. The river is very high, but now falling. I keep a close watch; have established a water mark here, which will be repeated every 50 miles.

Very respectfully, your obedient servant,

GEO. M. BACHE,

Lieutenant, Commanding Division.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, transmitting reports of operations at Des Arc and in Little Red River, including capture of steamers *Tom Sugg* and *Kaskaskia*.

MISSISSIPPI SQUADRON, FLAGSHIP *BLACK HAWK*,
Cairo, August 24, 1863.

SIR: I have the honor to inclose a report of Lieutenant Bache, in relation to the White River expedition. The report is interesting, showing the condition of affairs in that region of country where the rebels must have been much surprised to see our gunboats. Lieutenant Bache also sends notice that Lieutenant Dunnington (captured in command of *Arkansas Post*) is fitting out at Little Rock the *Pontchartrain*, the last ram the rebels have in these waters. I shall be glad to see her this side of the shoals that have prevented us from reaching her heretofore.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of Navy, Washington, D. C.

[Enclosure.]

U. S. S. *LEXINGTON*,
Clarendon, August 16, 1863.

SIR: I have the honor to report my arrival at this point yesterday, after an entirely successful expedition of three days with this boat, the *Cricket*, and *Marmora*. At Des Arc, our first stopping place, we burned a large warehouse filled with Confederate corn meal, etc., destroyed the telegraph for nearly half a mile, and obtained some information that we wanted from the citizens, three of whom I seized and brought down to General Davidson.

The second morning, having arrived off the mouth of Little Red River, a narrow and tortuous tributary of the White, I sent the *Cricket* up after the steamers *Tom Sugg* and *Kaskaskia* (which I had reason to believe were hid up there), while the *Marmora* and this vessel proceeded on to Augusta, 30 miles farther and 75 miles from Jacksonport. Here my information as to the rebel army was confirmed, and one object of the expedition accomplished. The grand Southern army were concentrating at Brownsville, intending to make their line of defense on Bayou Meto. Price was there and Kirby Smith in Little Rock. Marmaduke had recrossed the White some days before, and was then crossing Little Red. Having received this

information, I pushed down stream again, and leaving the *Marmora* off the mouth, went up the Little Red with the *Lexington*. When about 25 miles up and nearly as high as we could go, we met the *Cricket* with her two prizes, which she had captured at Searcy, 15 miles farther on. She also destroyed there Marmaduke's pontoon bridge, leaving a portion of his brigade on the other side of the stream. When a few miles above us the *Cricket* had been fired into by a portion of Marmaduke's men, when several soldiers (of whom we carried up about 150) and Mr. Morehead, of the *Cricket*, were wounded. After meeting her about dusk we were all again attacked by sharpshooters without any damage, however. Captain Langthorne I can not thank too much for his zeal, efficiency, and judgment, not only on this occasion, but ever since under my command. With the prizes were captured the enclosed list of prisoners, 14 bales of cotton, 3 horses, and a few arms. The *Tom Sugg* is a fine little side-wheel boat, and I think would make an excellent light-draft gunboat for these rivers. The *Kaskaskia*, also side-wheel, though a somewhat older boat, has still a good hull. For the present, having officered and manned them and put a howitzer on each, I shall retain them to cooperate with the army, who are much in need of transports. All along the banks of the rivers, White and Little Red, as far as we went, 250 miles on the one and 40 on the other, we found the isolated farmers glad to see us, and many Union demonstrations were made. I am satisfied the people here would be glad to see us in possession. The capture of the two boats, the only means of transportation the rebels had on this river, is a severe blow to them, and at this time the boats can be made of great service to us. Going up the river we were not at all molested, but coming down we were fired on with small arms from almost every available spot, though by no very large number of men.

The river is still high, though falling at the rate of 24 inches in 48 hours. I shall send the *Lexington* down to-morrow. The *Marmora*, *Cricket*, and *Romeo* are all leaking severely, and otherwise out of repair.

The advance division of General Steele's command arrived yesterday. I have no doubt our army will be able to drive the enemy from their line of defense on Bayou Meto into Texas.

Enclosed I hand the report of Captain Langthorne, of the *Cricket*.

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

GEO. M. BACHE,

Lieutenant, Commanding White River Expedition.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Subenclosures.]

U. S. S. CRICKET, August 15, 1863.

SIR: In obedience to your order, I proceeded up Little Red River at 9 o'clock a. m. About 10 miles up I hailed some men on the bank, enquired of them if the steamers *Tom Sugg* and *Kaskaskia* were up the river. They said one of them had passed a short time before. I continued on up; saw some rebel pickets at West Point; made further enquiries about the steamboats, which satisfied me they were up the

river. We arrived at Searcy Landing at 2 o'clock p. m. and [found] the two steamers, *Thos. Sugg* and *Kaskaskia*.

I landed the infantry and put officers on board of the steamers; had them fired up ready to start. The rebels had a fine pontoon bridge built across the river, which I effectually destroyed. We then left for down river at 3 o'clock; took on 14 bales cotton on our way. As we arrived near West Point we were fired upon by the rebel sharpshooters. The engagement lasted about one hour, wounding 9 of our men, 1 mortally, since died. Mr. Morehead was piloting the *Kaskaskia*. He stood at the wheel nobly until disabled; he received two shots and fell. Mr. Lightner was pilot of the *Sugg*. During the engagement he stood at his post without flinching. Mr. Claycomb, pilot of the *Cricket*, also showed great bravery and coolness. Surgeon Hanson A. Bodman, although sick, attended to the wounded with much credit. Every officer and man deserves great praise for the manner in which they discharged their duties.

Very respectfully, your obedient servant,

A. R. LANGTHORNE,
Acting Volunteer Lieutenant, U. S. N.,
Commanding Steamer *Cricket*.

Lieutenant GEO. M. BACHE,
Commanding *White River Squadron*.

Report of Lieutenant Bache, U. S. Navy.

U. S. S. TOM SUGG,
Clarendon, August 19, 1863.

SIR: I am about to send the *Cricket* to Cairo for repairs. She is leaking too badly to wait for an answer from you. I would like very much if you would give Captain Langthorne a side-wheel boat, and send him down to rejoin my command. Short side-wheel boats are the only ones adapted for these small rivers. Stern-wheel boats will tear themselves up.

Captain Langthorne will be able to give you all information in regard to the captured boats, *Tom Sugg* and *Kaskaskia*. I send you a description of the former; she is a fine little boat. Both boats, since their capture, have been and still are of importance to the army, whose means of transportation afloat are very limited. They are used for carrying forage, and sometimes men and horses. As soon as the army shall have crossed I will send them to Cairo.

The two coal barges which we brought up have also been of great service; indeed, I do not know how the army could have crossed the river without them. They are being used as ferries.

I send up all the prisoners taken on the two boats except three engineers, whom we are employing.

General Davidson's division have crossed, and in about three days General Steele expects to get his men across, after which the fate of Little Rock will be speedily determined. Should we be successful, Devall's Bluff will be made the depot for supplies, in order to take advantage of the railroad. Until then, Clarendon is the point. Vessels will be required on the river all the time to convoy or to protect the army should they be compelled to fall back.

The river has fallen about 10 feet, and all the overflowed land is now dry. I expect the guerrillas will soon commence their annoyances. The *Lewington* has left the river; she also needs repairs very much. Her water-wheel beams are very shaky. I would like very much if she could be repaired while I am up this river.

Mr. Huston, our Arkansas and White River pilot, at the request of General Steele, I have detached from the squadron and ordered to the army as a guide. He is to return as soon as there is a sign of a rise in the Arkansas River. Mr. Huston is of no use to us on this river.

Very respectfully, your obedient servant,

GEO. M. BACHE,
Lieutenant, Commanding White River Division.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant Bache, U. S. Navy, to send steamers *Tom Sugg* and *Kaskaskia* to Cairo.

CAIRO, August 23, 1863.

SIR: Be particular that you send the steamers captured up White River up here at once, with all papers and prisoners, and with a prize master and crew to testify against them.

Secure all the rebel cotton you can get, with which you will send evidence to condemn it.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander GEO. M. BACHE,
Commanding Lewington.

Report of Brigadier-General Davidson, U. S. Army, announcing arrival of gunboats and intended crossing of his division.

WHITE RIVER,
Near Clarendon, August 9, 1863.

The gunboats I wrote for on the 1st just arrived here this forenoon. My division reached here yesterday from Moro. White River is higher than it has been at this season of the year since '44. In some places the water is 4 miles wide across the bottom. I send down this evening for coal barges, and shall cross part of my division as soon as they arrive. Kirby Smith is positively in Little Rock, without his troops. I shall endeavor to send you early news from actual reconnaissance. At present it is thought the main force of the rebels under Price is at Bayou Meto, 12 miles this side of Little Rock. It is of the utmost importance that we strike them before they throw up works to impede ours. My troops are in fine condition; men, horses, and transportation are better after a march of 350 miles than when they started. There are no rebel troops east of White River.

J. W. DAVIDSON,
Brigadier-General.

Major-General SCHOFIELD.

Report of Major-General Steele, U. S. Army.

HEADQUARTERS ARKANSAS EXPEDITION,
Helena, Ark., August 11, 1863.

GENERAL: I have the honor to enclose dispatches received this morning from White River. General Davidson is mistaken in regard to there being no rebel troops north of White River. They have been hanging on his rear all the time, and have probably captured all the dispatches that were sent to him previous to his arrival at Clarendon. On the 9th instant they pursued a party of 15, commanded by a captain, whom he ordered to this post, and captured 8 of them. A battalion of three companies of cavalry went in pursuit of the rebels, and most probably overtook them. Major Lippert, the officer in command, was on his way to join Davidson. It seems that General Davidson did not know that I was to command the expedition, although Commander Bache went up White River at my request. If Major Lippert got through, he must have received dispatches from me.

* * * * *

A gunboat will wait at the mouth of White River to convoy the supply boats now being loaded at Memphis until noon on the 13th instant. I send up an officer this evening to expedite matters.

* * * * *

Very respectfully, your obedient servant,

FREDK. STEELE, *Major-General.*

Major-General STEPHEN A. HURLBUT,
Commanding Sixteenth Army Corps.

Report of Brigadier-General Davidson, U. S. Army.

HEADQUARTERS CAVALRY DIVISION,
 DEPARTMENT OF THE MISSOURI,
Clarendon, Ark., August 15, 1863.

GENERAL: I have the honor to report to you that the expedition which I sent up the river, consisting of two gunboats, under Captain Bache, U. S. Navy, and a battalion of the Thirty-second Iowa Infantry, under Major G. A. Eberhart, and of which I advised you by letter of the 11th instant, has returned completely successful. The gunboats captured in the Little Red the two rebel steamers, *Kaskaskia* and *Tom Sugg*, in complete running order, and destroyed the bridge of flats, or pontoon bridge, over which the ubiquitous Marmaduke had crossed the greater part of his cavalry to the south side of Little Red. This was near Searcy. Major Eberhart lost 2 men killed and 5 wounded, and one of the naval officers was wounded slightly. This infantry was attached to my division, as the guard to my batteries.

The information brought by the expedition is of a very positive character. Kirby Smith is at Little Rock, and the rebels are concentrating and throwing up rifle pits at Bayou Meto, 12 miles this side of Little Rock, their left resting upon Brownsville. Marmaduke, who keeps Missouri in a fright, is positively on the south side

of Little Red, where I believed him to be, on his way, with part of his cavalry dismounted, to join Price.

I think, my dear general, every hour is precious to us now, and that you should have another brigade, at least, of infantry. We are rich in artillery. I am endeavoring to gain all needful information for you. I would be obliged to you to inform Schofield of our success, so that he may not be apprehensive of a raid into Missouri.

We must have water kegs sent out, one for each ambulance and wagon, if possible.

Very truly, your obedient servant,

J. W. DAVIDSON,
Brigadier-General, Commanding.

Major-General STEELE,
Commanding Army of Arkansas.

[Telegram.]

MEMPHIS, TENN., *August 15, 1863.*

I have just heard from Steele and Davidson. A gunboat will push up White River to Jacksonport. The river is very full. Steele thinks Kirby Smith in person is at Little Rock. Davidson is crossing part of his force in coal barges near Clarendon.

* * * * *

S. A. HURLBUT,
Major-General.

Major-General H. W. HALLECK,
General-in-Chief.

Report of Lieutenant-Colonel Eberhart, U. S. Army.

CAMP AT HARRISON'S LANDING,
Eight Miles Below Clarendon, August 18, 1863.

DEAR COLONEL: I wrote you at Wittsburg, about the 30th ultimo.

* * * * *

Left L'Anguille on the 5th. Reached Clarendon, after a march of 53 miles, on the 8th.

On the 9th, gunboats 2, 3, 6, and 10 came up. While we were there, our detachment was kept busy going out with forage trains.

On the 12th, received orders to take the detachment on board gunboat *Cricket* (6) and *Marmora* (2). Embarked at dark Companies A and D, under Captain de Tar, on board the *Cricket*; Companies F and G, myself in command, on the *Marmora*.

At 3 a. m., 13th instant, we moved up the river, accompanied by the gunboat *Lexington*. Captain Bache was in command of the fleet. At Des Arc we took some citizens, and burned a large warehouse containing a quantity of Confederate States Army property.

While there, by request of Captain Bache, I went on board the *Lexington*, during the rest of the trip. Anchored at the mouth of Little Red that night.

Next morning the *Cricket* went up Little Red River in search of two Confederate steamers. We continued up White River until 12 m., at which time we arrived at Augusta. Threw out skirmishers around the town, but found no soldiers. After remaining there about half an hour, we started on our return down the river; came to the mouth of the Little Red about 3 p. m. when, seeing nothing of the *Cricket*, the *Lexington* started up in search of her. (*Marmora* anchored until we returned.) When up the river about 20 miles we met her, with the two boats she went after. Shortly after she left us in the morning, the captain ascertained, from some negroes on shore, that one of them was about an hour and a half ahead of him, she having laid near us in the river during the night.

The *Cricket* continued up the river about 40 miles, when, turning a bend came in sight of the town of Searcy, the two boats, and a good pontoon bridge across the river. Took possession of the boats without trouble. Company D was thrown out around the town. Company A, under Lieutenant M. Ackerman, piled up the bridge and burned it, leaving part of Marmaduke's force yet on the east side of the river. A crew was placed on the prize steamers (*Tom Sugg* and *Kaskaskia*), and Company D placed on the two boats, Company A remaining on the *Cricket*, Lieutenant W. D. Templin on the *Kaskaskia*, and Lieutenant R. J. Shannon on the *Tom Sugg*. When 10 miles below Searcy, on their return, they were fired into by about 500 of Marmaduke's men. The fight lasted about twenty minutes, along the bank, our boys pitching into them in fine style. The pilot of the *Kaskaskia* was wounded in the arm and head. The boat swung around, but the rebels were driven away before she could go ashore, and the *Cricket* took her in tow.

It was very warm work, the firing being at a distance of about 30 yards. Company D had 6 wounded (1 mortally—George Fox—died that night). The rebels had a great many more hurt, for they were seen to fall in a peculiar manner. Ten miles below the scene of the fight we met them, turned around, and accompanied them down. We had not made more than 5 miles when we were again attacked by a number of them. Our boys again fed them pretty well. No one hurt with us. The *Cricket* opened with her howitzers; the old *Lexington* with her 8-inch guns, which must have given them such a scare as they never had before, for they left very suddenly. We received quite a number of shots on the *Lexington*, but no one was hurt. Anchored for the night at the mouth of the river. Next day (15th) returned to Clarendon, firing occasional shots at rebel pickets seen on shore.

Captain Bache and myself waited on the general (Davidson) to make our reports. He (the general) was tickled wonderfully at the unexpected success of the expedition, as we did not think of getting the boats, which we supposed would be up some bayou where we could not run. The general now thinks a great deal of the detachment, but gives us, in consequence, plenty to do, for on the 16th received orders to report, with command and baggage train, at the transports. After loading with part of the Thirteenth Illinois Cavalry and our detachment we ran to this place, landed about dark,

and threw the troops out, who were fired into by the pickets of the rebels.

* * * * *

Yours, most truly,

G. A. EBERHART,

Lieutenant-Colonel Thirty-second Iowa Infantry.

Colonel JOHN SCOTT,

Thirty-second Iowa, Columbus, Ky.

Extract from report of Major-General Steele, U. S. Army, commanding expedition, in advance upon Little Rock, Ark.

DEVALL'S BLUFF, ARK., *August 23, 1863.*

GENERAL: Having reconnoitered the different routes, I have decided to commence my line of operations at this point and have moved the depot and hospital here to-day.

* * * * *

Everything indicates that the rebels will make a determined resistance at this point. We need four gunboats on this river—one at St. Charles, two at this point, and one as a convoy. Of those I have now, one is unfit for service and the other three out of repair. White River is at present a better one for the purpose of navigation than the Mississippi. It is falling now, but will rise again next month and can be depended upon all the time for over 4 feet of water to this point. No matter what steamboatmen say, this is a fact. I refer you to Commander Bache, U. S. Navy, in regard to the facts in the case. No pilot is required. All that is necessary is to keep a boat from running into the banks. With such a base as this, it will be a very easy matter to carry on operations against Little Rock, if proper means be supplied.

* * * * *

I have the honor to be, general,

Very respectfully, your obedient servant,

FREDK. STEELE,

Major-General.

Major-General STEPHEN A. HURLBUT.

Extract from report of Major-General Steele, U. S. Army.

HEADQUARTERS ARMY OF ARKANSAS,

Little Rock, Ark., Sept. 22, 1863.

GENERAL: * * * Soon after my arrival at Helena I received a letter from Commander Phelps, of the Navy, offering the gunboats, under Lieutenant Bache, lying at the mouth of White River, to cooperate with me. I wrote to Lieutenant Bache, requesting him to make a reconnoissance up White River. He met General Davidson at Clarendon and having received a part of G. A. Eberhart's battalion on board, proceeded up the river, entering Little Red, and in

the face of Marmaduke's cavalry destroyed a pontoon bridge and captured two steamers, the *Kaskaskia* and *Sugg*.

Subsequently he made an expedition from Devall's Bluff to Augusta and captured Colonel Matlock, C. S. Army, and broke up a recruiting party at that point. Commander Phelps and Lieutenant Bache have done everything in their power to further the object of the expedition.

* * * * *

Very respectfully, general, your obedient servant,

FREDK. STEELE,
Major-General.

Major-General JOHN M. SCHOFIELD,
Commanding Department of the Missouri.

Extracts from log of U. S. S. *Lexington*, Lieutenant George M. Bache, U. S. Navy, commanding.

August 8, 1863.—At 3 a. m. the fleet got underway and stood up river in the following order: *Cricket*, *Linden*, *Lexington*, *Romeo*, and *Marmora*. At 3:45 a. m. the head of the column entered White River. At 6 a. m. passed Arkansas Cut-off. At 7:10 a. m. ran into the bank and carried away our torpedo catcher. At 8:15 a. m. Captain Bache, with Ensign Charles C. Briggs and the gig's crew, left the ship and went on board the *Marmora*. We rounded to and steamed down White River. At 9:45 a. m. came out of White River into the Mississippi. At 10 rounded to and sent pilot S. Huston on board the *Juliet*. At 10:15 started down the river. At 11 a. m. passed Napoleon, Ark. At 1 p. m. came to anchor off Cypress Creek.

August 9.—At 12:40 p. m. rounded to in Rowdy Bend and stood up the river. At 1 p. m. landed and destroyed a raft. Sent out 25 armed men under command of Mr. Booby to reconnoiter. At 2:45 p. m. expedition returned and we stood up river.

August 11.—At 4:30 a. m. got underway and stood up river. At 5:10 entered White River, the *Marmora* astern of us with two barges in tow. At 3:10 p. m. passed Indian Bay. At 4 p. m. came to at St. Charles. At 6:30 p. m. anchored and ran a line to the bank.

August 12.—At 5 a. m. got underway and steamed up river. At 8 a. m. passed Aberdeen. At 9 came to anchor at Clarendon, where the *Romeo* and *Juliet* lay, also part of our troops. At 3 p. m. put on a torpedo rake on the bow.

August 13.—At 4:40 a. m. weighed anchor and steamed up river, preceded by the *Cricket*, followed by the *Marmora*. At 9 fired one shot at rebel pickets. At 9:10 a. m. passed Devall's Bluff. At 9:20 a. m. the *Cricket* had her smokestack carried away. Covered boilers with men's hammocks and put cotton bales alongside pilot house and called all hands to quarters. At 10:50 took a man on board from a landing. At 2:30 p. m. landed at Des Arc and sent out second division under command of Captain Bache. At 3:45 p. m. expedition returned with 2 prisoners. At 5 p. m. set warehouse on fire, filled with rebel stores. At 5:30 left the bank and stood up river. At 7 p. m. fleet came to anchor.

August 14.—At 4:10 a. m. fleet got underway and stood up river. At 8 passed mouth of Little Red River. At 11 landed at Augusta; sent a party of men under command of Captain Bache on shore. At 12:15 p. m. shore party returned. At 12:40 p. m. cast loose and steamed down the river. At 2 p. m. came to and burned some corncribs. At 3 came to off mouth of Little Red River. At 3:20 entered Little Red River. At 4:10 p. m. broke our torpedo catcher and rounded to. At 4:30 p. m. rounded to and stood up river. At 6:15 p. m. *Cricket* came down with two prizes, the *Tom Sugg* and *Kaskaskia*. Rounded to and stood down the river. At 6 p. m. we were attacked by guerrillas. Opened upon them with great guns and small arms; fired 18 rounds 5-second shell. At 9:15 p. m. came to in White River. In rounding to broke our rudder.

August 15.—Carpenter and gang at work repairing rudder. At 5:30 a. m. got underway and stood down White River. At 7 a. m. *Marmora* and *Sugg*, lashed together, passed us, and all stood down the river. *Cricket* and *Kaskaskia*, lashed together, leading. At 10 a. m. passed Des Arc. At 10:30 a. m. were fired upon by guerrillas. Returned fire with big guns and small arms. At 11 a. m. were again fired upon; returned fire. Fired 13 rounds in all. At 1:30 p. m. passed Devall's Bluff. At 1:35 p. m. passed Atkapolo and fired 2 shots from big guns. At 4:45 p. m. came to anchor off Clarendon. At 5 p. m. sent 3 prisoners ashore under charge of Acting Master's Mate Howard Hale, and delivered them to General Davidson. At 7:35 p. m. the *Tom Sugg* came alongside and made fast.

August 16.—At 7 a. m. Acting Ensign C. C. Briggs and Acting First Assistant Engineer Michael Kelly, with 11 men, went on board the prize *Tom Sugg*. Put on her our 12-pounder rifle howitzer and accouterments complete, and ammunition for it, also 5 muskets, 5 Sharps rifles, 3 navy revolvers, and accouterments and ammunition. Sent on board fourteen days' rations for 20 men. At 9:30 sent Acting Ensign Joseph G. Megler to General Davidson's headquarters with dispatches. At 10 a. m. Acting Ensign Megler returned, bringing with him 2 negroes; put them on board the *Tom Sugg*. At 1:10 p. m. the *Tom Sugg* cast loose and anchored astern of us. At 9:15 received on board a bag of mail from General Davidson.

August 17.—At 5:30 a. m. steamer *Tom Sugg* came alongside; Captain Bache went on board of her, taking with him gig and gig's crew. At 6 a. m. underway and stood down river. At 2 p. m. run into the bank and broke a wheel arm; stopped and repaired; then proceeded down the river. At 5 p. m. came out of the White River into the Mississippi.

Instructions from Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, on the latter's assuming charge of the station at Vicksburg.

FLAGSHIP BLACK HAWK, *August 9, 1863.*

SIR: You will take charge of the station at Vicksburg for the present and carry out the orders I leave.

Every Monday a vessel will be ready to give convoy as far as Fort Adams, and if vessels come here legally cleared for New Orleans you will see them convoyed.

Monday, the 10th, is the day the convoy commences, and if there is no other vessel present, you will have to go yourself. I will have other vessels here shortly when regular convoy vessels will be established. You will regulate everything here the same as if I was present, and all reports will be made to you; communicate any intelligence you may receive in relation to the enemy's movements to General Grant or the commanding military officer at this post.

When a further supply of coal comes, send another barge to Red River and one to Natchez; let the vessel that takes them down take a month's provision for the *Benton*, *Curlaw*, *Choctaw*, *Pittsburg*, *Lafayette*, and *Kenwood*. These provisions should go very soon, as the vessels are short. Be careful that none of the beef that was sunk in the *Rowena* goes below, or is used.

See that the vessels here have fresh beef, and send a live bullock down for each of the vessels below.

When Captain Walker returns from the Yazoo trip, the *Manitou* will fill up with coal and provisions and take her station at Ellis Cliffs. The *Rattler* will remain at Rodney, and you will give them the necessary orders to insure quiet and prevent the enemy from communicating across the river by means of skiffs or flats, at the same time affording proper facilities for the peaceable and well-meaning inhabitants to pursue their avocations.

Send a bale or two of hay down when you send the cattle, and get receipts from the different vessels for the latter. Captain [J. F.] Richardson is at work on the *Cincinnati*; afford him all facilities.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander THOS. O. SELFRIDGE,

Commanding U. S. Conestoga.

Report of Commander Townsend, U. S. Navy, commanding U. S. S. Essex, regarding expedition in response to request of Colonel Dudley, U. S. Army, for a gunboat to cooperate above Donaldsonville, La.

U. S. S. ESSEX,

*Underway, standing up for Colonel Smith's Camp,
situated 12 miles above Donaldsonville, August 9, 1863.*

ADMIRAL: This afternoon, about 3 o'clock, Lieutenant-Colonel Fiske, First Louisiana Volunteers, commanding post at Donaldsonville, came aboard with a telegraphic dispatch he had just received from Colonel Dudley, commanding at Baton Rouge. The telegram stated that Colonel Smith, occupying Madame Segur's plantation, about 12 miles above Donaldsonville, with a force of about 600 infantry and cavalry, had reported a force of artillery and infantry approaching his camp. Colonel Dudley requested that "one of the gunboats" would move up to Colonel Smith's assistance. Although your orders are that I should look out for Donaldsonville and the river below, I know it is your wish that we should give all the assistance in our power to the army, wherever threatened. There happens to be no gunboat at Baton Rouge. Colonel Fiske told me he would send couriers up on both banks in case Donaldsonville was threatened,

so that I could return to his support; so, although the *Essex* is very slow against the current, I at once determined to go to Colonel Smith's support.

Enclosed herewith I send you copies of Colonel Dudley's dispatch (marked A) and Colonel Fiske's reply (marked B).

Off Madame Segur's plantation, 12 miles above Donaldsonville, Sunday evening, August 9, 1863.—The *Essex* arrived here in four hours from Donaldsonville. Whilst underway, she was making water at the rate of 16 inches an hour. I found the U. S. *Kenwood* at anchor here, she having come down from Baton Rouge, where Colonel Dudley's telegram led me to infer that there was not a gunboat. Soon after we anchored, Colonel Smith, of the One hundred and twenty-eighth New York Volunteers, came on board. He informed me that he had not asked for any gunboats. That he had sent word to Colonel Dudley that the enemy were collecting a force of from 400 to 600 men with artillery, in his rear; and he desired that a battery, or at least a section of artillery, should be sent to him. He had no cause to expect an immediate attack; but as the cavalry had left him this morning under orders from General Banks for Baton Rouge, and as his force amounted to only 300 men, unprotected by defensive works, he wished that the *Kenwood* should remain until his artillery arrives, which will probably be to-morrow. As, under the circumstances, his request is a very reasonable one, I shall direct Captain Swaney to await the arrival of the expected battery (if it come promptly). There is no occasion for the *Essex* to remain here. I shall therefore return to Donaldsonville in the morning.

Before closing, permit me to express my surprise that troops have been sent to this point. I do not perceive, nor can I learn, even from its occupants, that it possesses any strategic importance. Plaquemine is an important point. A fort like that at Donaldsonville should be built there and strongly garrisoned. Then, with cavalry patrol of the banks, and gunboats patrolling the river, the guerrillas could do very little in this quarter. As it is, a handful of troops is stuck down in an unimportant, indefensible place; and, on a false alarm, the slow and ponderous *Essex* is telegraphed to hasten up stream to its defence. It is vexatious; that can be borne, but is worse, for such blundering management invites disaster. I wish the head of this military department possessed a portion of your administrative ability. If he did, the river banks would be little troubled by the enemy.

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

ROBERT TOWNSEND,

Commander, U. S. Navy, Commanding.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

[Enclosures—Telegrams.]

A.

BATON ROUGE, August 9, 1863.

Colonel FISKE: Request one of the gunboats to move up opposite Madame Segur's plantation. Colonel Smith reports a force of artillery and infantry approaching his camp. I have no transport to send

reinforcements. Let me know what you have learned of this rebel force.

N. A. M. DUDLEY,
Colonel and Acting Brigadier-General, Commanding.

Lieutenant-Colonel W. O. FISKE,
First Louisiana Volunteers.

B.

HEADQUARTERS, FORT BUTLER,
Donaldsonville, August 9, 1863.

Your telegram is received. I immediately communicated with the gunboat *Essex*, the only boat here, stating to the commanding officer your wishes. I send you a copy of his answer:

Colonel FISKE: Please state in your dispatch that I am ordered by Admiral Porter to look out for Donaldsonville and the river below, but, of course, under present circumstances I shall at once go up to assist Colonel Smith should the threatened attack be made upon him.

I desire Colonel Dudley, however, to request Commander Febiger to send one of his gunboats from Port Hudson immediately to relieve the *Essex* off Madame Segur's plantation, that the latter vessel may return to her station here.

Yours, respectfully,

ROBERT TOWNSEND,
Commander, U. S. Navy, Commanding.

I have heard for several days rumors of a rebel force collecting back in the interior. The information was of such a character that I sent a dispatch two days ago to headquarters, stating the fact. Have received no reliable information to-day.

W. O. FISKE,
Lieutenant, Commanding.

Colonel N. A. M. DUDLEY,
Commanding Forces at Baton Rouge.

Letter from Joseph Brown to Rear-Admiral Porter, U. S. Navy, reporting the completion of a mortar boat.

CINCINNATI, August 10, 1863.

DEAR SIR: The mortar boat is finished and will start it down to Cairo by first opportunity.

If it is not strong enough to bear all that can possibly be required of it and does not answer all the purposes for which it is intended, then I will never ask a cent for it. But I know it must, and therefore trust it will, give satisfaction.

It has 7-inch thick gunwales, well bolted together, with the floors and deck frame dovetailed into them and well bolted. It has seven bulkheads fore and aft, with deck frame let down onto them and well bolted. The floor or bottom plank is of oak, laid fore and aft; also the deck is fore and aft, and take it altogether it is the strongest and best built little thing I ever saw.

If it has any fault, the magazines are too small; but it would have weakened the boat to have made them larger, and Mr. Kendall thought they were large enough.

Trusting this will find you well and in good spirits, but would advise you to take a short respite in a cooler climate and purer atmosphere.

I am, etc.,

JOSEPH BROWN.

Admiral PORTER.

General order of Rear-Admiral Porter, U. S. Navy, regarding the convoy of vessels.

GENERAL ORDER, } U. S. MISSISSIPPI SQUADRON,
No. 78. } *Flagship Black Hawk, Vicksburg, Aug. 10, 1863.*

Vessels wanting convoy will be accompanied past all danger. If a vessel arrives at a station where there is a gunboat, she will ascertain if there is danger ahead; if there is, she will ask for convoy. No vessel will be permitted to stop on the way between ports, nor tie up to the bank, night or day, but must anchor when obliged to stop owing to fogs or other causes.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Instructions from Rear-Admiral Porter, U. S. Navy, to Lieutenant Bache, U. S. Navy, regarding the vessels of his command, on return from White River.

WHITE RIVER, August 11, 1863.

SIR: When you return from the White River expedition, you will send the [illegible] up to Memphis for repairs, either by one of our own towboats or the *Linden* lashed alongside. Let the *Linden* then report to Captain Phelps for duty above White River. The *Criquet* will resume her station below White River at Greenville and thereabouts. The *Marmora* will go below as far as Milliken's Bend, and the *Romeo* take care of the coal barges until I can send a vessel to relieve her. She will then go to Memphis or Cairo for repairs and report to Captain Phelps for duty above White River.

You will have charge, for the present, of the district from White River to Milliken's Bend, and see that every point is guarded as well as it can be.

As there is no necessity of convoying at this moment, you will be able to move up and down in the *Lexington*. Get that vessel down before the water gets too low. Make the vessels going up report the fall of water at the mouth.

If you find no torpedoes going up, take off the catchers coming down.

The *Cincinnati* is afloat and will be in Cairo in a short time; everything was saved.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding GEO. M. BACHE,
Commanding Lexington.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Grant, U. S. Navy, commanding U. S. S. New National, to proceed to Red River for delivery of men to the vessels.

AUGUST 12, 1863.

SIR: After delivering your stores at Vicksburg, proceed to Red River and deliver the men you have on board as follows: Twenty-five to the *Carondelet* at Carthage and 25 to the *Louisville* at Grand Gulf; then proceed to Natchez and deliver your IX-inch gun to the *Benton*, turn over 20 men to her and the tug *Fern*; then go to Red River and deliver 20 men to the *Choctaw* and 10 to the *Pittsburg*. Acting Ensign A. S. Palmer will report to the captain of the *Choctaw*. After you have done this, return to Vicksburg, report to Captain Selfridge, and then proceed to Cairo.

Select a fair proportion of the best men for each vessel as petty officers.

Very respectfully,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Acting Master A. M. GRANT,

Commanding New National.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Walker, U. S. Navy, to proceed to Cairo, Ill.

AUGUST 12, 1863.

SIR: As soon as you get through the Yazoo business, report to me at Cairo, or wherever you may find me.

Very respectfully,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JOHN G. WALKER,

Mississippi Squadron.

General report of Lieutenant-Commander Selfridge, U. S. Navy, making reference to the U. S. steamers Cincinnati and Paw Paw.

U. S. S. CONESTOGA,

Vicksburg, August 13, 1863.

SIR: The *Cincinnati* left this forenoon in tow of the *Champion No. 5* and *Hammitt*. I have sent Captain Richardson in charge, with orders to stop and raise the *Paw Paw*, and then proceed with all dispatch to Cairo. Captain R. informs me that he was promised a leave. I have therefore given him a leave of absence for three weeks, provided it meets your approval.

Captain Walker returned Tuesday night from the Yazoo. The *Manitou* and *Rattler* both leave this afternoon for their stations below, as you ordered.

I enclose the report of a survey upon provisions on the *Sovereign*. I have no doubt the cause is from bad packing by the contractors.

The *Argosy*, *Naumkeag*, and *Petrel* are all here. Captain Kendrick, of the latter, has gone north very sick. Captain Walker reports the officer in charge of her, Ensign Hazlett, and her pilot, as totally unfit for such duties. Her upper works are badly torn, but the carpenters are to work upon her. I am having all the tugs put in a complete state, and shall send up all the barges as soon as I can procure towboats.

I succeeded in pumping out the barge of coal sunk at the mouth of the Yazoo, but the supply here is quite exhausted.

Captains Febiger and Walker both go up on the *Chapmion No. 3*.

All is quiet in this vicinity; troops are still being transported down the river.

There have been no steamers as yet who have asked for convoys down the river.

The first steamer down from above I shall send under convoy with provisions for all the lower fleet, as you ordered.

Is it possible to have any ice sent to this point?

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

I have sent the *Naumkeag* to convoy the *Cincinnati* and to report to Captain Phelps.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding Confederate battery at Harrisonburg, La.

U. S. S. BENTON,
Off Natchez, Miss., August 13, 1863.

SIR: I have respectfully to report that I have seen a deserter from Harrison's regiment, who states he was in Harrisonburg on the 8th of June; that the rebels have a battery with three casemates; only one of them has a large gun in it (a 32-pounder), the others have smaller guns; the casemates were so weak they were afraid to put the larger guns in them. They have two 32-pounders and a Parrott gun, which has been at some time captured from us, on the parapets. He states that the works are not at all strong; that if we can get past the batteries, we can, from above, knock them all to pieces very easily.

I keep the *Curlew* constantly employed. Everything is quiet in this vicinity.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Commanding Benton.
Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

CAIRO, ILL., August 16, 1863.

I have just arrived from New Orleans, and brought up Captain Alden and Captain Walke. The *Richmond* sailed three days before Captain Alden arrived. The *Brooklyn* will take her place and stop at Port Royal.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

HON. G. WELLES.

Report of Rear-Admiral Porter, U. S. Navy, on returning to Cairo from New Orleans, referring to his recommendation for transfer of Marine Brigade to the army and the raising of the U. S. S. Cincinnati.

No. 109.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Cairo, August 16, 1863.

SIR: I have the honor to inform you of my arrival at this place, having left New Orleans on the 5th instant.

Admiral Farragut having withdrawn his vessels, I placed 11 gunboats at the most dangerous points below Vicksburg.

At present the river all the way through is unusually quiet, but from information obtained along the route, the rebels are preparing for active guerilla warfare along the river, making Simmesport (in the Atchafalaya) the base of their operations. As soon as General Grant can make arrangements, we will be after them again. At present he is paralyzed for want of transportation.

I have ordered General Ellet to place the vessels of his brigade at his disposal, but the amount of troops transported is very small, as the brigade troops (about 600 men) occupy a large portion of the vessels; hence I recommended placing the vessels and the old Ram Fleet under General Grant altogether. The latter are only fit for transports, and the brigade is of no use in its present state, as there are not men enough to operate anywhere along the river.

The vessels will carry 9,000 men for a short time, while now seven vessels are employed in carrying about 600 men and 300 horses. Now that General Grant is disposing his forces at different points on the river, for the purpose of protecting the whole country, I should feel a delicacy in ordering a party of soldiers to land within his jurisdiction, and interfere with his legitimate duties. There are other reasons which require that this transfer should be made: The people along this river are disposed to return to their allegiance, and a conciliatory course would go far toward strengthening that determination. That kind of spirit would not be so apt to be shown by an irregular body of men like those composing the brigade, who make raids into what they consider an enemy's country, as by troops stationed at certain points for the protection of the inhabitants, and who are acting under the immediate orders of the general commanding the department.

I had the pleasure of seeing the *Cincinnati* afloat before I left Vicksburg. We raised her with the means we had at hand, with-

out any expense. I gave Acting Volunteer Lieutenant James F. Richardson charge of the duty. He worked night and day for a week, and was rewarded for his labor by his success. He fairly dug her out of the mud, for she was full inside from her keel to her upper deck. She was much cut up, the shot going through and through her, but we will soon have her ready for service again.

May I venture to ask that the department will notice Volunteer Lieutenant Richardson's zeal? Every article in the *Cincinnati* was saved.

I am visiting the different stations on the river as far as this place, and shall return as soon as possible below, where arrangements are being made to drive the rebels away from Louisiana.

I am, sir, very respectfully,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of Navy, Washington.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Assistant Paymaster Doane, U. S. Navy, for duty on the U. S. S. General Lyon.

CAIRO, August 17, 1863.

SIR: You will go on board the U. S. S. *General Lyon* and be attached to her for the present for the purpose of supplying the squadron with stores.

Very respectfully,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Acting Assistant Paymaster W. H. DOANE,

Mississippi Squadron.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, requesting a force of gunboats to patrol Atchafalaya River and Berwick Bay.

HQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,

New Orleans, August 16, 1863.

SIR: It is probable that a movement will be undertaken from New Orleans which will draw most of the forces from that city. To prevent an invasion of the Texas troops it will be necessary that the Atchafalaya River and Berwick Bay should be patrolled by light-draft gunboats. If you have a half dozen light-draft tinclads that you can send into these waters, it will be of great service to us. None of our gunboats will pass Lake Chicot, as they draw over 6 feet of water. If your boats could enter the Atchafalaya from the Red River and patrol that river to Berwick Bay, it would effectually cut off any invasion of the enemy from that point. In view of the movements contemplated, it is probable that two or three boats would be sufficient for the purpose indicated, and they would at the same time prevent the incursions of guerrillas on the west bank of the Missis-

Mississippi as far up as the mouth of Red River. This would be, perhaps, the most effective service to which this small force could be put.

I have the honor to be, etc.,

N. P. BANKS,
Major-General, Commanding.

Admiral DAVID D. PORTER,
Or the Officer Commanding the Fleet at Vicksburg.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Blair, U. S. Army, regarding measures of protection for merchant steamers.

CAIRO, August 17, 1863.

DEAR GENERAL: Yours of July 29 has been received. I have just returned from New Orleans, having posted vessels all the way through to protect the merchant steamers. They can go it alone now as soon as they like, I think, without risk. At all events, they will not be more shot at than most of us have been for the last year.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Major-General F. P. BLAIR,
St. Louis.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Febiger, U. S. Navy, for the transfer of the command of Second District.

CAIRO, August 18, 1863.

SIR: Having been detached from this squadron by the Department, you will turn over your command (the second district) to Lieutenant-Commander James P. Foster.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Commander J. C. FEBIGER,
Commanding Second District, Mississippi River.

Report of Rear-Admiral Porter, U. S. Navy, regarding convoys.

No. 117.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Cairo, August 18, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of August 5, in relation to convoys. I beg leave to inform you that there are no regulations requiring army transports to take convoy, unless they ask for it. No convoy is necessary now, as gunboats are stationed at every point on the river, from Cairo to New Orleans, where guerrillas would be likely to venture.

I am, sir, very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

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

Report of Acting Master Timmonds, U. S. Navy, regarding rumored movement of a Confederate force to Tunica, Miss.

U. S. S. QUEEN CITY, August 18, 1863.

SIR: I have been informed by a gentleman, Mr. James Meffleton, that 200 rebels had crossed the river at Island [No.] 63, to go to Tunica for the purpose of burning boats and to capture and destroy all they can. Also that Brigadier-General Chalmers is moving his brigade on the river on the Tunica line, above and opposite Helena.

Very respectfully, your obedient servant,

R. H. TIMMONDS,

Acting Master, Commanding U. S. S. Queen City.

Lieutenant-Commander BISHOP,

Commanding U. S. S. General Bragg.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Townsend, U. S. Navy, to assume command of the First District of the Mississippi Squadron.

CAIRO, August 19, 1863.

SIR: Your communication of August 6 has been received.

The condition of your vessel is pretty much like that of all the ironclads, of which I am quite aware, but nothing can be done at present.

Make requisitions on me for all you want, and I will send it to you.

Had your letter contained the amount of things required, you would have received them by present conveyance.

There was no misapprehension in my directing you to report to the senior officer at Port Hudson. I am quite aware of your position on the register. Captain Walke was there, your senior and commanding at Grand Gulf.

Commander Febiger has since been assigned to that place, and since left it for sea service. Captain Walke's name should have been substituted for Febiger, a mistake of the clerks. You will, of course, make your report to me, and assume command of the first division.

Vessels will be sent you as fast as I can get them.

We have a blacksmith shop with all the appliances for mending machinery. If this will be of any service to you, if you will let me know, I will have it sent down.

Very respectfully,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Commander ROBERT TOWNSEND,

Commanding Essex.

Instructions from Rear-Admiral Porter, U. S. Navy, to Acting Master Bowen, U. S. Navy, commanding naval rendezvous, Cincinnati, Ohio.

CAIRO, August 19, 1863.

SIR: Acting Master Sells has been ordered to command the receiving vessel at Cincinnati, and his duties are entirely distinct from

yours. Your duty will solely consist in enlisting men, who, when they have been critically examined by the surgeon, will be sent to the receiving ship and receipted for there by the commander, provided they pass inspection on board that vessel.

You will make no advances of any kind to recruits; that will be attended to by the commander of the receiving vessel, and the paymaster. Complaints have been made that you have granted furloughs to men after they have been shipped; this is not allowable; the men must repair to the receiving ship as soon as possible to get their outfits and otherwise be provided for.

Lieutenant-Commander Fitch, or the officer who may command in the Ohio River, will have charge of all naval matters in that quarter, and you will obey all directions he may give you in relation to your duties.

No expenditures will be incurred for office rent or repairs to the same, or other expenses besides those now authorized, and requisitions for any repairs or expenses required must be sent to me beforehand for my approval.

It will be the duty of the commander of the receiving ship to reject all persons improperly shipped, viz, minors who ship without the written consent of parents, persons physically disqualified or brought on board drunk, persons deserting from Army or Navy, and to have them given up to the proper authorities, men of bad character or any other defect that may make them troublesome on board ship.

The commander of the receiving ship is responsible only to myself, Captain Pennock, or Captain Fitch, from whom he will get his instructions.

You must make all your communications and returns to me, directed and enclosed to Captain Pennock, and you will not correspond with the Secretary of Navy except through me.

Monthly returns will be made to me of the number of men shipped.

Now that the draft has commenced you should be able to get your pick of men; those heretofore sent are of an infirm kind.

No promises must be made to those shipped that the Government can not comply with. There are no other inducements beyond the pay. Men come here expecting to get prize money, and claim that they have been misled; others come expecting petty officers' berths, when they are not at all qualified for the position; the consequence is continued desertion. I am told that men will ship in Cincinnati on fair representations, and there is no necessity of holding out inducements which can not be fulfilled.

There are so many advantages in the Navy over the Army that we should have no difficulty in getting recruits.

You will show this letter to Acting Master Sells, commanding the receiving ship.

Very respectfully,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Acting Master A. S. BOWEN,

Commanding Naval Rendezvous, Cincinnati, Ohio.

Instructions from Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, senior officer off Vicksburg.

CAIRO, August 19, 1863.

SIR: Yours of August 13 has been received. You will make up from the *Petrel* enough officers to fill the number of those who are under arrest by my orders on board of the *Argosy*; and all those under arrest you will transfer to the *Petrel*; place that vessel in the hands of the carpenters and have her repaired without delay. Discharge Mr. [William] Ford, the pilot, at once. After making up a complement of officers for the *Argosy*, make out a list of officers on board and send it to me.

When the *Argosy* is ready for service, send her to report without delay to Lieutenant-Commander Greer in charge of the fourth division.

Send the storeship *Sovereign* to Memphis to turn over to the storekeeper there all the stores she has on board, and when she has done that, to proceed to this place for repairs.

I am sending down stores from here of a better quality than she has on board, and you need not send any below.

Very respectfully,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander T. O. SELFRIDGE,

Senior Naval Officer, Vicksburg, Miss.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Owen, U. S. Navy, commanding U. S. S. Louisville. to assume command of the Fifth District.

AUGUST 19, 1863.

SIR: Proceed to Vicksburg and take command of the Fifth District and all the vessels comprising the squadron from Vicksburg to White River, including Arkansas River. You will have one of the light-draft vessels to visit the different stations, and keep her always with you. The *Petrel*, when repaired, had better be kept for that purpose. Report to me as usual, and keep your division in good order.

Respectfully your obedient servant,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander E. K. OWEN, U. S. Navy,

U. S. S. Louisville.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding guns for that vessel, and movements of certain vessels.

U. S. S. BENTON,

Off Natchez, August 19, 1863.

SIR: I have the honor to inform you that I have received per *New National* one 9-inch gun, and that I have shipped by her my two

remaining 42-pounders, with the shell belonging to them. I respectfully request that the other guns for the vessel be detained at Cairo until we go up river, for, at this stage of water, it is desirable to have the vessel as light as possible.

The tug *Fern* has arrived. The *Manitou* is at Ellis Cliffs, and the *Rattler* at Rodney. The *Curlew* I keep cruising between the two places. We have had no trouble from guerrillas since my last report.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander, Commanding Benton.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Hoel, U. S. Navy, commanding U. S. S. Pittsburg, to assume station at Grand Gulf.

AUGUST 19, 1863.

SIR: Repair to Grand Gulf, and relieve Lieutenant-Commander E. K. Owen at that place. It will be your station for the present. Receive from Captain Owen all orders sent to him in relation to his station.

Respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant WM. R. HOEL, U. S. Navy,
U. S. S. Pittsburg.

Order of Rear-Admiral Porter, U. S. Navy, to Pilot Birch, U. S. Navy, commanding U. S. S. General Lyon, to proceed down the river for the distribution of mail and provisions.

AUGUST 19, 1863.

SIR: Proceed down the river as far as Donaldsonville, where you will find the *Essex*. Deliver the mail as you go along and give the different vessels below Vicksburg a month's provisions each. If you have any provisions left, serve them out to the vessels above Vicksburg. Bring up to Memphis such sick as require to be sent, and bring to Cairo the discharged men. Notify the commanders as you go down that you may not be detained on the way up.

Deliver 14 carpenters to Captain Selfridge at Vicksburg, and when you have distributed the stores, return here without delay. If you have any more stores than are required, leave them at Memphis.

Respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Pilot R. E. BIRCH,

Commanding General Lyon.

General order of Rear-Admiral Porter, U. S. Navy, regarding the organisation of the squadron in districts.

GENERAL ORDER,
No. 84.

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Cairo, Ill., August 20, 1863.

By order 80 it will be seen that the river Mississippi is now divided into districts, each district under command of a divisional officer. When commanders are ordered to repair to any point, they are to report to the commander of district, get his orders, and take their stations. It will be their duty to report by first opportunity anything of importance that may occur. They are not to leave their stations, except to patrol a short distance above and below, and to prevent the passage of rebel troops or munitions of war across the river. Ferries must be regulated so that no improper persons will pass to and fro.

Cultivate good feelings with the inhabitants, and allow no improprieties to be committed by officers or crew.

Pay particular attention to all general orders.

Warn all passing vessels if there are guerrillas about, and convoy them past danger, if not too far from the station.

No vessels are to be delayed for convoy.

Make all reports to commanders of division, who will sign all requisitions, etc., or if too far off, send all requisitions to Captain Pennock, at Cairo.

Notify the commander of division when short of coal and provisions. If the station is too far from the commanding officer, report by letter, and remain at the station until the divisional commander is heard from.

As the dispatch vessels go down, find out when they will return, and have the sick and their accounts ready to go up in her.

When an officer is very sick he will be sent at once to Memphis hospital without further order than that of the commander.

The gunboats will never tie up at the bank for night, but lie at anchor ready for anything. Be careful that torpedoes are not drifted down on the vessels, and guard the approach of boats. Never anchor exactly on the same place, but shift position often.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Richardson, U. S. Navy, regarding orders of Lieutenant-Commander Phelps, U. S. Navy, for certain vessels.

GUNBOAT CINCINNATI,
Memphis, August 20, 1863.

SIR: I have the honor of reporting to you our arrival at Memphis, Wednesday, August 19, 3 o'clock p. m.

Lieutenant-Commander S. L. Phelps came down on gunboat *Silver Wave* to White River and ordered *Champion No. 5* to go and pump out the *Paw Paw*, the gunboat *No. 37* to take her place as far as Memphis, and the gunboat *Cincinnati* to remain at Memphis until the *Champion No. 5* came up to Memphis.

I am using my crew in getting the mud out of the hull and am getting her quite light draft; the vessel is not leaking any.

Very respectfully, your obedient servant,

J. F. RICHARDSON.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Eytonge, U. S. Navy, commanding U. S. S. Chillicothe, to relieve the U. S. S. Manitou.

AUGUST —, [1863].

SIR: As soon as your vessel is ready for service, you will proceed to Ellis Cliffs and relieve the U. S. S. *Manitou*. You will direct her commanding officer to report your arrival there to the commanding officer of the Third Division.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant H. S. EYTINGE, U. S. Navy,
U. S. S. Chillicothe.

General order of Rear-Admiral Porter, U. S. Navy, defining the limits of the districts of his command.

GENERAL ORDER, }
No. 80. }

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Cairo, Ill., August 19, 1863.

Owing to a change in the limits of my command, and the additional length of river to be looked after, it becomes necessary to make a different disposition of the vessels.

From New Orleans to Donaldsonville will constitute the First District.

From Donaldsonville to Red River, the Second District.

From Red River to Natchez, the Third District.

From Natchez to Vicksburg, the Fourth District.

From Vicksburg to White River, the Fifth District.

From White River to Cairo, the Sixth District.

From Cairo to Head of Tennessee River, the Seventh District.

From Cumberland River to its source, and the Upper Ohio, the Eighth District.

Each district will be under the command of divisional officers, who will be responsible to me for their immediate districts.

The vessels of one district are not to be ordered away from that district by any superior officer, unless it can be shown that a great emergency exists for so doing.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Names of vessels belonging to the different districts in the Mississippi Squadron.

First District.—Essex, General Price, Little Rebel.

Second District.—Lafayette, Kenwood, Signal, Neosho.

Third District.—Choctaw, Osage, Manitou, Champion, Lexington, Chillicothe.

Fourth District.—Benton, Curlew, Rattler, Pittsburg, Carondelet, Forest Rose, Argosy.

Fifth District.—Louisville, Conestoga, Great Western, Torrence, Mound City, General Bragg, Marmora, Cricket, Romeo, Prairie Bird, Petrel.

Sixth District.—Eastport, Tyler, Silver Cloud, Hasting, Queen City, Covington, Juliet, Linden, New Era, Naumkeag, Paw Paw, Peosta, Fawn.

Seventh District.—Exchange, Key West, Tawah, St. Clair.

Eighth District.—Brilliant, Fairplay, Reindeer, Springfield, Silver Lake, Victory, Moose.

Stations of the vessels in the Mississippi Squadron, Rear-Admiral David D. Porter, commanding, August 21, 1863.

Vessel.	Commander.	Where stationed.
Argosy.....	Acting Ensign John C. Morong.....	Vicksburg.
Abraham.....	Acting Ensign Wm. Wagner.....	Cairo.
Black Hawk.....	Lieutenant-Commander K. R. Breese.....	Do.
Benton.....	Lieutenant-Commander James A. Greer.....	Natchez.
Brilliant.....	Acting Volunteer Lieutenant Chas. G. Perkins...	Ohio and Cumberland.
Brown.....	Acting Ensign E. C. Van Pelt.....	Transport from Cairo.
Chillicothe.....	.....	Repairing at Cairo.
Choctaw.....	Lieutenant-Commander Frank M. Ramsay.....	Red River.
Carondelet.....	Acting Lieutenant J. McLeod Murphy.....	Carthage.
Conestoga.....	Lieutenant-Commander T. O. Selfridge.....	Vicksburg.
Cricket.....	Acting Volunteer Lieutenant A. R. Langthorne..	White River.
Covington.....	Acting Volunteer Lieutenant.....	Memphis to Helena.
Clara Dolsen.....	Acting Volunteer Lieutenant John Scott.....	Receiving Ship Cairo.
Champion.....	Acting Master A. Phelps.....	Red River.
Curlew.....	Acting Ensign R. A. Turner.....	Ellis Cliffs.
Eastport.....	Lieutenant-Commander S. L. Phelps.....	Cairo to White River.
Exchange.....	Acting Volunteer Lieutenant J. S. Hurd.....	Tennessee River.
Essex.....	Commander R. Townsend.....	Donaldsonville.
Forest Rose.....	Acting Volunteer Lieutenant.....	Red River.
Fairplay.....	Acting Master G. J. Groves.....	Ohio River.
Fulton (ram).....	First Master S. Codman.....	.....
Fawn.....	.....	New Madrid.
General Price.....	.....	Repairing at Cairo.
General Bragg.....	Lieutenant Joshua Bishop.....	Helena.
Great Western.....	Acting Volunteer Lieutenant W. F. Hamilton...	Goodrich's Landing.
General Lyon.....	Pilot R. E. Birch.....	Dispatch boat.
General Pillow.....	Acting Master's Mate J. H. Rivers.....	Guarding ordnance, Cairo.
Horner (ram).....	First Master R. Dalsell.....	.....
Hastings.....	Acting Master Wm. N. Griswold.....	Island No. 37.
Judge Torrence.....	Acting Volunteer Lieutenant J. F. Richardson...	Vicksburg.
Juliet.....	.....	White River.
Key West.....	Acting Master E. M. King.....	Tennessee River.
Kenwood.....	Acting Master John Swaney.....	Port Hudson.
Lafayette.....	.....	Baton Rouge.
Louisville.....	Lieutenant-Commander E. K. Owen.....	Vicksburg.
Lexington.....	Lieutenant Geo. M. Bache.....	White River.
Linden.....	Acting Volunteer Lieutenant T. E. Smith.....	Island No. 66.
Lioness (ram).....	First Master T. O'Reilly.....	.....
Little Rebel.....	Acting Ensign N. T. Rennell.....	Cairo.
Mound City.....	Lieutenant-Commander Byron Wilson.....	Lake Providence.
Manitou.....	.....	Red River.
Marmora.....	Acting Volunteer Lieutenant Robert Getty.....	Memphis.
Monarch (ram).....	Lieutenant E. W. Bartlett.....	Cairo.
Madison (barge).....	.....	.....
Moose.....	Lieutenant-Commander Fitch.....	Ohio River.
New Era.....	Acting Master J. C. Bunner.....	Island No. 10.
New National.....	Acting Master A. M. Grant.....	Dispatch boat.
Naumkeag.....	.....	Memphis to Helena.

Stations of the vessels in the Mississippi Squadron, etc.—Continued.

Vessel.	Commander.	Where stationed.
Necaho.....	Commander J. C. Febiger.....	Port Hudson to Red River.
Osage.....	Acting Volunteer Lieutenant J. P. Couthouy.....	Red River.
Pittsburg.....	Acting Volunteer Lieutenant Wm. R. Hoel.....	Grand Gulf.
Petrel.....	.....	Vicksburg.
Prairie Bird.....	Acting Volunteer Lieutenant E. E. Brennand.....	White River.
Paw Paw.....	.....	Walnut Bend to Helena.
Peosta.....	.....	Building.
Queen City.....	Acting Volunteer Lieutenant J. Goudy.....	Island No. 66.
Romeo.....	Acting Volunteer Lieutenant J. V. Johnston.....	Below White River.
Rattler.....	Acting Master W. E. H. Fentress.....	Rodney.
Red Rover.....	Acting Master W. R. Wells.....	Memphis.
Robb.....	Acting Ensign Robert Wilkinson.....	Cairo.
Reindeer.....	.....	Ohio River.
Signal.....	Acting Volunteer Lieutenant C. Duminy.....	Port Hudson.
Springfield.....	Acting Volunteer Lieutenant T. B. Gregory.....	Ohio River.
St. Clair.....	Acting Master Geo. W. Foutty.....	Cumberland River.
Switzerland (ram).....	Lieutenant-Colonel John Ellet.....	.....
Sovereign.....	Acting Master Thomas Baldwin.....	Vicksburg.
Silver Lake.....	Acting Ensign J. C. Coyle.....	Ohio River.
Silver Cloud.....	Acting Master A. F. Thompson.....	Ashport to Island No. 37.
Sampson.....	.....	.....
Tuscumbia.....	Lieutenant-Commander James W. Shirk.....	Memphis.
Tyler.....	Lieutenant-Commander James M. Prichett.....	Repairing, Cairo.
Tawah.....	.....	Tennessee River.
Victory.....	.....	Ohio River.

List of tugs, commanders, and stations.

Vessel.	Commander.	Station.
Dahlia.....	Acting Ensign W. H. Strobe.....	Cairo.
Hyacinth.....	Acting Ensign J. B. Hieerman.....	Vicksburg.
Laurel.....	Acting Ensign W. R. Owens.....	
Nettle.....	Acting Ensign Perry C. Wright.....	Carthage.
Thistle.....	Acting Ensign R. [J.] Eltringham.....	
Ivy.....	Acting Master's Mate Charles H. Gulick.....	Cairo.
Daisy.....	Acting Ensign D. C. Bowers.....	
Myrtle.....	Acting Ensign James M. Bailey.....	Natchez.
Mistletoe.....	Acting Ensign James L. Quigley.....	
Mignonette.....	Acting Ensign M. B. Munsey.....	.....
Pansy.....	Acting Ensign Wm. Harris.....	.....
Fern.....	Acting Ensign John M. Kelly.....	.....

List of steamers in the Mississippi Marine Brigade, Brigadier-General Alfred W. Ellet, commanding.

Vessel.	Commander.	How employed.
Autocrat.....	Captain J. R. Crandall.....	.....
Adams.....	Lieutenant-Colonel Geo. E. Currie.....	.....
Baltic.....	Major J. J. Fallday.....	.....
Diana.....	Colonel Chas. R. Ellet.....	.....
E. H. Fairchild.....	Captain Jas. C. Brooks.....	.....
John Raine.....	Major J. M. Hubbard.....	.....
Woodford.....	Dr. James Roberts.....	.....

Report of Rear-Admiral Porter, U. S. Navy, regarding building turned over by General Grant, U. S. Army, for use as a naval hospital.

No. 123.]

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, August 21, 1863.

SIR: When the fleet was at Vicksburg last winter and the sick were accumulating on our hands, without the means of providing for them, I applied to General Grant for permission to use some of

the vacant rebel buildings at Memphis, that being the most central point, as well as the most healthy place on the Mississippi River, and furnishing other advantages not to be obtained at any other point on the river. The army had taken all the best buildings, which were full of sick and wounded, and could afford us no accommodations, and when I did get a sick person admitted, he was not so well cared for as I could wish.

On my application to General Grant he promptly ordered a rebel building turned over to me, and the place now used was ordered by Captain Eddy, the quartermaster, to be turned over to Surgeon Pinkney. The owners of this building were reputed secessionists, and claimed the protection of the Confederate Government, and the person in charge had taken the oath of allegiance to the Confederate Government. It was seized by the army on the same grounds as all other buildings which they now occupy. The owner, or pretended owner, is a Mr. Andrews, who now lays claim to the building, without producing proof that it was his, or showing that he was a loyal man during the time that Memphis was in the hands of the rebels, a course required by the commanding general from all those holding property in Memphis.

The building was prepared, and our sick and wounded moved into it before any claim was put forth, and the agents would have turned out the wounded seamen, who had fought so gallantly for the possession of the Mississippi, while others equally situated did not dare to make any claim on the houses occupied by the army.

As General Grant gave the order for the transfer of this building, I respectfully request that it may be left to him to decide on the matter.

Every appropriate building on the river is taken possession of by the army, and there is not a single place where we could locate our sick. All the hospitals are full to overflowing, and there would be no possibility of accommodating our sick and wounded without scattering them all over the county and removing them at the risk of their lives, which, I am sure, you are not desirous of having done.

If Mr. Andrews can prove his loyalty, which is required of every one in Memphis, and show his right to the building, we can pay him rent for it, which we would have to pay elsewhere.

The army have twenty hospitals, while we have but this one for all our force. I do not believe, sir, that you will object to the expense of rent for men who have so well earned a title to be taken care of.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding the preparation of floating battery captured at Island No. 10.

NAVY DEPARTMENT, *August 21, 1863.*

SIR: The department has been advised that among the property captured at Island No. 10 was a floating battery, formed by the rebels

from the Pelican Floating Dock of New Orleans, which has drifted upon a bar near New Madrid, where it now lies high and dry, and can be saved during the present low stage of water.

You are directed to have this dock examined, and if practicable have it repaired and located for use at the most favorable point. Such a structure will be required for docking and repairing the vessels of the Navy in that region.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Brigadier-General Ellet, commanding Marine Brigade, requesting instructions regarding the disposition of captured dispatches.

PHILADELPHIA, PA.,
September 21, 1863.

I have just received intelligence of the capture, by a detachment of my forces under the command of Lieutenant George E. Currie, of 3 rebel officers and a number of privates, \$2,200,000 in Confederate funds, and very important dispatches, all of which are now at Cairo. I would, in the absence of Major-General Grant, request instructions respecting the immediate disposition of the rebel dispatches, etc.

Very respectfully,

ALFRED W. ELLET,
Brigadier-General.

HON. EDWIN M. STANTON,
Secretary of War, Washington, D. C.

Instructions of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, in view of unhealthful conditions at Vicksburg.

CAIRO, August 22, 1863.

SIR: As I am sure that Vicksburg is going to be unusually unhealthy, you will order the *Judge Torrence*, *Sampson*, and carpenter shops up to Milliken's Bend. The *Torrence* can protect them; also send up the hospital barge, and the barge with timber, etc. If you think it necessary to keep the hospital barge for the persons to live in, who have to look out for the coal and stock, do so. We have some coal at the mouth of the Yazoo. Make the light-drafts use it up. It is under water, but beginning to show, and can be got at. If sickness (yellow fever) breaks out, take measures immediately to move away, and be out of the influence of the disease.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander T. O. SELFRIDGE,
Senior Naval Officer, Vicksburg.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, assigning him to command the Fourth District.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, August 22, 1863.

SIR: Your command will be the Fourth District. The vessels composing that command at present will be the *Benton*, *Curlew*, stationed at Cole's Creek; *Rattler*, at Rodney; *Pittsburg*, at Grand Gulf; *Carondelet*, at Carthage.

I will give you another vessel shortly with which you can run up and down the river and visit the different stations.

You will give such orders to the different commanders as will insure quiet along the river, and see those that I have given are carried out.

When I can do so I will relieve the *Curlew* and have her repaired. She will do to lie at a station.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,
Commanding Fourth District, Mississippi River.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, to take his station at the mouth of Arkansas River.

CAIRO, August 24, 1863.

SIR: You will proceed without delay to the mouth of Arkansas River and lie there ready for anything. If the Arkansas River rises, you may expect the ram down, now fitting out by Lieutenant Dunnington at Little Rock.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding JOSHUA BISHOP,
Commanding General Bragg.

Letter from Rear-Admiral Porter, U. S. Navy, to J. E. Woodward, regarding steamers running in the Tennessee River.

CAIRO, August 24, 1863.

SIR: In answer to your letter of the 21st instant to Captain Pennock, you are informed that vessels are not allowed to trade, nor steamers to go up the Tennessee River, without a gunboat.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Mr. J. E. WOODWARD,
Paducah, Ky.

Letter of thanks from the Secretary of the Navy to Acting Volunteer Lieutenant Richardson, U. S. Navy, for the raising of the U. S. S. Cincinnati.

NAVY DEPARTMENT, August 25, 1863.

SIR: The Department is gratified to learn from a dispatch of Rear-Admiral Porter, dated the 16th instant, that the U. S. S. *Cincinnati*, which vessel was sunk in an engagement with the Vicksburg batteries on the 27th of May last, has been raised and will soon be ready for service again. Rear-Admiral Porter gives to you the credit of having successfully accomplished this work, he having assigned it to you, and bears testimony to your industry and energy in prosecuting it.

I embrace the earliest opportunity to extend to you the thanks of the Department for your instrumentality in restoring to the service a vessel that was so long associated with the Mississippi Squadron and has borne a leading part in many of its brilliant achievements.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant JAS. F. RICHARDSON, U. S. Navy,
Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, announcing the death of Acting Master Turner, U. S. Navy.

U. S. S. BENTON,
Off Natchez, August 25, 1863.

SIR: I have respectfully to inform you of the death of Acting Master R. A. Turner, late commanding the U. S. S. *Curlaw*. He was killed by Major McKee, provost-marshal of this port. Enclosed I send you a copy of the proceedings of a committee of investigation upon the matter. From it you will gather the particulars of the unfortunate affair. Acting Ensign H. B. O'Neill now has charge of the *Curlaw*, and appears to be a good officer. The senior engineer of that vessel, having received his resignation, leaves her with but two engineers, and I am informed that neither of them has sufficient experience to have the care of an engine, although they can run her very well for a little while.

Everything is quiet on the river in this vicinity.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Commanding Benton.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Ensign Haines, U. S. Navy, commanding U. S. S. Juliet, regarding the disposition of officers and men received from Confederate transport.

U. S. S. JULIET,
White River Station, August 25, 1863.

SIR: This morning a Confederate transport came out of White River, from Little Rock, Ark., with 5 officers and 154 men on board, and delivered them over to me to be forwarded to Helena. Being

without adequate means of keeping these men, I have concluded to send them to Helena on board of the steamer *Evansville*, which has been lying here since Sunday morning, waiting an opportunity to proceed to Clarendon, [Ark.]. I have consulted the lieutenant-colonel in charge of stores on board the *Evansville*, and he concurs in my decision, as she is in a leaky condition and has no protection from any armed force that may make their appearance, there being no convoy for them until one arrives from White River. I send you the papers appertaining to the case, also some open letters to be forwarded, if you should find them not contraband.

Hoping this will meet your approbation, taking in view the necessity of the case,

I am, very respectfully, your obedient servant,

M. K. HAINES,

Acting Ensign, Commanding.

COMMANDING OFFICER. U. S. NAVY,
Helena, Ark.

Report of Lieutenant-Commander Greer, U. S. Navy, on receiving request of Major-General McPherson, U. S. Army, for cooperation against Harrisonburg, La.

U. S. S. BENTON,

Off Natchez, August 26, 1863.

SIR: I have the honor to report that I have this day received a letter from Major-General McPherson, commanding at Vicksburg, stating that he had understood that two gunboats would be detailed to cooperate with the army under the commanding General Crocker, in operations against Harrisonburg, [La.], and asking me to do so if possible. I have informed General Crocker, from whom I received General McPherson's letter, that under my orders from you I could do nothing without further instructions. The expedition is now waiting until orders are received in reference to the detail of boats, etc. The present plan, as I understand it, is for the army to go over by land from this point, the gunboats to go up the Black River, [La.], convoying one or two transports, which are to be used for crossing the soldiers over the river.

The latest information from Harrisonburg corroborates in a measure the report which I have sent you. The fort consists of three casemates, containing one gun each. There is also one gun on a parapet.

They have three 32-pounders, one 30-pounder Parrott, and a battery, or portion of a battery, of field artillery. If a boat succeeds in running by the fort, it will be in her power, as they can enflade it. The river is very low, and nothing but vessels of light draft can get into Red River. There is a report that the rebels have little or no ammunition for the 32-pounders, but this needs confirmation.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander, Commanding Benton.

Rear-Admiral D. D. Porter,
Commanding Mississippi Squadron.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, requesting assistance of gunboats in keeping the Mississippi River open.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, August 28, 1863.

ADMIRAL: I find it necessary to request you most earnestly to give me the assistance of some of your gunboats to keep up uninterrupted communication on the Mississippi River, and to assist in keeping marauding bands and detachments of the enemy at a distance.

There is great need of patrolling boats along the river, from the mouth of Red River to College Point, and urgent need of light-draft armed boats for the lakes and bayous in the country west of the Mississippi.

With a few of your tinclads in these waters I should be able to operate during impending movements of importance with much more freedom from anxiety and vastly less risk to the public service than I can without them.

I hope it may be in your power to comply with my request and that with the promptitude which has always characterized your movements.

General Andrews, commanding at Port Hudson, was instructed yesterday to send you information concerning the movements of the rebels on the right bank of the Mississippi. From subsequent information their force in that quarter is supposed to be considerable.

Very respectfully, I am, admiral, your most obedient servant,

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

NAVY DEPARTMENT, August 28, 1863.

Major-General Banks has asked for some of your tinclad vessels to accompany his expedition west of the Mississippi in the Atchafalaya and other waters. The Department desires you to give him such aid as you can.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Telegram.]

CAIRO, ILL., August 31, 1863.

Your telegram has been received. I am going down the river to see what I can do for General Banks, but at this low stage of water he asks an impossibility. There is no communication through to

Berwick Bay, owing to dry sand bars, nor will there be until the fall rise. But one or two of our light-drafts can now get into Red River. I am putting guns on scows to attack the forts at Harrisonburg, the only way we can get at them.

D. D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of Navy.

Letter of Lieutenant-Commander Selfridge, U. S. Navy, to Major-General Banks, U. S. Army, regarding the request for cooperation of gunboats in the Mississippi River.

U. S. S. CONESTOGA,
Mississippi River, September 4, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 28th ultimo. Admiral Porter, to whom I have forwarded it, is expected down daily, and I have no doubt will be able to afford you all the assistance necessary. The great obstacle at present is the bar at the junction of the Mississippi and Red rivers, upon which there is not now more than 3 feet; but we can overcome this by lightening our vessels.

The admiral contemplates a secret expedition up the Red and Black rivers, which will cut off any rebel transports destined for the Atchafalaya. This river is now divided into districts, under the control of regular naval officers. Lieutenant-Commander J. P. Foster commands the Second Division, within which lies the threatened district you mention. There are at present a considerable number of gunboats in the vicinity of Red River, so that a diversion of the enemy in that vicinity should be productive of little harm.

Our intelligence from Arkansas represents Price as ready to give battle behind intrenchments on the Bayou Meto, some 15 miles from Little Rock. His force is generally estimated at about 18,000 men and 26 pieces of artillery. His army, however, is not in a good fighting condition, his men constantly deserting. Our largely superior force of cavalry, under Davidson, harasses them extremely. General Steele is very confident of the final result, and was moving for the attack some three days ago. His force numbers about the same as the enemy, but greatly superior in artillery. Steele's base of operations is Devall's Bluff, on the White River, about 45 miles from Little Rock, his supplies being brought up the river about 120 miles. This service at present employs four light-draft gunboats. It would give more expedition were all communications addressed directly to Admiral Porter or the commanding officer at Vicksburg.

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

THOS. O. SELFRIDGE,
Lieutenant-Commander, U. S. Navy.

Major-General N. P. BANKS,
Commanding Department of the Gulf.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Master Fentress, U. S. Navy, commanding U. S. S. Rattler, regarding the station of that vessel.

U. S. S. BENTON,
Off Natchez, August 30, 1863.

SIR: Your station will continue to be off Rodney. Take a run occasionally as far as Dr. New's, about 9 miles below, but manage to be absent from the immediate vicinity of Rodney as short a time as possible. I call your attention to the admiral's General Order No. 84. Keep me advised of all important information you may obtain.

Very respectfully, your obedient servant,

JAS. A. GREER,
*Lieutenant-Commander, Commanding Fourth Division,
Mississippi Squadron.*

Acting Master W. E. H. FENTRESS,
Commanding U. S. S. Rattler.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign O'Neill, U. S. Navy, commanding U. S. S. Curlew, regarding the station of that vessel.

U. S. S. BENTON,
Off Natchez, August 30, 1863.

SIR: You will take your station at Cole's Creek, and will cruise between Waterproof Landing and Fairchild's Island. I call your attention to the admiral's General Order No. 84. Keep me advised of any important information you may obtain.

Very respectfully, your obedient servant,

JAS. A. GREER,
*Lieutenant-Commander, Commanding Fourth Division,
Mississippi Squadron.*

Acting Ensign H. B. O'NEILL,
Commanding U. S. S. Curlew,

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, commanding U. S. S. Forest Rose, regarding cruising ground.

U. S. S. BENTON,
Off Natchez, August 30, 1863.

SIR: Get underway in the morning and cruise between this place and Fairchild's Island. Return on Tuesday evening.

Very respectfully, your obedient servant,

JAS. A. GREER,
*Lieutenant-Commander, Commanding Fourth District,
Mississippi Squadron.*

Acting Volunteer Lieutenant C. A. WRIGHT,
Commanding U. S. S. Forest Rose.

General instructions from Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, commanding at Vicksburg.

CAIRO, August 30, 1863.

SIR: Your communication of August 22 has been received.

Lieutenant Bache will be some time up the White River, and in the meantime you will go up above and see after those guerrillas that were reported to be blockading Duncan's and other places. Please see that the vessels all proceed to their stations as specified in order of districts, which you will have received ere this. Until the return of Lieutenant-Commander Owen your command will extend to White River. See that a gunboat lies at Duncan's all the time, never to leave there, and divide the others to the best advantage. Until Lieutenant Bache comes down keep the *Leavington* moving. She will not join her station until the White River expedition is over.

If possible send the *Sampson* up to Mound City to make the repairs she requires in her boilers, and let Chief-Engineer Bickerstaff go up to attend to it. Have the flat with the guns on, ready to move as I come down.

Do anything you may deem necessary to protect the coast in my absence; run up there yourself. Send the *Argosy* and *Rattler* to their stations as soon as possible. If they are in want of surgeons, they will have to get them from the commanders of their divisions. I shall want you to go down river with me when I go there; Lieutenant-Commander Owen can look out.

Let the two persons you report for sleeping on watch know they will be tried by court-martial for this offense, when I can have an opportunity to try them. No convoy is required now. The *Champion* will be down as soon as possible. Get some contrabands in the meantime to pump the coal barges.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander THOS. O. SELFRIDGE,
Commanding Conestoga, Vicksburg.

Report of Commander Townsend, U. S. Navy, transmitting correspondence regarding cooperation of gunboats near Plaquemine and Morganza, La.

U. S. IRONCLAD STEAMER ESSEX,
Off Donaldsonville, La., August 31, 1863.

ADMIRAL: I have the honor to enclose herewith copies of a communication from Commodore Bell, commanding West Gulf Squadron, of a letter to the latter from General Banks, and of a communication from myself to the commanding officer of the Second Division of your squadron. These documents will explain themselves and the action I took in the case.

I have written to Commodore Bell informing him of your having divided your command into districts and divisional commanders, and of your general orders against interference with other divisions except in emergent cases. I also informed him that, at present, the *Essex* was the only vessel you could spare to look out for the First

District, although it was your intention to send me other vessels as soon as you could do so; that making but a scant 3 miles against the current, she could be outmarched by infantry, and was therefore scarcely fitted to patrol the river. And I thought he would agree with me that the vessels you had assigned to the Second Division would be abundantly able to check and break up any raid the guerrillas might attempt just now. If assistance were required by them, I would at once proceed with the *Essex* to their aid.

I took pains to give Commodore Bell succinctly, yet courteously, my reasons for not complying with his request that the *Essex* should proceed to Plaquemine and Morganza, and whilst thanking him for his promptness in sending up the *Estrella*, I endeavored to show him that your arrangements for naval protection to the river were quite complete, and soon would be altogether so.

Hoping that my action in this matter may meet with your approbation.

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

ROBERT TOWNSEND,
Commander, U. S. N., Commanding,
First Division Mississippi Squadron.

Rear-Admiral DAVID D. PORTER, U. S. N.,
Commanding Mississippi Squadron.

[Endorsement.]

Your answer in this case was very proper. I feel quite competent to take care of my own department if Commodore Bell and General Banks can only attend to their own departments.

[Enclosures.]

U. S. S. ESSEX,
Off Donaldsonville, La., August 30, 1863.

SIR: Enclosed herewith I send you copies of a communication from Commodore H. H. Bell and of a letter to the latter from General N. P. Banks, just received by the hands of Lieutenant-Commander Cooke, commanding U. S. S. *Estrella*. As the points referred to in these communications lie in the Second District of Admiral Porter's squadron, I have directed Captain Cooke to proceed on up the river and communicate to you the information of the apprehended raid. I presume you will be able to take care of the guerrillas in your division without retaining the *Estrella*. If you need assistance against the established batteries send down a transport to aid in towing us and I will go up in the *Essex*. Where speed is important we require a tow, as the *Essex* can make only 3 miles an hour against the current. I learn by the *Iberville*, just passed down, that one of your gunboats has badly cut up and dispersed the guerrillas in Morgan Bend, perhaps the same party to whom the within communications refer. I congratulate you on this successful dispersion of rebels within your command. Please inform me in regard to the facts and what news you have regarding the enemy's movements.

I remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,
Commander, U. S. Navy,
Commanding 1st Division, Mississippi Squadron.

The COMMANDER OF THE SECOND DIVISION, MISSISSIPPI SQUADRON.

U. S. S. PENSACOLA,
Off New Orleans, August 28, 1863.

SIR: I enclose herewith copy of a requisition on me from Major-General Banks for a steamer to patrol the river above New Orleans in order to guard transports against surprises by rebel troops coming over from Opelousas, of which the general has heard.

I have no vessels here except broken-down craft from the outside blockade, all their machinery being apart and undergoing repairs. They are sent out as soon as they are made ready to relieve others which can scarcely move. No calculations have been made for river service since Rear-Admiral Porter took charge of it. I trust, therefore, you will be able, with the *Essex*, to meet the wishes of General Banks. If, in the meantime, one of my cruisers should come up the river I'll send her on to meet you and to act in concert until you can call down the river one of your fast boats suitable for patrol duty. Your requisitions have been signed, but I doubt whether they can be filled to your satisfaction.

I am very respectfully, your obedient servant,

H. H. BELL,
*Commodore, Commanding West Gulf
 Blockading Squadron, pro tem.*

Commander ROBERT TOWNSEND,
U. S. Ironclad Steamer Essex, off Donaldsonville, La.

HEADQUARTERS DEPARTMENT OF THE GULF,
19th Army Corps, New Orleans, August 27, 1863.

SIR: We have received information to-day that a raid is in contemplation by the rebels upon the Mississippi at some point between Plaquemine and Morganza, or above. Two boats loaded with troops are reported to have crossed Grand Lake on Monday. There is an infantry force at Plaquemine, but no artillery.

If a gunboat can be sent up to patrol the river in that quarter, it will be of great service. The object undoubtedly is to run up to the river at some unprotected point, fire into and destroy if possible some of our transports and retire. I hope you will call upon the admiral commanding above for the assistance of some of his light-draft gunboats. They are indispensable to the defense of this department. I shall very gladly urge upon him this necessity.

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

N. P. BANKS,
Major-General, Commanding.

Commodore BELL,
Commanding Fleet, etc.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Hurlbut, U. S. Army, promising assistance to Major-General Steele when possible.

CAIRO, August 31, 1863.

GENERAL: Your communication of 28th instant, enclosing an extract from a letter * from General Steele, has been received. I should

* See p. 361.

be very happy to oblige the general, and will do so the moment I can raise the force.

General Banks is calling on me to assist him in his operations up the Atchafalaya, and General Grant up the tributaries of the Red River. I have to keep vessels at certain points on the river, and I am now ten vessels short. Those I sent into White River under command of Captain Bache to cooperate with the Army, were all in good condition when they started. One of them has returned much damaged by the navigation of the river, and will be sent back as soon as possible. If the White River does not fall any more, Captain Bache has the *Lewington* (a heavily armed vessel) at the mouth, and can use her at his discretion.

The vessels in White River would not be considered out of repair for the work there. The navigation is easy, they have but little running to do, and their batteries are very effective.

I expect they want new captains.

General Steele may rest assured that I will do all I can to assist him, and if I can get a spare vessel or two will send them.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Major-General S. A. HURLBUT,
Commanding Forces, Memphis.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant Commanding Bishop, U. S. Navy, regarding return of soldiers belonging to General Grant's army.

CAIRO, August 30, 1863.

SIR: It appears that there are still some soldiers belonging to General Grant's army on your vessel. They should have been returned to Vicksburg according to general order enclosed. You will send them down by the first opportunity.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant Commanding JOSHUA BISHOP,
Commanding General Bragg.

Order of Rear-Admiral Porter, U. S. Navy, to Paymaster Doan, U. S. Navy, regarding accounts of persons from the U. S. S. Cincinnati.

CAIRO, August 31, 1863.

SIR: You will take up the accounts of any persons you may have on your books from the U. S. S. *Cincinnati* from the date of the sinking of that vessel.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Acting Assistant Paymaster THOMAS C. DOAN,
U. S. S. Lewington.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Phelps, U. S. Navy, to assume temporary command of the Cairo station.

CAIRO, September 1, 1863.

SIR: In addition to your other duties, you will, during my absence and that of Captain Pennock, take charge of things at this station and perform all necessary duties.

Very respectfully,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander S. L. PHELPS, U. S. Navy, Cairo.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Phelps, U. S. Navy, to assume command in White River, in cooperation with Major-General Steele, U. S. Army.

CAIRO, September 2, 1863.

SIR: You will proceed to White River without delay and relieve Lieutenant Bache, now in command of the expedition cooperating with General Steele, taking such measures as may be necessary to cover the army and ensure safety to convoys. Lieutenant Bache will proceed to Cairo with the *Lewington* and have such repairs made as are needed.

Very respectfully,

DAVID D. PORTER,

Rear-Admiral.

Lieutenant-Commander S. L. PHELPS, Cairo.

Report of Rear-Admiral Porter, U. S. Navy, transmitting appraisal of the steamer Alonzo Child, captured in Yazoo River.

No. 129.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Cairo, September 1, 1863.

SIR: I have the honor to enclose herewith the appraisal of the *Alonzo Child*, a good-sized steamer captured up the Yazoo River.

She was taken while in the service of the rebel Government (used to obstruct the channel at Haynes' Bluff) and has a good hull. All her machinery and engines had been taken out of her. As the appraisal is so small, and the vessel is such an one as we need, I would respectfully request that she be taken by the Government.

I am, sir, very respectfully,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

CAIRO, ILL., August 29, 1863.

SIR: Agreeably to your request of to-day's date, we have carefully examined the captured steamer *Alonzo Child*, and we estimate her value at \$5,000.

Very respectfully, your obedient servants,

W. P. HALLIDAY.

GEORGE R. BACON,

Pilot, U. S. Navy.

A. M. PENNOCK,

Fleet Captain and Commandant of Station, Cairo, Ill.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign Morong, U. S. Navy, commanding U. S. S. Argosy, regarding the station of that vessel.

U. S. S. BENTON,
Off Natchez, September 1, 1863.

SIR: Your station for the present will be between Warrenton, [Miss.], and New Carthage, [La.]. You will cruise there, remaining in the vicinity of any point where there may be guerrillas until they are driven away. Be active in preventing the passage of any vessels across the river. I call your attention to the admiral's General Order No. 84. Keep me advised of all important information you may obtain.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.

Acting Ensign J. C. MORONG,
Commanding U. S. S. Argosy.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign Morong, U. S. Navy, commanding U. S. S. Argosy, to retain command of that vessel.

U. S. S. BENTON,
Off Natchez, September 1, 1863.

SIR: Your letter of this date is received. You were placed in command of the *Argosy* by the admiral, and will, although Mr. Hazlett is your senior, retain command until further orders are received.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.

Acting Ensign JNO. C. MORONG,
Commanding U. S. S. Argosy.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, commanding U. S. S. Forest Rose, to proceed on special duty.

U. S. S. BENTON,
Off Natchez, September 1, 1863.

SIR: Proceed in the morning to the station you came from. Return to this place on Saturday evening. Gather all the information you can.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.

Acting Volunteer Lieutenant C. A. WRIGHT,
Commanding U. S. S. Forest Rose.

Report of Lieutenant-Commander Greer, U. S. Navy, giving information obtained from prisoners regarding the Confederate ram Missouri and others under construction.

U. S. S. BENTON,
Off Natchez, September 1, 1863.

SIR: I have the honor to inform you that I have seen two very intelligent boys, captured by our pickets yesterday. They belong to the Confederate Navy, and are from Galveston and were on their way to Mobile. From them I gather as follows: The *Harriet Lane* is dismantled at Galveston; they have no intention of trying to get out with her. Three 9-inch guns and two howitzers from her have been taken to Shreveport for the ram *Missouri*. This vessel is said to look something like the *Benton*; has a wrought-iron ram; draws between 6 and 7 feet of water; is mailed with railroad iron, 4 inches thick on bow and sides; on the stern has plates of thinner iron. She has a wheel like the *Benton's*, and the battery is to consist of two 11-inch guns, one from the *Indianola* and one from the *Westfield*, four 9-inch guns and two 32-pounders. Fauntleroy, formerly of the Navy, commands, but wishes to condemn her, but meets with opposition from Commodore Brent and Lieutenant Carter.

The men have no confidence in the ironclad. There are two others on the stocks, but will not be ready for six or seven months. The *Webb* and *Mary T.* are at Shreveport. There are no forts now below Alexandria, but the rebels speak of building three, one 9, one 10, and one 30 miles below that place. The boys saw the negroes start down for the purpose, it was said, of commencing the work. There is one fort near Shreveport, called Fort Humbug. The boys do not know whether there are any guns in it or not. They left Shreveport about the middle of August. An expedition against Harrisonburg is setting out to-day under command of General Crocker.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Commander Townsend, U. S. Navy, commanding First District, regarding operations at Morganza, relief for steamer Continental, ashore off Bayou Goula, and work on steamer Essex, Jr.

U. S. IRONCLAD STEAMER ESSEX,
Off Donaldsonville, La., September 2, 1863.

ADMIRAL: The *Estrella* has just returned from above. Lieutenant-Commander Cooke reports the *Neosho* off Morganza, the *Lafayette* at Port Hudson, and the *Kenwood* at Baton Rouge. Some guerrillas had fired with musketry upon transports passing Morganza, but the *Neosho* had dispersed them. Lieutenant-Commander Cooke also reports that, on his way down, he found the sea steamer *Continental* ashore off Bayou Goula, with a couple of steamers trying to get her off. As Colonel Fiske, commanding Fort Butler at Donaldsonville,

had informed me that a few rebel cavalry pickets were seen yesterday at Bayou Goula, as well as at Plaquemine, I directed Lieutenant-Commander Cooke to return to Bayou Goula and assist and protect the transports until the *Continental* should be got off. As he reports that the officer whom you have assigned to the command of the Second Division had not yet arrived, I took the liberty of sending orders to the *Kenwood* to patrol the river as far down as Plaquemine and Bayou Goula. And as Lieutenant-Commander Cooke may not meet the *Kenwood*, I have written by a transport to Acting Master Swaney, directing him to relieve the *Estrella* in affording protection to the transports at Bayou Goula; and, after the *Continental* should be got afloat, to patrol the river between Baton Rouge and Bayou Goula once in every three or four days. On the arrival of the commanding officer of the Second Division, Acting Master Swaney should communicate to him my orders, which he might annul or continue in force, as to him should seem proper. I thus ordered the *Kenwood* to relieve the *Estrella* in order that the latter vessel might rejoin her own squadron with the least possible delay. I know that it must be your desire that the vessels of your squadron should take care of the river with as little assistance from others as the circumstances will allow.

The *Essex Junior* was very much out of order when turned over to us by the army. Our blacksmiths and carpenters, under the able direction of Mr. Heap, senior engineer of the *Essex*, have been hard at work at her, and I hope soon to have her in serviceable condition. If she had been in order, I would have put a couple of 12-pounder howitzers aboard and sent her up to the *Continental*, thus enabling the *Estrella* to return at once to New Orleans. The *Essex Junior* is only of 51 tons burden, yet there is room for a howitzer both on her forecastle and fantail. From her model, I am of opinion that, when in order, she will prove to be a fast little vessel. I trust that you will approve my course as above recited.

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

ROBERT TOWNSEND,

Commander, U. S. N., Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, regarding the burning of dry dock left aground at Walnut Bend, Ark.

No. 133.]

MISSISSIPPI SQUADRON, FLAGSHIP BLACKHAWK,

Cairo, September 2, 1863.

SIR: I have the honor to acknowledge the receipt of your communication in relation to the floating dock that was left aground by the rebels at Walnut Bend. I had her examined when I first took command, but, being partly submerged, I could not ascertain whether she was too much injured to be raised. When the water left her I intended to have her calked and pumped out and raised next February, if it was possible.

Lieutenant-Commander Phelps examined her when dry and thought she might be saved, but a few days after she was set fire to and burned up; by whom it is not known.

She had been run up into the mouth of a bayou at high water by the rebels, and at low water was so far from the main channel that she was out of the reach of observation. The fire had made such headway on the dry timber that it was impossible to put it out. I do not think, from what I can learn, that she could have been made serviceable for any length of time, as her back was broken.

I am, sir, very respectfully,

DAVID D. PORTER,
Rear-Admiral.

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

Order of Major-General Banks, U. S. Army, to Major-General Heron, U. S. Army, for cooperation with naval commander at Morgan Bend.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, September 4, 1863.

GENERAL: It is officially reported by the commander of the gunboat *Neosho* that a rebel force, numbering at least 900 men, is now at Morgan's Bend, on the Mississippi River, establishing four batteries of field artillery, for the purpose of annoying our transports.

You will please proceed with your division to a point some 10 miles below that occupied by the enemy, sending thence notice of your presence for cooperation to the naval commander now watching that position as to the best means of capturing or destroying the rebel force there. You will carry this out with all possible dispatch.

Having accomplished this object, you will return to your present position and report to the commander of the Thirteenth Army Corps for duty, reporting the result of your expedition to these headquarters.

CHAS. P. STONE,
Brigadier-General and Chief of Staff.

Major-General F. J. HERRON,
Commanding Second Div. Thirteenth Army Corps, Carrollton.

Report of Rear-Admiral Porter, U. S. Navy, regarding prize matters.

No. 134.] MISSISSIPPI SQUADRON, FLAGSHIP GENERAL LYON,
Memphis, Tenn., September 4, 1863.

SIR: Of the many prizes captured on this river and its tributaries since the commencement of the rebellion, few, if any, have been condemned, though the evidence against them has been of the strongest kind. Up to this time there has not, to my knowledge, been a cent of prize money paid to the officers and crews of the vessels that have captured vessels. In most instances the vessels have been bonded out, and that is the last that is heard of them.

When the first prizes were sent to the judge of the district, the lawyers of St. Louis (a most disloyal city at that time) united to deny that the United States court of admiralty had jurisdiction in

the inland waters of the United States, but admitted that vessels could be proceeded against for infraction of the revenue laws; and as this opinion seems heretofore to have been shared in by the judges, prize cases have been tried altogether for violation of the revenue regulations. This rule has applied to all captured property, including cotton.

While below, engaged in the siege of Vicksburg, I had captured up the Yazoo, Tallahatchie, Red, White, and Arkansas rivers, about 1,500 bales of cotton belonging to the Confederate Government and rebel officers known to be employed in rebellion against the United States, which property was sent to the district judge, and, when adjudged as prize, put into the hands of the marshal for sale.

When I arrived at Cairo, the marshal, Mr. Phillips, called on me to let me know that "over \$60,000 were in his hands for delivery, and that the same amount had been paid into the Treasury of the United States. By law I was entitled to receive half the net proceeds of \$130,000 as informer, and that it was ready to be paid."

Of course I refused to have anything to do with it, as it is to be divided among the captors, a list of whom I have carefully kept. Still I think some steps should be taken to get the money out of the marshal's hands and have it deposited with the Fourth Auditor, or some one else for distribution.

This rule of trying prize cases for infraction of revenue laws takes from the Navy the amount that should be deposited in the treasury to its credit.

I am informed by Mr. Phillips, marshal for the district of Illinois, that half the amount was deposited in the Treasury of the United States, and that the other half was ready for delivery whenever I should think proper to take it.

There has been a great deal of fraud practiced in these prize cases, persons putting in claims for ownership that had no claim whatever.

In one instance I gave a poor Union man permission to take up 23 bales of cotton, provided he would place it in the hands of the district judge, show that he was a Union man, and pay the lawful custom-house dues, which he did. A Colonel Compton (engaged in the affair of the *Evansville*, which seemed to implicate General Gorman) put in an affidavit that he was the owner, and took the whole of it, when he had not been within 200 miles of the point where the cotton was shipped from. He also recovered 300 bales and over, captured in the *Evansville*, which vessel was illegally trading in contraband goods, and the whole affair was in violation of law.

I merely mention this to show the complicity there is in these cotton transactions. Every one seems to have lost all sense of honesty in the temptation to make money.

I believe that the rule now established is to try the cases by an admiralty court, and have appointed prize commissioners; these, however, are not appointed according to law, which requires, I believe, one retired naval officer to be a member of the board.

In Cairo the prize commissioners are three civilians. As far as the law is concerned, I conform to it in having all prize matters turned over to the judge of the district; there my duties end. I see no way to obtain protection for the interests of the captors, unless the Navy Department will take the matter in hand.

The manifest dishonesty with which these cases have been managed has given great dissatisfaction to the seamen and others.

Quartermaster George D. Wise, U. S. Army, has had paid to him \$30,000 or more as informer on the vessels captured at Memphis.

I believe the same amount being paid into the treasury, making over \$90,000, taken from the naval pension fund, if it is not claimed by the Navy Department.

I believe this prize matter has been so arranged purposely, on account of the fees, which are enormous. Where vessels are condemned by a court of admiralty, or prize commissioners, the Secretary of the Navy would have a right to regulate the fees.

I beg leave to ask instructions about the money now in the hands of the marshal and placed at my disposal.

Shall I let the paymaster of the fleet divide it out amongst the captors, or credit them with the amount due or can I have it paid to the Fourth Auditor, to be disposed of as usual; or will the Department take cognizance of the matter?

With all due reference to the legal agents, I think it would be much better to get possession of the money than to let it remain longer in their hands; for it does seem clear to me that all prize matters should have been acted on by a court of admiralty, and I do not see how they could have been tried as violations of revenue laws.

I am, sir, very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

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

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign Morong, U. S. Navy, commanding U. S. S. Argosy, for a change of cruising ground.

U. S. S. BENTON,
Off Natchez, September 5, 1863.

SIR: Upon the receipt of this you will change your station and for the present cruise between New Carthage and Grand Gulf, remaining most of the time at or near Ballards, which is between Grand Gulf and Ashwood.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.

Acting Ensign JNO. C. MORONG,
Commanding U. S. S. Argosy (27).

General report of Lieutenant-Commander Greer, U. S. Navy, commanding Fourth District.

U. S. S. BENTON,
Off Natchez, September 6, 1863.

SIR: I have the honor to acknowledge the receipt of your order of August 22, detailing me for the command of the Fourth District. The vessels are stationed as follows: *Carondelet* at Carthage, with an armed tug, with which, under the circumstances, the river can be kept clear of guerrillas up to Vicksburg.

Argosy at Ballards, between Grand Gulf and Perkins'. *Pittsburg* at Grand Gulf, *Rattler* at Rodney, *Curllew* at Cole's Creek, *Benton* at Natchez. The *Forest Rose* I keep for special service, and when not engaged in that she cruises between this place and Cole's Creek.

Since my last report the rebels have fired upon but one steamer in this district, the *Planet*, laden with troops; no one was injured. They returned the fire, and the *Argosy* coming in sight caused the rebels to retreat. It occurred at Mr. Sam Duncan's plantation, about 10 miles above this.

The general health of the vessels of this district is good.

General Crocker's expedition returned this morning. He has been over to Trinity and Harrisonburg and met with but little resistance, only losing 1 man killed and 3 or 4 wounded. One small steamboat, the *Rinaldo*,* was captured and burned. Upon the approach of the forces to Harrisonburg the rebels abandoned the fort, having first fired their casemates and buildings. The guns General Crocker spiked at great risk, as they were in the burning casemates, and a good deal of ammunition was exploding about them. There were three 32-pounders and one 30-pounder Parrott. He destroyed one and brought off two 6-pounder fieldpieces. A portion of the town was destroyed, but the earthworks of the fort were not injured. I shall inform Lieutenant-Commander Ramsay of the condition of things at Harrisonburg. General Crocker left there on the 4th instant.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding the capture, by the U. S. S. Argosy, of a wagonload of supplies.

U. S. S. BENTON,

Off Natchez, September 6, 1863.

SIR: I have the honor to inform you that since writing my report of this morning I have received a communication from Acting Ensign Morong, commanding *Argosy*, stating that on his way to his station he landed at Bruinsburg to destroy a ferry and detected some cavalry in the act of crossing supplies. They immediately took to horse and escaped, leaving one wagonload, consisting of 250,000 waterproof percussion caps, 1 box containing 5,000 friction primers, 12 boxes tobacco, average weight 100 pounds, 1 saddle and bridle, an Enfield rifle, and a lot of letters and papers. The latter are of no consequence. I await your orders as to the disposal of the captured articles.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

* See Official Records of Union and Confederate Armies, Vol. XXVI, pt. 1, pp. 274, 278.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, commanding U. S. S. Forest Rose, for special duty.

U. S. S. BENTON,
Off Natchez, September 6, 1863.

SIR: Proceed up the river as far as the U. S. S. *Carondelet*. After landing Captain Murphy return leisurely to this place. Examine closely the banks and country between the *Carondelet* and Grand Gulf.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.
Acting Volunteer Lieutenant C. A. WRIGHT,
Commanding U. S. S. *Forest Rose* (9).

Report of Major-General Francis J. Herron, U. S. Army, regarding expedition to Morgan Bend, in accordance with orders.

HDQRS. SECOND DIVISION, THIRTEENTH ARMY CORPS,
Morgan Bend, September 8, 1863.

GENERAL: I arrived below this place night before last, but could not learn anything definite from the commander of the *Neosho*. By reconnoitering yesterday with the cavalry, the main body of the enemy was discovered to be at Morgan's Ferry, on the Atchafalaya, 3,000 strong, under Brigadier-General Green. I sent a portion of one brigade, under Colonel Day, to look after the party hovering about this place. He skirmished with them during the entire afternoon, driving them back toward the main body. His loss is 6 wounded; that of the enemy 2 killed, 10 or 12 wounded, and about the same number prisoners in our hands. The enemy had possession of all the roads leading back from the river, and it is impossible to get around them without marching 55 or 60 miles. I leave at daylight with the balance of my command to join Colonel Day, and will attack Green at once. He shows fight, and says he will meet us at Morgan's Ferry, and I propose to accommodate him. Small bodies of the enemy are constantly hovering near us on the south, firing on our pickets, etc.

I communicated yesterday with Captain Ramsay, commanding gunboat lying off the mouth of Red River. He says the enemy have two transports in use on the Atchafalaya, and that mounted parties of Green's command are moving through the country south of Red River. * * *

Very respectfully, your obedient servant,

F. J. HERRON,
Major-General, Commanding.

Brigadier-General CHARLES P. STONE,
Chief of Staff.

Report of Acting Master Grant, U. S. Navy, commanding U. S. S. New National, regarding the grounding of that vessel.

U. S. S. NEW NATIONAL,
Horse Shoe Cut-off, September 9, 1863.

SIR: The *National* is hard aground at Horse Shoe Cut-off, and we are unable to get her off. You will please send to our assistance as soon as possible a steamboat and barge to light us up and pull us off.

Very respectfully, your obedient servant,

ALEX M. GRANT,
Pilot, Commanding.

Lieutenant-Commander JOSHUA BISHOP, U. S. Navy,
U. S. S. General Bragg, Helena, Ark.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, commanding Forest Rose, assigning cruising ground at Rodney, Miss.

U. S. S. BENTON,
Off Natchez, September 10, 1863.

SIR: Proceed to Rodney and relieve the *Curlew*. Do not be absent from that place more than three or four hours at a time. The limits of your cruising ground will be 10 miles each side. Permit and regulate one ferry at Rodney.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist. Miss. Squadron.

Acting Volunteer Lieutenant C. A. WRIGHT,
Commanding U. S. S. Forest Rose (9).

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign O'Neill, U. S. Navy, commanding U. S. S. Curlew, for change of cruising ground.

U. S. S. BENTON,
Off Natchez, September 10, 1863.

SIR: Upon the arrival of the *Forest Rose* resume your station at Cole's Creek without delay.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist. Miss. Squadron.

Acting Ensign H. B. O'NEILL,
Commanding U. S. S. Curlew (12).

Letter from Lieutenant-Commander Phelps, U. S. Navy, to Major-General Steele, U. S. Army, regarding movement up the White River of gunboats for cooperation in advance upon Little Rock, Ark.

U. S. GUNBOAT HASTINGS,
Devall's Bluff, September 10, 1863.

GENERAL: I have come up the river with additional gunboats to assist in your movements. From the information I can gather here, I am not likely to have the pleasure of seeing you, unless I go over to Little Rock to congratulate you on your success and triumphs.

The river is falling, and there is not over 5 feet of water on some of the bars. If this is to be your base of supplies, the low water coming requires your prompt attention, as, at 3 feet, the low-water stage, steamers could bring up very little freight indeed, while we have but one or two gunboats of sufficiently light draft to act as convoy. It is probable that all the gunboats, except two, will be obliged to leave this river within two weeks' time.

If I could have obtained conveyance, I would have gone over to your camp to-day. Horseback riding for such a distance is rather too much for the uninitiated. We will make an effort to get up to Jacksonport, leaving here in the morning. I shall be glad to be of service to you in every way possible.

I am, general, respectfully, most truly yours,

S. L. PHELPS,

Commanding Sixth and Seventh Districts, Mississippi Squadron.

Major-General FRED. STEELE, U. S. Army,

Commanding United States Forces before Little Rock, Ark.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, to send U. S. S. Tawah to report to Lieutenant-Commander Phelps, U. S. Navy, in White River.

FLAGSHIP GENERAL LYON,
Off Natchez, September 10, 1863.

SIR: When the *Judge Torrence* comes here, she will remain altogether. You will see that the officers on board of her that were borrowed from vessels above are sent to their respective stations. After that, send me a list of officers that she requires. If I should miss seeing the *Tawah* and she should come here, order her to White River to report to Captain Phelps.

You can offer the *Forest Rose* to Mr. Duncan and Mr. Merrill and family, to take them to Memphis when they are ready to go. They can go much more comfortably this way than any other, and by laying in their own stores and taking their own servants they can have what they want. From Memphis they can easily get up in the regular packet.

Send Engineer Burgoyne to Cairo with witnesses to be tried by court-martial.

Very respectfully,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,

Comdg. 4th Dist. Miss Squadron,

U. S. S. Benton, Natchez, Miss.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, commanding U. S. S. Forest Rose, regarding cruising ground of that vessel.

U. S. S. BENTON,
Off Natchez, September 12, 1863.

SIR: Upon being relieved by the *Rattler*, at Rodney, proceed to cruise between Cole's Creek and the point just above Natchez. Return to this place on the evening of the 15th.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist. Miss. Squadron.
Acting Volunteer Lieutenant C. A. WRIGHT,
Commanding U. S. S. Forest Rose (9).

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Master Fentress, U. S. Navy, commanding U. S. S. Rattler.

U. S. S. BENTON,
Off Natchez, September 12, 1863.

SIR: Proceed to Rodney and relieve the *Forest Rose* (9).

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.
Acting Master W. E. H. FENTRESS,
Commanding U. S. S. Rattler (1).

Capture of Acting Master Fentress U. S. Navy, and party of men at Rodney, Miss., September 13, 1863.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report of Lieutenant-Commander Greer, U. S. Navy, and general order giving precautions against surprise.

No. 150.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Cairo, September 25, 1863.

SIR: I have the honor to enclose you a copy of a communication from Lieutenant-Commander James A. Greer, commanding Fourth District of this squadron, in relation to the capture by guerrillas of Acting Master W. E. H. Fentress, 1 officer, and 15 men, consisting of the best men in the vessel.

He was captured while at church.

I feel no sympathy whatever for Mr. Fentress, but regret the loss of those with him.

His capture was in consequence of a gross violation of general and special orders, and though having borne a very good character as an officer heretofore, he should be entitled to no confidence hereafter. Enclosed is the general order in relation to precautions, and Mr.

Fentress was particularly directed to be careful at Rodney, as a large party of guerrillas have a camp within 4 miles of that place, and are allowed, it seems, to remain there with impunity.

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

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of Navy, Washington.

[Enclosures.]

U. S. S. BENTON,
Off Natchez, September 14, 1863.

SIR: I have the honor to inform you that I have received information this morning of the capture yesterday at Rodney, by some of Logan's cavalry, of Acting Master Fentress, Acting Ensign Strunk, and 15 men, all belonging to the *Rattler*. Captain Fentress, 3 officers, and 20 men, unarmed, with the exception of one officer, were on shore at church when the rebels dashed into the town and surrounded the house, capturing the whole party, with the exception of 2 officers and 5 men, who made their escape. One of the officers fired his revolver four times at the rebels, and thinks he wounded two.

I had cautioned Captain Fentress about being very careful in his visits on shore at Rodney, and the disaster was the result of carelessness.

Captain Fentress wrote a note to the executive officer, stating he was at Crystal Springs, a few miles from Rodney, and asking for a change of clothing for the prisoners.

The executive officer reports that the rebels fired two volleys when they surrounded the church, upon which he went to quarters and commenced shelling the hills and woods over and near the church; this had the effect to drive the rebels from the town and enable a portion of our men to escape.

He also sent all the men he could spare on shore to render what assistance they could with safety. Four of the houses and church were struck by our shells, but no one was injured.

The citizens of Rodney disclaim all complicity with the rebels. I shall send them word that they must give a written statement to that effect, and inform [them] that if another outrage is committed there I will destroy the town.

Acting Ensign William Ferguson is now in charge of the *Rattler*. He appears to be an intelligent officer. I have temporarily ordered Acting Master's Mate William Kisner, of this vessel, to the *Rattler*. She needs two watch officers, and so does the *Judge Torrence*. Enclosed I send a list of the officers and men captured.

A body of rebel cavalry attacked our small force at Vidalia this morning, but were repulsed.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.
Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Officers and men of the U. S. S. Rattler, captured at Rodney, Sunday, September 13, 1863.

Acting Master W. E. H. Fentress, Acting Ensign Simon H. Strunk, Arthur Rodgeron, gunner's mate; John A. Roycroft, ship's corporal; C. C. Devinney, paymaster's steward; Noah Parks, quartermaster; Oloff Nelson, quarter gunner; James Robertson, first-class fireman; Edwin Corbett, Thomas Brown, Frederick Plump, John Stark, Thomas Burns, John D. Masten, Walter Keef, Daniel Ryan, Maurice Ivory, seamen.

Respectfully forwarded.

JAMES A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.

GENERAL ORDER,
No. 4. }

CAIRO, ILL., *October 18, 1862.*

The commanders of all vessels will see the following orders carried out, and senior officers will immediately report to me any violation of them.

Every precaution must be taken against a surprise by the rebels, particularly in the light-draft gunboats, and for this reason they must not lie tied up to a bank at any time.

The guns must always be kept loaded with grape or canister, and the small arms at hand, loaded and ready to repel boarders.

Boats are never to land at places where rebels are likely to cut off the men or fire on the boats without their being completely protected by the guns of the vessel.

Protected lookouts must be kept on the alert at all times.

Boats are not allowed to go on shore to get provisions, except at places occupied by United States troops.

No person will be allowed to pillage under any circumstances, and all those who do so are to be reported to me.

Vessels will show as few lights as possible in navigating the river at night, and not allow the men to congregate in conspicuous places in daytime, when in suspicious looking neighborhoods.

When any of our vessels are fired on, it will be the duty of the commander to fire back with spirit and to destroy everything in that neighborhood within reach of his guns. There is no impropriety in destroying houses supposed to be affording shelter to rebels, and it is the only way to stop guerrilla warfare. Should innocent persons suffer, it will be their own fault, and teach others that it will be to their advantage to inform the Government authorities when guerrillas are about certain localities.

Every evening at sunset all vessels will go to quarters, with everything ready for action and guns pointed for the bank. At night the watch must always be on deck, and, unless otherwise ordered, no vessel will lie without low steam.

This general order is to be passed over to any other commander who may be ordered to the vessel.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign Ferguson, U. S. Navy, to proceed to Rodney and require from the authorities a disavowal of complicity in the capture.

U. S. S. BENTON,
Off Natchez, September 15, 1863.

SIR: Proceed to Rodney. On your arrival, direct the commanding officer of the *Curlaw* to return to his station at Cole's Creek. Send word to the mayor of Rodney to come on board, and demand from him a written disavowal of any complicity of the authorities of Rodney in the capture of Captain Fentress and party. Let him distinctly understand that should there be any hostile acts committed there, the town will be shelled and destroyed. Allow no cotton to be taken from your station, unless by a well-vouched-for Treasury agent. If you doubt them, tell them to come to me, and if all is right I will give them a letter to you, which will enable them to do their business.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th District, Miss. Squadron.

Acting Ensign WM. FERGUSON,
Commanding U. S. S. Rattler (1).

Statement of the citizens of Rodney, Miss., of their ignorance regarding the attack, and requesting that they be not held responsible for it.

No. 2.

RODNEY, *September 16, 1863.*

To the Officer in Command of the U. S. Gunboat Rattler.

SIR: The undersigned citizens of Rodney desire respectfully to represent to you that the congregation and citizens of this place were entirely unaware beforehand of the attack made upon the officers and men of your boat, assembled with us in our place of worship, and we accordingly trust that the town will, in no way, be held responsible for it.

R. PRICE AND 37 OTHERS.

No. 3.

RODNEY, *September 16, 1863.*

To the Officer in Command of the U. S. Gunboat Rattler:

SIR: We have drawn up and signed a paper relating to the unfortunate affair of last Sunday, expressed in the same terms as were contained in our former communication, which we herewith transmit. While we regard it as an outrage upon the proprieties of life and the respect due to religion to make the house of God a scene of battle and blood shed, we, as noncombatants, are not called upon to express any opinion as to the right of the Confederate troops to take prisoners in the proper time and way.

We have therefore left out the clause inserted by yourself in the paper brought ashore by Mr. Griffing, lest it should be construed in a sense too unlimited, and should therefore compromise us with our own people.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign Ferguson, U. S. Navy, for the seizure of a man in Rodney thought to be implicated in the capture.

U. S. S. BENTON,
Off Natchez, September 20, 1863.

SIR: I have received your letter of yesterday, informing me of your action about the *Julia*. You did perfectly right. There is a man at Rodney named Billy Parsons who had something to do with the capture of Captain Fentress. If you can capture him without too much risk, do so, and retain him till I return down the river.

The rebels are very active just now. Let me caution you to be vigilant.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th District, Miss. Squadron.
Acting Ensign WM. FERGUSON,
Commanding Rattler.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, for the arrest of officers going ashore at places not protected by troops.

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Cairo, September 25, 1863.

SIR: Your communication in relation to Mr. Fentress has been received.

I only regret that Mr. Fentress did not get severely punished for his disobedience of General Order No. 4, and I will omit nothing to have him dismissed the service.

You will arrest any officer whom you hear of leaving his vessel to go on shore under any circumstances whatever, except at places held by our troops, or to send a boat where there is the slightest chance to be fired on, or landing at any plantation, or leaving the ship except to pick up a drowning man, without the boat being armed. The commanders will never allow their vessels to touch the bank even, but remain on board and patrol the river. You will instruct the executive officers if any commander leaves his vessel, to get underway at once and report the fact to you.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAMES A. GREER,
Commanding Fourth District, Miss. Squadron, Off Natchez.

Report of Lieutenant-Commander Greer, U. S. Navy, condemning Acting Master Fentress, U. S. Navy, for carelessness.

U. S. S. BENTON,
Off Natchez, October 15, 1863.

SIR: I have the honor to inform you that Acting Master Fentress, on the day that he was captured at Rodney, took no precaution whatever against capture. There were no boats waiting for his party, but were to be sent for them when they came down. No one was armed but one of the engineers, who took a revolver with him. Mr. Fentress told the executive officer, Mr. Ferguson, that he could let those men go to church that wished to. Mr. Fentress wore a citizen's coat.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th District, Miss. Squadron.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Master Fentress, U. S. Navy.

LIBBY PRISON,
Richmond, Va., November 15, 1863.

SIR: I have the honor to forward you the report of my unfortunate capture, together with Acting Ensign S. [H.] Strunk and 15 seamen, belonging to the U. S. S. *Rattler*.

On the 12th September (the steamer *Rattler* lying off Rodney, Miss.) I went on shore to attend divine service, which was performed in a church, not 200 yards distant from the steamer, and in open view. I had been stationed at Rodney since the Texas expedition, and had never seen or heard of an enemy near that point. I had taken many negroes who were from the neighborhood, and all reported no rebels in that vicinity. I do not, sir, wish to excuse myself, for I am aware that excuses are of little value with you when an officer is at fault, but, sir, I do crave your forbearance in this most unfortunate mistake of mine.

We had just entered, and were seated in the church, when a squadron of 50 cavalry dashed upon us and opened fire from the windows and doors. I endeavored to stop this brutal fire upon unarmed men, but was fired upon by the fiends and slightly wounded in the back.

My hands were tied and I was made fast to a horse and compelled to keep pace with him for 5 miles. My treatment since my capture has been brutal; but inhuman as it is, sir, I would be happy if I knew that your displeasure was removed, and that I might again retrieve my character in the Mississippi Squadron, under your command.

May I beg, sir, that you will drop me a line, in my present miserable condition?

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

WALTER E. H. FENTRESS,
Acting Master, U. S. Navy, late Commanding U. S. Rattler.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Extract from log of U. S. S. *Battler*, Acting Master W. E. H. Fentress, commanding.

Sunday, September 13, 1863.—Off Rodney, Miss. At 10 a. m. inspected crew at quarters, mustered them aft, and read the Articles of War. At 11 a. m. the following officers and seamen went on shore to attend divine service: W. E. H. Fentress, acting master, commanding; Simon H. Strunk, acting ensign; George G. Waggoner, acting pilot; A. M. Smith, second assistant engineer; Arthur Rogerson, gunner's mate; Noah Parks, quartermaster; Oloff Nelson, quarter gunner; John A. Roycroft, ship's corporal; Columbus C. Devinney, paymaster's steward; James Robertson, first-class fireman; Charles McCarthy, Frederick Plump, Edwin Corbett, Walter Keef, Thomas Burns, John D. Masten, Daniel Ryan, Ranvers D. Knapp, Thomas Brown, Daniel Shay, Maurice Ivory, John Henderson, John Stark, seamen. At 11:20 a. m. heard some shots fired near the church and received information from a negro on shore that some rebel cavalry had surrounded the church and captured our officers and men. Beat to quarters immediately, got underway, and shelled the hills and woods over and around the church. Same time sent an armed boat's crew on shore to render all the assistance they could. The following officers and men were, however, captured before we could render them any assistance: W. E. H. Fentress, master, commanding; Simon H. Strunk, acting ensign; A. Rogerson, gunner's mate; Noah Parks, quartermaster; Oloff Nelson, quarter gunner; John Roycroft, ship's corporal; C. C. Devinney, paymaster's steward; James Robertson, first-class fireman; Frederick Plump, Edwin Corbett, Thomas Burns, John Stark, Thomas Brown, John D. Masten, Walter Keef, Daniel Ryan, Maurice Ivory. The officers and men (with exception of Mr. Smith, second assistant engineer, who fired four shots with a revolver at the rebels) were totally unarmed and could offer no resistance. The rebels had carriages and wagons in waiting, by which they hurried them rapidly out of town. Our shelling had the effect of driving the rebels in hasty confusion out of town, thereby giving 2 officers and 4 men the opportunity to escape. The men and officers who escaped were: Mr. Smith, second assistant engineer; Mr. Waggoner, pilot; McCarthy, Henderson, D. D. Knapp, D. Shay, seamen. Expended in ammunition, 9 shrapnel, 5 Parrott shells. At 1:30 p. m. anchored the vessel in 4 fathoms. John Henderson, one of the men who escaped from the rebels, having reported that he had taken refuge in a house on leaving the church and was driven from thence by the owner, sent an armed boat's crew on shore in charge of an officer to burn the house. At the same time went to quarters and shelled the road leading to the hills, in order to prevent the rebels from interfering with our men. At 4 p. m. the officer returned and reported that he had failed to burn the house from some cause not very satisfactory. As 8 men was the largest force that could be spared from the vessel, it was not advisable to send the party back again. Expended in ammunition 11 5-second shrapnel. From 8 to midnight: A circular signed by the principal citizens of Rodney was sent on board, disclaiming all knowledge of the intentions or act of the rebels in capturing our officers and men and condemning the act, petitioning that the town might not be held responsible for the outrage. At 10 p. m. received a communication from Acting Master

W. E. H. Fentress by the hands of a Dr. Goldsmith, who resides 4 miles out of town; he represented that Acting Master Fentress and Mr. Strunk had been at his house that day, prisoners in the hands of a rebel cavalry force. Captain Fentress's communication was to the effect—he wanted some clothing sent to himself, Mr. Strunk, and the men, directed to Crystal Springs, Miss.

A Gallant Little Dash.

[Clipping from "The Mississippian."]

I wish to advise you of a gallant little dash made by a party of Logan's scouts last Sunday, by which the captain of the Yankee gunboat stationed at Rodney and a lieutenant and 15 men were handsomely bagged.

Lieutenant Allen, of Logan's command, having been informed that the crew of the gunboat at Rodney were in the habit of attending church, determined to try an experiment. Dressing himself in citizen's garb, he leisurely sauntered into town last Sunday, and had the pleasure of finding some 22 of the Yankee officers and men, dressed in their best toggery, snugly seated in the quiet and unsuspecting congregation.

With this information he left town and soon returned in command of a squad of men. He entered the church and apologized to the preacher for having to disturb him for a few moments, stating that he had called to demand the surrender of the United States soldiers in the congregation. Instantly the engineer of the gunboat jumped behind the door and fired on Lieutenant Allen, the ball passing through his cap.

Allen returned the fire and sent the engineer to his long home.

A general scattering and firing ensued, resulting in killing 2 Yankees and wounding another, and in the capture of Captain Fentress, of the gunboat, one lieutenant, and 15 men.

I saw them late that night on their way to Logan's camp.

This is certainly one of the nicest little episodes of the war, and was managed with great coolness and courage, our men not receiving so much as a scratch.

Captain Fentress, who, I am sorry to say, is a Virginian, says his father and brother are in the Confederate Army. They are from Richmond, I understand. When asked by a citizen what command they belong to, Captain Fentress touched his cap and replied "to Logan's command."

The Yanks bore their capture with a good deal of nonchalance, seeming to regard it as a good joke. Those on the gunboat seeing the affair, commenced a furious shelling over but not upon the town. Lieutenant Allen addressed the commander a note, stating that his force belonged to the Army of the Confederate States; that the people of Rodney were in no wise responsible for what his men had done, and if a solitary shell were thrown into the town he would proceed to hang his prisoners.

Captain Fentress also wrote a note, requesting that no damage should be done to the town, as the whole affair was a legitimate

military transaction. One old lady in the midst of the melée jumped up and shouted "Glory to God;" but the way the balance of the congregation rolled around and mixed up promiscuously in the midst of the fight is said to have been rich beyond description, and certainly very excusable.

Report of Acting Volunteer Lieutenant Eytonge, U. S. Navy, commanding U. S. S. Chillicothe, regarding the grounding of that vessel en route from Cairo to Memphis.

U. S. S. CHILICOTHE,
Memphis, September 14, 1863.

SIR: I regret not having had the honor of reporting the cause of my detention at Memphis in person. I was about waiting upon you when you left.

The *Chillicothe* was put aground twice by the pilots in coming from Cairo to this port. The fact is, she is drawing more water than there is in the river, 5 feet 9 inches, and as soon as she gets in shoal water she sucks the bottom and falls down to at least 6 feet 3 inches. She has grounded several times in 6½ feet, steering very badly in shoal water. The transport *War Eagle* pulled us off at Plum Point, and in so doing, after parting our hawsers several times, I found the first seam on deck from the gunwale starting away over an inch, and the vessel taking in a stream of water over the bow. I was obliged to run her at half speed, and the reason of our stay here was to repair the bow and fit a steam whistle, which was partly blown away, and proceed on my way, carrying out my orders. I shall be ready to leave in a day or two, though I can not obtain any intelligence of there being 6 feet at Helena. We can not float in less water than 6 feet 3 to 6 inches, and getting ashore strains her terribly, her turret being so heavy and her hull frame extremely light.

Her battery is in most perfect condition and I am drilling daily the greenest crew I ever saw, but I am driving into them sedulously and entertain hopes of ultimate success. Be assured, admiral, I shall reach Red River by the first opportunity, and if I am afforded a chance to engage my ships with the enemy's forces, the *Chillicothe* will fight her way to even better reputation than she has had in the past.

I have the honor to be, sir, very respectfully, your obedient servant,
HY. ST. C. EYTINGE,
Acting Volunteer Lieutenant-Commander.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Instructions from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding prize matters.

NAVY DEPARTMENT, September 14, 1863.

SIR: Your letter of the 4th instant, relating to prize matters, has been received.

Some points are presented which require investigation, and an answer is for a short time deferred. As an admiralty court has been

established at New Orleans, it would be well to direct that, when it can be done, vessels and property taken as prize be sent to that port for adjudication.

When prize property is taken for the use of the Navy, you will forward the amount of appraisement at once to the court, either as funds or by a draft upon the Department, and where property is turned over to the Army, you should see that a similar course is pursued. Delays in the distribution of prize money after condemnation will thus be avoided, as well as complication of accounts between the Departments and the courts and Departments.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo.

General report of Rear-Admiral Porter, U. S. Navy, referring to the attack on Harrisonburg, La., and impossibility of naval cooperation, also attack upon U. S. S. Champion.

No. 135.] MISSISSIPPI SQUADRON, FLAGSHIP GENERAL LYON,
Off Cairo, September 15, 1863.

SIR: I have just returned from the mouth of Red River, where I went to see what could be done to cooperate with General Banks. As I knew beforehand, the river was quite dry in places, and a dry bar formed across the head of Old River. All I could do was to plant three guns on scows—a 100-pounder rifle, a 10-inch, and a 9-inch—close to the bar to command the entrance to the Atchafalaya. This will prevent steamers passing to and fro.

If the military officers would confer with me a little more freely, I could give them hydrographic information which they can not get elsewhere, and enable them to time their expeditions so that they may have naval cooperation.

The vessels at the mouth of Red River were unable to enter and cooperate with the army at the attack on Harrisonburg.

The rebels blew up the works as our troops advanced, and set fire to the casemates; they also destroyed all their ammunition, which ends the stronghold on the Washita [Ouachita]. I am sorry to say that the guns were not brought away (except two fieldpieces) or destroyed.

The river below seems quiet.

There has been but one attempt made to obstruct commerce or transportation. A body of guerrillas, 500 strong, on the 30th August, attacked the gunboat *Champion* from behind the levee, while she was convoying a body of troops below. The troops passed on safely, and the *Champion* stopped and fought the rebels until she made them retire, losing some of their men; report says 57. They have not been heard of since, excepting that they were falling back on Alexandria, General Herron having given chase to them with his division.

The only way to keep guerrillas down is to chase them up with troops; gunboats can only drive them away temporarily.

As I came up I overtook a part of the Marine Brigade under Colonel Currie. He reported to me that he had just captured, at

Bolivar, three rebel paymasters, with \$2,200,000 in Confederate money, to pay off the soldiers at Little Rock.

He also captured the escort, consisting of 35 men.

This will not improve the dissatisfaction now existing in Price's army, and the next news we hear will be that General Steele has possession of Little Rock.

The gunboats pick up deserters every day who say that the rebels don't intend to fight in Arkansas, and that with proper steps Arkansas will be in the Union again in forty days.

Lieutenant Bache captured a Colonel Matlock, who was on a conscripting expedition, and it gave universal satisfaction to all the people.

I found a good deal of sickness below (among the officers principally) and brought the worst cases up.

The vessels in the different districts are attending strictly to their duties, and cruising actively.

On the way up last trip I found the gunboat *Paw Paw* snagged and sunk. I had her raised and sent to Cairo. No particular damage was done beyond making a hole in her bottom, and everything was saved. The river is very low and full of snags, and as our vessels have to run at all times of the night, these accidents will happen.

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

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of Navy, Washington.

Letter from George C. Bestor to Commodore Hull, U. S. Navy, regarding readiness of U. S. S. Ozark for trial trip.

ST. LOUIS, *September 16, 1863.*

The gunboat *Ozark* will be ready to commence her trial trip this afternoon at 3 o'clock.

Very respectfully, yours, etc.,

GEO. C. BESTOR,
Contractor.

Commodore J. B. HULL, U. S. Navy.

Report of Lieutenant-Commander Ramsay, U. S. Navy, regarding the capture of Acting Master's Mate William S. Ward, U. S. Navy, and two men, near the mouth of Red River.

U. S. S. CHOCTAW,
Off Mouth of Red River, September 16, 1863.

SIR: I regret to report that Acting Master's Mate William S. Ward, William Gill, ordinary seaman, and Andrew Ryan, landsman, were captured yesterday by some rebel troops on the right bank of the Mississippi, near the mouth of Red River.

Mr. Ward went on shore by my order to carry a letter to a house I have constantly sent to.

The rebel troops have never been near the house before, and I have always considered there was not the slightest danger in landing there.

I had landed on that side the day before and no troops were near, and two hours before Mr. Ward was captured Acting Master's Mate Townsend Hopkins had landed and brought off two refugees without being molested.

Mr. Ward was armed, as were also his boat's (the dingey) crew. He left 2 men in the boat and took 2 up with him.

Mr. Ward had nearly reached the house, which is just behind the levee, when he was seen to run toward the boat, but was immediately halted by the rebels. Finding I could not bring a gun to bear, and the water being too shoal on that side for the tug, I landed with 4 officers and 30 men. The rebels were in the woods, but retreated as soon as we landed. We followed about a mile and fired several times at them, but the distance was so great and they moved so rapidly, some of them being mounted, that we could do them no damage.

Hearing that some rebel troops were at Simmesport, I left here this morning at daylight in the *Champion* and endeavored to get there, but the water was so shoal, with hard bottom, I was forced to turn back when about halfway to the head of the island. Hearing that a number of rebel troops had been in the woods, I fired a number of shell and shrapnel through them.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Endorsement.]

Should be censured for exposing his men without an object.

OCTOBER 18, 1863.

[Telegram.]

CAIRO, ILL., *September 17, 1863.*

Little Rock was occupied by General Steele, September 10, 1863. The rebels are retreating. General Davidson is in hot pursuit.

GEO. M. BACHE,
Lieutenant, Commanding.

HON. GIDEON WELLES,
Secretary Navy.

Rear-Admiral D. D. PORTER,
Cairo, Ill.

Instructions from Major-General Banks, U. S. Army, to Assistant Adjutant-General Dunham, U. S. Army, for personal communication with Rear-Admiral Porter, U. S. Navy, and Major-General Grant, U. S. Army.

HEADQUARTERS DEPT. OF THE GULF,
NINETEENTH ARMY CORPS,
New Orleans, September 17, 1863.

CAPTAIN: You will please proceed to perform the following duty: You will take the first steamer bound up the Mississippi River, and communicate as soon as practicable with Rear-Admiral Porter, U. S.

Navy, commanding Mississippi Squadron, and with Major-General U. S. Grant, commanding the Department of the Tennessee.

To the former you will represent the solicitude which I experience in view of the partially defenseless condition of the lower Mississippi, which has not an ironclad boat between New Orleans and the sea, nor a light-draft gunboat, either ironclad or tinclad, to patrol or to cooperate with the land forces in any expedition which the army may be required to set on foot.

You will carry to him my earnest request that, if in his power, two or more good ironclad gunboats, and at least three or four of his tinclads, may be sent here for cooperation. At this moment such an addition to our forces would be invaluable.

To Major-General Grant you will present regards, and my hope that he is rapidly being restored from his late injuries, and will express my hope that he may be able to strengthen us promptly by the reinforcement of cavalry and infantry proposed by him for this quarter, and will call his attention to the fact that my information, recently received, seems to show that the enemy are evacuating southwestern and central Arkansas to strengthen Texas against any movement we may make against that section. In case such information should prove correct, a large force of our troops would be set free, under Generals Steele and Davidson, a large portion of which troops I would hope might be rapidly forwarded here to counterbalance the enemy's reinforcements from that quarter against us.

If these views should coincide with those of Major-General Grant, you will please point out to him the importance of collecting a large amount of river transportation, to be ready at a convenient point of the river, for the rapid transfer from such point to this.

You will also request Major-General Grant to send to this place any heavy rifled guns, such as Parrott 100-pounders, which he can spare, for the more efficient armament of the forts on the various approaches to this city.

You will please be as expeditious as possible. Having properly represented these matters to the two commanders, and possessed yourself fully of their ideas upon them, will return, and report in person at these headquarters.

You will please report by letter during your absence by every safe opportunity, giving account of your progress.

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

N. P. BANKS,

Major-General, Commanding.

Captain ROBERT T. DUNHAM,

Assistant Adjutant-General.

Report of Acting Volunteer Lieutenant Howard, U. S. Navy, commanding U. S. S. Neosho, referring to Dahlgren gun sent for mortar boat.

U. S. S. NEOSHO,

Off Morganza, September 17, 1863.

SIR: I beg to enclose requisition for lumber. My carpenter has furnished me an estimate of what is required to floor over the arching deck of this steamer. In my opinion it is necessary to make such preparation for use during the coming winter. The form of our

deck is such that without this provision my men will not be able to keep their feet. I hope you will agree with me as to its expediency.

In reference to the mortar boat carrying one 9-inch Dahlgren gun, which gunboat *Signal* brought me down, I should be pleased if you would order its removal. It is of no value to us, as I am unwilling, in the first place, to allow steam to be kept at such a point, which, though adding to our comfort, might render our boat unfit for any sudden emergency; and, secondly, on my making any move I have to detail so many men to take charge of the scow as leaves this boat very light-handed. The ammunition received with the gun is found to be very much damaged, but few shells exploding on trial.

I am happy to say that, through the exertion of my engineers, our turret is perfect in its movements.

Very respectfully, your obedient servant,

SAMUEL HOWARD,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, of movements in the White River, and referring to the capture of Little Rock, Ark.

U. S. GUNBOAT HASTINGS,
Devall's Bluff, White River, September 17, 1863.

SIR: I have to-day received your letter of the 12th instant. It appears that my dispatch announcing the capture of Little Rock did not reach the mouth of the river before you had passed up.

I have been up this river 150 miles, where we found a bar over which we could not pass. Evidence everywhere was given that the people considered the struggle in Arkansas as practically at an end, and I was surprised at the number who claimed to be Union in their sentiments. The desire for peace is general. Great destitution and want prevail.

Numerous bodies of men cut off from General Price's army were fleeing across White River to the eastward. We captured 3 rebel soldiers, 2 cavalry horses and equipments, and brought down a number of escaped conscripts, who have come to enlist in our army. The people everywhere report numerous rebel deserters in the country.

I shall go to Little Rock in the morning and shall dispatch this vessel up river again, to try to cut off more of the scattered enemy.

I fear our gunboats will not be able to ply long on this river. The water is low and falling.

The transport *Diurnal* was sunk by snagging in going out and is a total wreck. The *Lady Pike* was also snagged, but got off with 40 timbers broken. I am procuring the best pilots I can obtain for the gunboats.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander, etc.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Ramsay, U. S. Navy, regarding repairs needed by the U. S. S. Ivy.

U. S. S. CHOCTAW,
Off Red River, September 18, 1863.

SIR: I have to report that on the 16th instant the tug *Ivy* burst her cylinder heads and broke her piston rod.

Acting Chief Engineer Baldwin, of this vessel, having reported to me that it will be impossible to make the necessary repairs here, I have ordered Captain Grant, of the *New National*, to tow her to Cairo, and have ordered Acting Ensign Bass, commanding the *Ivy*, to report to you.

If you have another tug to spare, I would like very much to have her while the *Ivy* is repairing, as she would be of great assistance in taking care of the gun flats and coal barges.

Very respectfully, your obedient servant,

FRANK M. RAMSAY, *Lieutenant-Commander.*

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, requesting permission to change the names of the captured steamers Louisville, Tom Sugg, and St. Mary.

No. 139.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Cairo, September 18, 1863.

SIR: I have the honor to request permission to change the name of the captured steamer *Louisville* to *Ouachita*, the river she was captured on.

The *Thomas Sugg* to *Tensas*. The *Sugg* turns out to be an excellent vessel, and will make one of our most useful gunboats.

Lieutenant-Commander Walker captured a small side-wheel steamer in the capture of Yazoo City called the *St. Mary*, quite a strong little vessel and the property of the rebel Government, at one time being armed.

I was so hard pushed for vessels that I have kept her in public employment, and have sent for her to come here for adjudication. Being a Government vessel there will be no necessity of placing her in the hands of the court, and if the appraisement does not amount to over \$8,000, I request permission to retain her in the service for a light draft, and call her the *Yazoo*. She is a good and fast vessel, and wants but little alteration.

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

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of Navy, Washington.

[Endorsements.]

Call the *Yazoo* [*St. Mary*] *Alexandria*. See if any others are duplicates. Note and send to Bureau Construction.

Have written for a complete list of vessels in Mississippi Squadron, with tonnage, guns, means of propulsion, etc.

J. L.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding seizure of goods at Bruinsburg, Miss.

U. S. S. BENTON,
Off Natchez, September 19, 1863.

SIR: I have the honor to inform you that on September 13 the commanding officer of the *Argosy*, having received information that the rebels were crossing things at Bruinsburg, and that they had a picket station there, ran into the landing, and discovered some persons in the act of crossing. They escaped, leaving a buggy and horse, two mules, and a mail for the country west of the Mississippi. Receiving information that some goods had been carried over the river, Captain Morong went over and found secreted in the woods one box of medicine and sundries, which he seized. These articles I have directed him to send to Captain Pennock; also two other mules which he captured.

The mail contained no information and is worthless to us.

I have lately visited all the vessels in my district. I learned at Rodney that some of the *Rattler's* men that escaped capture when Captain Fentress was taken did so by the ladies hiding them under their dresses. I have also received a letter from some of the people in Rodney in relation to the matter, which I send you.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding the forwarding to Cairo of articles seized at Bruinsburg, Miss.

U. S. S. BENTON,
Off Natchez, September 19, 1863.

SIR: By the *New National* I have directed the commanding officer of the *Argosy* to send you 2 horses, 4 mules, 1 buggy, 1 wagon, and a box of medicines and sundries captured by him near Bruinsburg, Miss., September 12, 1863. I also send a list of the persons on board entitled to prize money for the same.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.

Captain A. M. PENNOCK,
Commandant of Station, Cairo, Ill.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign Morong, U. S. Navy, regarding disposition of captured goods and prisoner.

U. S. S. BENTON,
Off Natchez, September 19, 1863.

SIR: Send all your captures made so far up in the *New National*. Send the rebel prisoner up to Vicksburg. Tell Captain Grant all

about him, and ask him to send him to the provost-marshal. Send the mail you captured to me by the first opportunity.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Ensign J. C. MORONG,
Argosy (27).

Report of Acting Master Rees, U. S. Navy, commanding U. S. S. Marmora, regarding the impaired condition of that vessel.

U. S. S. MARMORA,
Mouth of White River, September 19, 1863.

SIR: I am ordered by Commander Phelps to relieve the *Naumkeag* at this point and to report to you my condition, whereabouts, etc. This vessel while lying at Greenville last July was momentarily expecting orders to proceed to Memphis or Cairo to repair her boilers and machinery, but orders came to join the White River expedition, and, patching and mending things as well as we could, we started up. For seven weeks we have been knocking around in that narrow stream and are now all but totally incapacitated for further duty. Have been running all the time, when smaller and easier handled boats have lain quietly at anchor; have snagged ourselves repeatedly, started our seams and butts, and are now obliged to pump night and day both forward and amidships to keep ourselves afloat. A bulk-head built around a hole in our starboard quarter checks temporarily the main leak, but little streams trickle in in a hundred places. But, sir, bad as this is, it is the least serious of our misfortunes. We can keep her afloat, but the boilers and machinery have got beyond our reach. The sheets are cracked entirely across. The rivets are all gone from the steam drum leg, and the bolts that the engineers have endeavored to replace them with can not be made tight, and a tremendous drain on the boilers is the consequence. The packing is worn completely out, and the follower is screwed tight to the head. If you could let Mr. Fulton, your chief engineer, come up and examine you could get a better idea than I can give you. The boat is really in a fearful condition, and has now been in this service eleven months without a stroke of repairs on her machinery. The work done on the boiler sheets at Memphis left her leaking worse than before, and it has been downhill with us ever since.

I have plenty of contrabands on board, which I hope will enable me to keep matters straight here. If I possibly can keep up steam here, I will do so.

Most respectfully, your obedient servant,

ELIAS REES,
Acting Master, Commanding.

[Rear-Admiral D. D. PORTER, U. S. Navy.]

Report of Major-General Herron, U. S. Army, regarding affairs in vicinity of Morganza, La.

HDQRS. SECOND DIVISION, THIRTEENTH ARMY CORPS,
Morganza, La., September 20, 1863.

GENERAL: Matters in this section have not changed much in the past five days. General Green still holds his position at Morgan's Ferry, on the west side of the Atchafalaya, and has been reinforced by the detachments from the direction of Opelousas and a regiment from above Simsport [Simmesport], on Red River. He has between 3,800 and 4,000 men for duty. I have been making every effort to draw the whole or a portion of his force to this side of the river, but without avail. Their location is such as to make it a difficult matter to cross the river in front of them; still, I think it could be done.

* * * * *

In connection with Captain James P. Foster, of the Navy, I have arranged a plan to capture the band of marauders that make their headquarters at Bayou Sara.

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

F. J. HERRON,
Major-General.

Brigadier-General CHARLES P. STONE,
Chief of Staff, New Orleans.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, to detail one light-draft to Commander Townsend's district.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, September 20, 1863.

SIR: I find it impossible to get the vessels down belonging to the First District. You will therefore detail one of your light-drafts, without delay, and send her down to report to Commander Townsend until I can get the vessels of the First District below.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAMES A. GREER,
Comdg. Fourth District, Mississippi Squadron, off Natchez.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding Fifth District, regarding affairs of his command.

U. S. S. LOUISVILLE,
Off Vicksburg, Miss., September 20, 1863.

SIR: The carpenter shop, barges, contraband hospital and the *Sampson* have all been sent up to Skipwith's Landing. I have also sent the two tugs, *Thistle* and *Laurel*. The mortar on the other side of the Point is now high and dry, and I think can be gotten on a mortar flat. The twelve old mortars which you said you in-

tended sending to Natchez are yet afloat by being kept sparred off. I shall try and anchor them far enough off the bank as to prevent their grounding. Acting Ensign John T. Blatchford is now in the temporary command of the *Great Western* since the death of Mr. [Richard] Ellis; Acting Ensign Harkins was ordered to this vessel from the *Conestoga*. The *Polar Star*, *New National*, and the *Wisconsin No. 2* stopped at Skipwith's Landing and took all the coal there, about 6,000 bushels. The *New National* had been aground for five days and had consumed her coal. Having but one pilot to move all the vessels, I could not keep an eye to the coal. There is now no coal in this district. I was informed a day or two since that a small brass piece is dry in the Yazoo, not far from the mouth. I shall try to get it. The magazines and shell rooms on the *Great Western* are reported in a very bad condition. I have ordered the carpenters to repair them.

SKIPWITH'S LANDING, *September 23, 1863.*

I arrived here to-day in this vessel (*Louisville*), bringing the *Champion No. 5* with me, having met her on her way to Vicksburg. We could not have stemmed the current alone. Yesterday guerrillas, reported from 200 to 700 strong, were reported in this vicinity on the Mississippi side. Mr. Duncan has had his cotton hauled to the bank. The carpenter's shop and valuable barges are made fast to the *Sampson*, which is anchored in the stream near this vessel. I send several applications from officers; all kinds of officers are very short in this district. The captains of the *Romeo* and *Marmora* report their vessels in very bad condition. The *Romeo* is here and the *Marmora* is at White River by order of Captain Phelps. I have appointed a board of officers to survey the *Romeo* and report upon her condition. If possible, she shall be repaired here. The pumps have to be kept going continually. I have no coal here. The following are the positions of the vessels in this district: *Louisville*, *Great Western*, and *Romeo*, at Skipwith's Landing; *Conestoga*, at Arkansas River; *Prairie Bird*, at Gaines Landing, La.; *Mound City*, at Lake Providence; *Petrel*, at Goodrich's Landing. The *General Bragg* is at Helena, there not being enough water in the channel to let her come down. The *Forest Rose* has just arrived (3 a. m.) on her way up.

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

E. K. OWEN,

Lieutenant-Commander, Commanding Fifth District.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Foster, U. S. Navy, commanding Second District, regarding affairs of his command.

U. S. S. LAFAYETTE,

Off Bayou Sara, La., September 20, 1863.

SIR: Since taking command of the *Lafayette* I have made a tour of my district and find everything quiet below Bayou Sara and very little excitement between this place and Red River, no vessels having

been fired into since the rebels were shelled by the *Champion*. I shall continue to keep the *Kenwood* cruising between this place and Donaldsonville, the *Signal* about Tunica and Morganza [Morgan] Bends. The disposition of this ship, *Neosho*, and *Signal*, I think, has had a beneficial influence upon the rebels, inasmuch as they have not shown themselves upon the river banks since I have been down here.

On the 11th I took two rebel prisoners (a lieutenant and a private) whilst attempting to cross the river from Pointe Coupée to Bayou Sara. They both say that they have left the army, but do not care about leaving this part of the country until they collect some money which they say is coming to them in Bayou Sara. When they came on board, I asked them if they were willing to take the oath of allegiance or parole; both refused. After being on board a week, they said they were willing to take either. Believing them to be a pair of scoundrels, I refused to grant either and have turned them over to General Herron, to be sent to New Orleans.

The orders of the Treasury Department on internal traffic (to which you refer me in your order) are not to be found on board this vessel, or any other under my command, neither can I find general orders of the following numbers: 10, 12, 13, 14, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 36, 37, 38, 41, 46, 61, 85, 86, 87. The last, or highest number that I have received is 91. Be pleased to send me four Treasury orders so that I may have one for each vessel of this district, also the above numbers of general orders. The paymaster tells me that Captain Walker took away the complete list of all general orders and circulars—I suppose by mistake.

I send quite a number of requisitions from the vessels of this district. Those from this ship are absolutely necessary, and can not well be done without. The requisition for money will be needed to pay off the men whose terms expire within the next two months (54 in number, each one having from \$150 to \$200 due him). Three of the men's time having expired, I have transferred them to the *Clara Dolsen*, not having the money on board to pay them off. I also send you the decision of a medical survey held upon two men on board the U. S. S. *Signal*. I have ordered the men transferred to the *Clara Dolsen*.

On leaving Red River I took the scow with 9-inch gun down to the *Neosho*, where she will be of little service in case the *Neosho* has to move her station, as she can not manage her whilst underway on account of her steering apparatus. When on board, I made a thorough examination and find her to be a far better vessel than she has been represented. Her turret works admirably, revolves in thirteen seconds, and can be made to revolve so slowly that you scarcely perceive the motion; can be trained upon an object anywhere within 24 points. In training the guns, I found no difficulty in stopping her on any object I thought proper to aim at, and even when revolving fast I could stop her so that the slightest turn either way would bring the guns to bear where I wished. The *Kenwood* is in fine order, and her crew in the best state of discipline of any vessel that I have yet visited.

On taking command of the *Lafayette* I found her one of the dirtiest ships that I ever put my foot on board of, with little or no discipline, the quarter-deck being used as a place of resort for the officers

to lounge about in their shirt sleeves and to play checkers. The whole ship is in a bad condition and requires many repairs. The spar deck leaks like a sieve, and in no place can you find a space 3 feet square that does not leak badly. The other day, in a heavy rain squall, I walked around the main deck to examine the leaks, and to my surprise found myself wet through before I made the tour. In several places I found that I could see daylight between the seams. The main deck is almost as bad and should be calked fore and aft. If you can send me a few calkers it will enable me to better her condition materially. In case you send the calkers it will be necessary for them to bring five or six hundred pounds of oakum more than my requisition calls for.

I brought up the little steamer *St. Mary*, as ordered by you, and will send her by the *New National*, with four contrabands as firemen. Their accounts have been transferred to the *Clara Dolsen*. Be kind enough to send me a tug as soon as possible.

The loyal citizens of Bayou Sara report a camp of guerrillas about 15 miles back of St. Francisville, under the command of Colonel Scott, of Logan's division, numbering from three to four hundred, and that small squads—from 10 to 15—come in to St. Francisville every night or two. I have two or three spies watching them, and have made arrangements with General Herron to capture the party that visits this vicinity. The two Union men that are watching them are willing and anxious to lead us at any time to their places of rendezvous.

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

JAS. P. FOSTER,

Lieutenant-Commander, Comdg. 2d District, Miss. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Pearce, U. S. Navy, commanding U. S. S. Manitou, regarding tug Pansy.

U. S. S. BENTON,

Off Natchez, September 21, 1863.

SIR: I am going to send the tug *Pansy* to Lieutenant Commander Ramsay, and wish you to come up for her. She can not go down by herself. Her captain is not a pilot.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander, Comdg. 4th District, Miss. Squadron.

COMMANDING OFFICER, U. S. S. *Manitou* (13).

Report of Commander Townsend, U. S. Navy, regarding guns.

U. S. IRONCLAD STEAMER ESSEX,

Off Donaldsonville, La., September 21, 1863.

ADMIRAL: I received this morning, by the *Polar Star*, the 100-pounder Parrott rifle, which you kindly sent me. As you will see by

my letter accompanying the return of the *Essex's* battery (sent to you yesterday by the *New National*), you have partially anticipated my wishes. As it does not seem probable, from the crowd of vessels already there repairing, that we will get up to Cairo for a couple of months to come, I have concluded to ask you for a couple of IX-inch guns, which, with the rifle just received, will take the place of the army 32-pounder and the 2 Dahlgren 50-pounder rifles. If the army should want the supplanted guns, shall I turn them over to it? They would do for some of the forts the army should construct at important points—Plaquemine for instance. I have the honor to remain,

Very respectfully, your obedient servant,

ROBERT TOWNSEND,

Commander, U. S. Navy, Comdg. 1st District, Miss. Squadron.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, making enquiry regarding the appointment of volunteer officer as member of court-martial.

No. 146.]

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Cairo, Ill., September 21, 1863.

SIR: Will you please to inform me if it is allowable to appoint a volunteer officer to act as member of court-martial?

The law says so many commissioned officers shall sit in judgment, and the regulations of the Department say that volunteer officers shall rank with officers of the Navy, according to the date of appointment, etc. This would seem to justify the appointment of volunteer lieutenants, while the technicalities of law would object to the principle on the ground that they are not commissioned.

It would simplify matters very much if the Department decide that volunteer officers can sit on a court-martial.

I have no difficulty, generally, in raising two or three commissioned officers, but to obtain the fourth and fifth, I have to take the officers away from the different districts, which is not always convenient.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Instructions from Lieutenant-Commander Greer, U. S. Navy, to commanding officers of his district, before his temporary withdrawal.

U. S. S. BENTON,

Off Natchez, September 21, 1863.

SIR: During my absence from the district, should anything occur which you deem of importance, and which you desire advice about,

write to Lieutenant-Commander Ramsay, commanding Third District, keep a copy of all such letters and reports for me to get on my trip down the river. I shall be absent about twelve days.

Allow no cotton to be shipped unless accompanied by a well-vouched-for Treasury agent, or under an order from Admiral Porter.

Army permits are not sufficient. A Treasury agent must be present, and they, too, need watching. Do not expose your men to the risk of capture. Be vigilant and active. Afford convoy to vessels when they need it, in manner prescribed in the admiral's General Orders 67 and 84.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander, Comdg. 4th District, Miss. Squadron.

Acting Ensign MORONG (27).

Acting Ensign O'NEILL (12).

Acting Ensign FERGUSON (1).

Acting Master GIPSON, *Carondelet*.

Acting Master ROGERS, *Pittsburg*.

General Order of Lieutenant-Commander Ramsay, U. S. Navy, for the commanding officers of his district, regarding permits for shipping cotton, etc.

U. S. S. CHOCTAW,

Off Mouth of Red River, September 21, 1863.

GENERAL ORDER:

The commanding officers of the gunboats in the Third District will not, until further orders, pay any attention to permits granted by Army officers to ship cotton or other produce unless they are approved by Rear-Admiral Porter.

FRANK M. RAMSAY,

Lieutenant-Commander, Comdg. 3d District, Miss. Squadron.

Report of Rear-Admiral Porter, U. S. Navy, transmitting list of vessels of the Mississippi Squadron and their stations.

No. 147.]

MISSISSIPPI SQUADRON,

FLAGSHIP BLACK HAWK,

Cairo, Ill., September 21, 1863.

SIR: I have the honor to forward herewith a list of vessels belonging to this squadron, the names of their commanders, and their present location.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

Stations of the vessels in the Mississippi Squadron, Rear-Admiral David D. Porter, commanding.

Vessel.	Commander.	Where stationed.
Argosy.....	Acting Ensign John C. Morong.....	Cole's Creek.
Abraham.....	Acting Ensign Wm. Wagner.....	Cairo.
Black Hawk.....	Lieutenant-Commander K. R. Breese.....	Do.
Benton.....	Lieutenant-Commander James A. Greer.....	Natchez.
Brilliant.....	Acting Volunteer Lieutenant Chas. G. Perkins.....	Ohio River.
Brown.....	Acting Ensign Elbert C. Van Pelt.....	Cairo.
Chillicothe.....	Lieutenant-Commander James P. Foster.....	Red River and Fort Adams
Choctaw.....	Lieutenant-Commander Frank M. Ramsey.....	Red River.
Carondelet.....	Acting Lieutenant J. McLeod Murphy.....	Carthage.
Conestoga.....	Lieutenant-Commander Selfridge.....	Vicksburg.
Crocket.....	Acting Volunteer Lieutenant A. R. Langthorne.....	Cairo, repairing.
Covington.....	Acting Volunteer Lieutenant G. P. Lord.....	White River.
Clara Dolsen.....	Acting Volunteer Lieutenant John Scott.....	Receiving ship, Cairo.
Champion.....	Acting Master Alfred Phelps.....	Ellis Cliffs.
Curlew.....	Acting Ensign H. B. O'Neill.....	Rodney.
Eastport.....	Lieutenant-Commander S. L. Phelps.....	Helena.
Exchange.....	Acting Volunteer Lieutenant J. S. Hurd.....	Cow Islands.
Essex.....	Commander R. Townsend.....	Donaldsonville.
Forest Rose.....	Acting Volunteer Lieutenant C. A. Wright.....	Ellis Cliffs.
Fairplay.....	Acting Master G. J. Groves.....	Ohio River.
Fulton (ram).....	1st Master S. Codman.....	Cairo, repairing.
Fawn.....		Below Memphis.
General Price.....	Acting Ensign Edward P. Neillis.....	Cairo, repairing.
General Bragg.....	Lieutenant Joshua Bishop.....	Helena.
Great Western.....	Acting Volunteer Lieutenant Wm. F. Hamilton.....	Lake Providence.
General Lyon.....	Pilot R. E. Birch.....	Dispatch boat.
General Pillow.....	Acting Master's Mate James H. Rivers.....	Guard boat.
Horner (ram).....	1st Master R. Dalzell.....	Used up.
Hastings.....	Acting Master Wm. N. Griswold.....	White River.
Judge Torrence.....	Acting Volunteer Lieutenant James F. Richardson.....	Natchez.
Juliet.....	Acting Ensign M. K. Haines.....	Memphis.
Key West.....		Ohio River.
Kenwood.....	Acting Master John Swaney.....	Baton Rouge.
Lafayette.....	Lieutenant-Commander J. P. Foster.....	Bayou Sara.
Louisville.....	Lieutenant-Commander E. K. Owen.....	Skipwith's Landing.
Lexington.....	Lieutenant Geo. M. Baohs.....	Above Fort Pillow.
Linden.....	Acting Volunteer Lieutenant T. E. Smith.....	White River.
Lioness (ram).....	1st Master T. O'Reilly.....	Repairing.
Little Rebel.....	Acting Ensign N. T. Rennell.....	Cairo, repairing.
Mound City.....	Lieutenant-Commander Byror Wilson.....	Milliken's Bend.
Manitou.....	Acting Volunteer Lieutenant John Pearce.....	Ellis Cliffs.
Marmora.....	Acting Master Elias Rees.....	Mouth of Arkansas.
Monarch (ram).....	Lieutenant E. W. Bartlett.....	Greenville.
Moose.....	Lieutenant-Commander Fitch.....	Ohio River.
New Era.....	Acting Master J. C. Bunner.....	Island No. 10.
New National.....	Acting Master A. M. Grant.....	Below.
Naumkeag.....	Acting Master John Rogers.....	White River.
Neosho.....	Acting Volunteer Lieutenant Samuel Howard.....	Morgan Bend.
Osage.....	Acting Volunteer Lieutenant J. P. Couthouy.....	Below Ellis Cliffs.
Ouachita.....		Cairo.
Pittsburg.....	Acting Volunteer Lieutenant Wm. R. Hoel.....	Grand Gulf.
Petrel.....	Acting Master J. D. Sinclair.....	Skipwith's Landing.
Prairie Bird.....	Acting Volunteer Lieutenant E. E. Brennan.....	Cypress Bend.
Paw Paw.....	Acting Master Augustus F. Thompson.....	Repairing.
Peosta.....	Acting Volunteer Lieutenant Thomas E. Smith.....	Getting ready for service.
Queen City.....	Acting Volunteer Lieutenant G. W. Brown.....	White River.
Romeo.....	Acting Volunteer Lieutenant John V. Johnston.....	Do.
Rattler.....	Acting Master W. E. H. Fentress.....	Natchez.
Red Rover.....	Acting Master Wm. R. Wells.....	Memphis.
Robb.....	Acting Ensign Robert Wilkinson.....	Cow Islands.
Reindeer.....	Acting Ensign Amasa O. Sears.....	Ohio River.
Signal.....	Acting Volunteer Lieutenant Cyreneus Dorniny.....	Port Hudson.
Springfield.....	Acting Volunteer Lieutenant T. B. Gregory.....	Below Donaldsonville.
St. Clair.....	Acting Master George W. Fouty.....	Do.
Switzerland (ram).....	Lieutenant-Colonel John Ellet.....	Repairing.
Sovereign.....	Acting Master Thomas Baldwin.....	Laid up.
Silver Lake.....	Acting Ensign J. C. Coyle.....	Ohio River.
Silver Cloud.....	Acting Master A. F. Thompson.....	Plum Point.
Sampson.....		Skipwith's Landing.
Tuscumbia.....	Lieutenant-Commander James W. Shirk.....	Memphis.
Tyler.....	Lieutenant-Commander James M. Prichett.....	Cairo, repairing.
Tawah.....	Acting Volunteer Lieutenant J. Goudy.....	White River.
Texas.....		Cairo.
Victory.....	Acting Ensign Frederick Read.....	Upper Ohio.
Yasoo [St. Mary].....		Donaldsonville.

General order of Major-General Grant, U. S. Army, granting permission for the transportation of cotton and other products.

GENERAL ORDERS, } HDQRS. DEPARTMENT OF THE TENNESSEE,
No. 57. } Vicksburg, Miss., September 22, 1863.

All actual residents within this department, well disposed to the Government of the United States, will hereafter be permitted to bring into military post or station on the Mississippi River, cotton or other Southern products of which they are the bona fide owners, and on the permits of the military commander of such posts or stations, or the local provost-marshal thereof, ship the same to Memphis, Tenn., or New Orleans, La., for sale on their own account.

All cotton belonging to the States in rebellion, to the Confederate States, or to persons in arms against the United States, will be seized for the benefit of Government and disposed of under existing orders.

No person or persons speculating in cotton will be permitted to remain in this department south of Helena, Ark., and all persons south of the latter place against whom there are, or may be, reasonable grounds of suspicion that they are so engaged, either directly or indirectly, will be regarded as unauthorized persons and sent beyond the limits of the department.

By order of Major-General U. S. Grant.

JNO. A. RAWLINS,
Brigadier-General and Acting Assistant Adjutant-General.

Report of Lieutenant-Commander Fitch, U. S. Navy, transmitting telegram from the commanding officer of the U. S. S. Springfield, regarding delay at Shawneetown, Ohio River.

U. S. S. MOOSE,
Cincinnati, Ohio, September 22, 1863.

SIR: Enclosed I forward a copy of a telegram just received from Acting Ensign Watson, commanding the U. S. S. *Springfield*.

Probably the *Springfield* did not have a flat or lighter to light her over. I think she can be lightened up to about 25 inches, though I am not positive.

I have telegraphed Acting Ensign Watson to get a lighter, make the boat as light as possible, and see what can be done then, and for him to let you know the result.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Enclosure—Telegram.]

EVANSVILLE, September 22, 1863.

I have just returned from Shawneetown Bar after being there two days, unable to get over. There is but 25 inches water on the bar for over 200 yards; this vessel draws 30 inches.

My chimneys want some repairs; they are about to fall down.
What shall I do?

JOS. WATSON,
Acting Ensign, Commanding U. S. S. Springfield.

Lieutenant-Commander LEROY FITCH,
Cincinnati, Ohio.

*Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding
the seizure and release of steamer Sweden.*

U. S. S. CONESTOGA,
Off Napoleon, September 22, 1863.

SIR: On Wednesday evening, September 16, I overhauled the small steamer *Sweden* off Yerger's plantation, opposite Island No. 76, and seized her for violation of naval and military rules in landing without the presence of a gunboat.

I enclose the sworn testimony of her captain.

I found afterward she was in the employ of Lacy and Leftwich, who have permission to ship certain amounts of cotton from this neighborhood, whose permit is approved by yourself.

As Mr. Lacy disclaimed any intention of wrongdoing, and as I found he had been in the habit of reporting at White River where he was going, I released the *Sweden*, subject to your approval.

I would like very much to change my stern gun (a 32-pounder) for a 30-pounder Parrott. It would be a more effective gun and, being much lighter, it would help to increase the *Conestoga's* speed.

I have three or four men who have been on the service since the war whose families reside not far from Cairo. Could you give me permission to grant them a furlough for three weeks?

Whilst we were down at Red River the Marine Brigade landed at Bolivar and committed numerous unnecessary depredations.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

*Report of Chief Engineer King, U. S. Navy, regarding trial trip of
U. S. S. Ozark.*

ST. LOUIS, Mo., *September 22, 1863.*

SIR: In compliance with your order of the 16th instant to witness the trial trip of the gunboat *Ozark*, I have to report that I repaired on board the vessel on Friday at 2 p. m. for that purpose. At 2 o'clock thirty-seven minutes the boat left the landing and steamed up the river about 1½ miles and returned to the place from which she started at 4 o'clock forty-five minutes. During this time the steam varied in pressure from 100 pounds to 105 pounds per square inch, and the revolutions of the engines from 70 to 84 per minute. The crank pins

and some of the thrust bearings became hot, one of the exhaust pipes parted, and the frames of the engines worked so badly on their fastenings, together with the yieldings of the bottom of the vessel, that the engines were not worked to their maximum speed; moreover, the boilers leaked so badly as to fill the engine-room with steam.

To-day a second attempt was made in a like manner, and the engines operated for about one hour and fifty-five minutes, during which time the steam varied from 80 pounds to 125 pounds per square inch, and the revolutions of the engines from 80 to 112 per minute, but the results were essentially the same as on the first trip.

The engines are not secure on their fastenings, and the bottom of the boat yields to the motion of the engines. So serious is this that it is unsafe to work the engines to their maximum speed for even a short period of time, and the more they are worked the greater the evil becomes. In addition to this I have to report the following-named defects: The heater is not half the capacity usually made and necessary for efficient working, and it is too low in the vessel.

The reversing gear works entirely unsatisfactorily; crank pins all heat, and are not provided with permanent oil cups that can be used when the engines are working; eccentric straps all heat; also some of the thrust bearings; exhaust pipes are too small, badly made, and all leak in the joints; bevel wheel wood cogs are loose, and one broken; cylinder heads are not sufficiently secured to cylinders, and they leak; valves are required on outboard end of cold-water supply pipes; the deck or hand pump for supplying boilers is too small; larger waste-water cocks are required to the cylinders, with pipes to the bilge; draining cocks to the steam chests and supply pipes are necessary; leaks on top of boilers are not all stopped.

The contract provides as follows: "The entire responsibility is to rest with the contractors, who shall make their own general and working drawings and arrange and proportion the details in such a manner as they may deem best calculated to secure the most successful operation, vigorously adhering to the specifications." Again: "The parties of the first part do hereby guarantee the following points, namely, first, a successful and satisfactory operation of every part of the machinery and appurtenances during the trial of seventy-two consecutive hours under steam of the maximum pressure that the boilers can be made to furnish, not exceeding 140 pounds per square inch above the atmosphere, during which time the lubrication is to be thorough and easy, the journals free from heating, the stationary parts free from working or motion on their fastenings, and the whole performance of such a character as to demonstrate the satisfactory strength, reliability, and practical efficiency and durability of the entire machinery."

As soon as all the defects are remedied, and the machinery made to comply with the conditions named in the above second clause of the contract, I will obey your order in seeing that the engines are operated seventy-two consecutive hours at their maximum speed. Until then it is useless to waste time in attempts to run them.

Respectfully, your obedient servant,

J. W. KING,

Chief Engineer, U. S. Navy.

Commodore J. B. HULL, U. S. Navy,
Superintending.

Report of Acting Chief Engineer Bickerstaff, U. S. Navy, forwarding torpedo taken from Yazoo River.

U. S. S. GREAT WESTERN,
Skipwith's Landing, September 23, 1863.

SIR: In obedience to your order, the torpedo taken from Yazoo River by Lieutenant-Commander Walker I forward to you by U. S. S. *New National*.

I am, your obedient servant,

SAML. BICKERSTAFF,
Acting Chief Engineer.

Rear Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Owen, U. S. Navy, regarding certain vessels of his command and requesting leave of absence.

U. S. S. LOUISVILLE,
Off Skipwith's Landing, September 23, 1863.

SIR: I herewith forward three communications in relation to the *Marmora* and *Romeo*. As they have been kept afloat and can be kept afloat indefinitely, I have decided to await your further orders in relation to them. The *Great Western* is in a very bad condition from old age. I to-day transferred Acting Ensign P. R. Starr to this vessel from the *Great Western* on account of his being very disagreeable to his messmates. I sent Acting Ensign Thomas Gibson from this vessel in his place. If I can be spared, and you will permit me, I should like to take my wife home, as [she] is and has been very ill ever since her arrival down here. I live midway between Cairo and St. Louis, and would return by the first boat passing our landing bound down. I regret exceedingly feeling myself bound to make this application. If Captain Selfridge has gone, I feel I can not leave.

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

E. K. OWEN,
Lieutenant-Commander, Commanding Fifth District.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Ensign Pettey, U. S. Navy, commanding U. S. S. Romeo, of the arrival of that vessel at Skipwith's Landing in a leaky condition.

U. S. S. ROMEO,
Off Skipwith's Landing, September 23, 1863.

SIR: I was ordered to this place (Skipwith's Landing) to report to you for repairs. On coming down White River we ran onto a snag, and started the ship to leaking very badly, so much so that

it takes about one-half of the ship's crew to keep her afloat. On arriving here I reported the facts to Acting Ensign Blatchford and expressed my unwillingness to go any farther, unless expressly ordered (he being my senior) by him to do so.

This place being menaced by the rebels, I have got the vessel in a position to assist in its protection, and respectfully await your orders in the premises.

Very respectfully, your obedient servant,

J. B. PETTEY,
Acting Ensign, Commanding.

Lieutenant-Commander E. K. OWEN,
Commanding Fifth District, Mississippi Squadron.

Raid upon telegraph station opposite Donaldsonville, La., September 23, 1863.

Report of Commander Townsend, U. S. Navy, commanding First District.

U. S. IRONCLAD STEAMER ESSEX,
Off Donaldsonville, La., September 24, 1863.

ADMIRAL: I have the honor to inform you that yesterday morning, a little before 2 o'clock, the telegraph station opposite Donaldsonville was surprised by guerrillas, who carried off the whole guard, consisting of a captain and 10 cavalymen and the telegraph operator. The whole party were surprised in their beds before they could give an alarm. Hearing an unusual noise ashore, I sent an officer with orders to approach within hail of the station and enquire into the cause of the disturbance. He was informed as if by our own people that "some guerrillas were at the Bringier plantation, and they were going down after them." The explanation seemed satisfactory, as I could not imagine that an officer would establish himself in an enemy's country without keeping a sentry over his camp. It seems he had a vidette on the levee road, some 2 or 3 miles above him, and another one about the same distance below, but no lookout about his camp. The guerrillas (some 50 to 100 in number) came in by a plantation road between him and his lower vidette. Alarmed, probably by the stir aboard the *Essex*, they hurried off with their prisoners and but three horses, leaving considerable valuable military property untouched and the telegraph instrument uninjured.

Last evening, about 10 o'clock, we had a willful false alarm from the same quarter. We were hailed and informed that the guerrillas had returned and were in the camp. I at once opened with shell and shrapnel upon the designated spot. Colonel Fiske followed suit from Fort Butler. Our fire elicited only some half dozen shots in reply. Following the specific directions from shore, we continued for some little time to fire upon the mythical rebels in retreat. The affair seemed as singular as the surprise of the preceding night, and I concluded to cease firing. An hour or so later I learned that the alarm was the willful act of three drunken sergeants. The culprits are now prisoners in the fort. We aimed to avoid the houses; thus our fire caused no injury to the inhabitants, but their alarm was

excessive. They will not be likely to invite guerrilla raids, as it is rumored they did on the late occasion.

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

ROBERT TOWNSEND,
Commander, U. S. Navy, Comdg. 1st District, Miss. Squadron.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant Colonel Smith, Aid-de-Camp.

NEW ORLEANS, *September 23, 1863—10.30 p. m.*

I have the honor to leave copy of telegram just received:

DONALDSONVILLE, *via Bonnet Carré.*

The rebel cavalry, 200 or 300 strong, made a descent on Captain Metcalf's company, Fourteenth New York Cavalry, last night at 1 o'clock, opposite this place. They were completely surprised. Captain Metcalf and about 10 men, and also Mr. Allen, the telegraph operator, were taken prisoners. Do not know how many were taken up the river on telegraph line. Will write you particulars as soon as I get them. Have saved all papers and instrument belonging to telegraph office.

W. O. FISKE, *Colonel, Commanding.*

Lieutenant-Colonel W. D. SMITH.

We also have information at headquarters defenses of New Orleans that about 1,500 mounted men are in that region. This having to be sent to Bonnet Carré before telegraphing here, accounts for the late hour of receipt. I know nothing that I can do this evening, but if you wish to see me any time to-night, your servant will find me at 19 Rampart Street, this side of Canal.

Your obedient servant,

W. D. SMITH, *Lieutenant-Colonel.*

General STONE.

Report of board of survey on condition of U. S. S. Romeo.

U. S. S. GREAT WESTERN,
Off Skipwith's Landing, September 24, 1863.

SIR: In obedience to your order, we have held a strict and impartial survey on the hull and machinery of the U. S. S. *Romeo*. On going on board we found from 13 to 14 inches water in her hold, holes cut in her deck to admit three coal-barge pumps, together with one small hand pump. Called the tug *Laurel* alongside and got her siphon pump to work to try and find her leak, and found the leak of such a nature that it would be impossible to repair her without going on the dry dock. The steam capstan needs an entire new set of gearing and the machinery needs a general overhauling.

Very respectfully, your obedient servant,

S. BICKERSTAFF,
Chief Engineer.

JOHN T. BLATCHFORD,
Acting Ensign.

EZRA LAWYER,
Acting Chief Carpenter.

Lieutenant-Commander E. K. OWEN,
Commanding Fifth District Mississippi Squadron.

General order of Rear-Admiral Porter, U. S. Navy, restricting the landing of officers at places not under control of U. S. troops.

GENERAL ORDER, }
No. 92. }

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, September 24, 1863.

No officer belonging to this squadron (excepting by order of commanders of districts) will ever be permitted to go on shore at any place under any circumstances unless such place is under the control of United States troops and actually occupied by the same; and it will be the duty of any senior officer to report to me any infraction of this rule.

No boats, except those of commanders of districts, will ever be permitted to leave the vessel while patrolling or to tie to the bank; and it will be the duty of commanders of districts to arrest at once any offender or officer disobeying this order.

Notwithstanding the numerous orders I have given to avoid captures by an active enemy, three or four mishaps have occurred, owing to a positive disobedience of orders, for which the parties concerned will be proceeded against when they come within my jurisdiction.

This order alludes particularly to Acting Master Fentress, commanding U. S. S. *Rattler*, who recklessly and in positive disobedience of orders went on shore at Rodney to church unarmed and permitted himself to be captured.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Report of Lieutenant-Commander Pattison, U. S. Navy, regarding the U. S. S. Juliet.

U. S. NAVAL STATION,
Memphis, Tenn., September 24, 1863.

SIR: Your order of the 19th instant, directing me to inform you when the *Juliet* arrives here, has just been received.

I informed you a few days since of her arrival, and also enclosed for your approval a list of repairs required, with the estimated cost.

Respectfully, your obedient servant,

T. PATTISON,
Lieutenant-Commander, Commandant.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Ensign Watson, U. S. Navy, commanding U. S. S. Springfield, regarding the grounding of that vessel in the Ohio River.

U. S. S. SPRINGFIELD,
Ohio River, September 26, 1863.

SIR: I have been aground at Battery Rock forty hours, and have just got off. I have got all my stores and everything that can be

taken off in a lighter. I will get down; it may take three or four days yet. I will start down at daylight in the morning.

Very respectfully, your obedient servant,

JOS. WATSON,
Acting Ensign, Commanding U. S. S. Springfield.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

General report of Lieutenant-Commander Owen, U. S. Navy, commanding Fifth District.

U. S. S. LOUISVILLE,
Off Skipwith's Landing, September 26, 1863.

SIR: I have ordered the *Great Western* back to Goodrich's Landing, as perfect health has been restored, and the *Petrel* to look out from Worthington's Point to Greenville. For the want of anchors all the barges, sloops, and the *Sampson* have to lie at the bank, which, I fear, is attended with some considerable degree of danger. I shall get them out in the stream as soon as possible after getting some 700 or 1,000 pound anchors. I sent the *Champion No. 5* down to Vicksburg to raise the mortar flat and bring it up, that it may be repaired, and the mortar (at the point) placed on board, also, to endeavor to get the brass piece out of the Yazoo. There are two very fine empty barges here, but the *Polar Star* can not take them up for the want of coal, of which we have none here. The nights being very cool, and the fog heavy and damp, it has appeared necessary to protect the mechanics from sickness by making some alterations in their department on board the *Sampson*. The alterations consist in widening their sleeping, eating, and cooking apartments, besides closing the cracks and holes in them. The carpenters, calkers, and joiners now occupy the contraband hospital, as you ordered.

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

E. K. OWEN,
Lieutenant-Commander, Commanding 5th District.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

General report of Lieutenant-Commander Phelps, U. S. Navy, commanding Sixth District, regarding the vessels of his command.

U. S. GUNBOAT HASTINGS,
Cairo, September 27, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 20th inst. and of your general order in relation to steamers found in distress.

I left White River on Wednesday last to look after affairs along the Mississippi, where firing into steamers had several times been reported. I first went to Little Rock to see General Steele and arrange for the better transportation of supplies for his forces to Devall's Bluff.

Acting Lieutenant Commanding Goudy remains senior officer in White River, and Acting Lieutenant Commanding Lord is at the

mouth of the river, where it seems necessary that an officer of some character should be station just at this time, as, since the occupation of Little Rock, deserters, refugees, speculators, etc., are thronging to that point.

The officer commanding the *Marmora* is not a suitable person for the occasion, and I am constrained to report that in my opinion he is not qualified to command a gunboat.

A small force of rebels had fired upon steamers at Laconia. I sent the *Eastport* to lay for a while in that vicinity. The *Covington's* boilers are in such condition that it is unsafe for her to run longer. The *Linden* I was obliged to order to Memphis for repairs on her boilers.

The *Juliet* will be repaired by the latter part of this week, and I have ordered her to proceed to White River to assist in convoying. I have also sent the *Fawn* for the same duty, and she will relieve the *Queen City*.

The *Naumkeag*, *Fawn*, and *Juliet* will be light enough to continue convoying, and I think such a vessel as the *Tawah* should remain at Devall's Bluff.

The *Covington*, as soon as repaired, can resume her station, and the *Queen City* will so do at once on arrival of the *Fawn*.

A diligent search by cavalry fails to find any traces of a battery above Osceola, as reported by General Hurlbut, and I have therefore sent the *Robb* to take the station of the *New Era* and to finish the collection of iron about the wreck of the floating battery, while the *New Era* remains for the present in place of the *Fawn*.

The *Linden* is light enough to assist in the duty of convoying in White River. When that stream is to its lowest point the transports that can navigate it will carry but light freights and must make frequent trips. One day's rain I found had rendered the wagon roads of Arkansas nearly impassable for heavy teams.

The *Key West* had been up on the 19th inst. to as high as Birmingham, on the Tennessee, and found $3\frac{1}{2}$ feet of water on the Chain [of Rocks].

The stations I propose temporarily for the gunboats are as follows: *Robb*, Island [No.] 10 and vicinity; *New Era*, New Madrid to Ashport; *Silver Cloud*, Fort Pillow to Memphis; *Linden*, repairing at Memphis, to go to White River; *Exchange*, between Memphis and Helena; *Bragg*, at Helena; *Eastport*, about Islands [No.] 70 and [No.] 71.

Queen City, between Islands [No.] 62 and [No.] 70; *Covington*, mouth of White River, till another commander is assigned to *Marmora*; then to proceed to Memphis for repairs.

Fawn, *Juliet*, *Naumkeag*, convoying in White River. *Tawah*, to remain at Devall's Bluff.

There are two prisoners on board this vessel belonging to McGehee's company of guerrillas and captured by Captain Langthorne at Augusta, Ark. There are also three good horses captured in the vicinity of Des Arc.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Acting Master Sinclair, U. S. Navy, commanding U. S. S. Petrel, regarding prisoners taken at Greenville, Miss., September 28, 1863.

U. S. S. PETREL,
Skipwith's Landing, October 21, 1863.

SIR: In obedience to your order of the 9th instant, I respectfully submit the following statement in relation to the 10 men, horses, mules, etc., that were taken on board of this vessel the 28th day of September, 1863:

28th of September, when off Greenville, a man was seen on the bank of the river waving his hand. I ordered the boat to be lowered, and told executive officer, Mr. M. E. Flanigan, to man the boat, arm himself and boat's crew, go on shore and see what the above man wanted. Mr. Flanigan did go on shore, came back and reported to me that the above man wished to go to Memphis and that there were 9 others on horseback in Greenville, and that I could take them if I would not hurt them. I told Mr. Flanigan to go back and say to the above man that I would take them all on board as prisoners, together with their horses, etc., and of course would not hurt them, but would send them to Cairo the first opportunity. Mr. Flanigan returned to the shore and told this man.

I then ordered 8 or 10 men to get their muskets and form in line on the boiler deck; that I believed those men on shore were guerrillas, and that Greenville was and had been a very bad place for such people. I then told the pilot to run in alongside of the bank. When this vessel got alongside of the bank 10 men assembled on the levee, mounted on horses and mules, bearing arms and a very small white flag. I told them to lay down their arms and that I would take them on board as prisoners, together with their things and send them to Cairo. The above 10 prisoners did say to me that they were glad to be taken as prisoners, as they were tired of the rebel service.

After they came on board I asked them if they knew of any more rebels or guerrillas in or about Greenville. They did say to me that they had left 30 a few miles back in the country, and that they were breaking up in small parties.

I took it for granted that they surely were guerrillas and this is the reason why I called them guerrillas.

I then told the pilot to sheer the vessel out in the river, and run up Mississippi. When out in the river I said to Mr. Flanigan that I thought it would be a good plan to fire two starboard guns, as they had been loaded some time; also that it might give notice to the other 30 rebels who were back of Greenville, and that it might bring them in. The prisoners also stated that if the 30 men who were back in the country knew of a gunboat being close by, that they would come in to Greenville. When this vessel was well out in the river, I ordered Mr. Flanigan to have gun's crew go to quarters and attend to the firing of the two starboard guns, and when fired off, to have the guns well cleaned and washed out. The firearms that were taken on board were carried aft on the boiler deck, and when handling, one of the shot guns went off, shot nine holes through the cabin deck, breaking two cabin lamps, breaking the left lock and bending the muzzle. I thought that it was not worth sending to Cairo. One of the saddles was left by mistake. I will send the gun and saddle up on the *New National*.

First of October I sent prisoners, horses, mules, etc., on board of *John Warner*, in charge of George Britton, second assistant engineer, and finding Colonel Sage on board of the *Warner*, I asked his assistance in guarding these prisoners to Cairo, and to keep a sharp lookout for them in case they might set the boat on fire, as they were not to be trusted. Colonel Sage said that he would do so with pleasure. Such is the fact, and to the best of my recollection.

I am, with much respect, your obedient servant,

JAMES D. SINCLAIR,
Acting Master, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Pattison, U. S. Navy, regarding arrival at Memphis for repairs of U. S. steamers Linden and Forest Rose.

U. S. NAVAL STATION,
Memphis, Tenn., September 29, 1863.

SIR: The gunboats *Linden* and *Forest Rose* have arrived at this yard for repairs. I have had detailed statements of the work required on each vessel and also the estimated cost made out, which I enclose for your approval.

I have only about 1,000 bushels of coal at this station.

Respectfully, your obedient servant,

T. PATTISON,
Lieutenant-Commander, Commandant.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, commanding Eighth District, giving the positions of the vessels under his command.

U. S. S. MOOSE,
Cincinnati, Ohio, September 30, 1863.

SIR: I have the honor to report the positions of the vessels of the Eighth District, as follows:

Fairplay, at Louisville, bound by shoal water.

Silver Lake, at Evansville, patrol from Scuffletown Bar to Shawneetown Bar; at present not moving.

Springfield, ordered to report to you at Cairo.

Brilliant, at Henderson, Ky., patrol from Evansville to Shawneetown and below; at present not moving.

St. Clair, ordered to report to you at Cairo.

Moose, Cincinnati; just returned from Louisville.

Reindeer, Cincinnati; just returned from Madison, Ind.

Victory, Cincinnati.

In consequence of the present very low water and scarcity of coal the boats do not move, only occasionally when necessity requires.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Action near Morganza, La., on Bayou Fardoche, September 29, 1863.

Report of Lieutenant-Commander Foster, U. S. Navy, regarding cooperation of his command.

U. S. S. LAFAYETTE,
Morganza, September 30, 1863.

SIR: Yesterday the advanced guard of General Dana was attacked by General Green, some 5 or 6 miles from Morganza, and we lost about 450 men in prisoners, killed, and wounded.

I immediately went up to Morganza with the *Kenwood* to cooperate with General Dana, and the arrival of the gunboats was hailed by their forces with perfect delight.

On the following day I moved up the *Lafayette*, and have no doubt by this means the enemy were deterred from attacking General Dana in his position at Morganza as they had about four brigades to do it with, while our forces did not amount to more than 1,500. I shall return to-morrow with the *Lafayette* to Bayou Sara, leaving the *Signal* and *Neosho* at Morganza.

We have captured here and in Morganza about 8 or 10 prisoners—1 major, 1 captain, and 1 lieutenant, which I have turned over to the general commanding at Morganza. Everything below Bayou Sara is quiet. Scott, the guerrilla, is still outside of Bayou Sara, doing pretty much as he pleases, but gives the *Lafayette* a wide berth. It is his men that I have been capturing.

I am, very respectfully, your obedient servant,

JAMES P. FOSTER,
Lieut. Commander, Commanding Second District.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Major-General Dana, U. S. Army.

MORGANZA, LA., *September 29, 1863—8 p. m.*

SIR: The advanced force stationed at Bayou Fardoche was attacked about noon to-day on all sides simultaneously by General Green, with probably three brigades. The cavalry escaped, but the Nineteenth Iowa and Twenty-sixth Indiana, amounting to about 500 men, with two guns, were captured. They are reported to have made a gallant defense and to have suffered greatly. I have taken some prisoners, including a colonel.

N. J. T. DANA,
Major-General.

Brigadier-General CHARLES P. STONE,
Chief of Staff [to Maj. Gen. Banks].

Extracts from report of Brigadier-General Green, U. S. Army.

HEADQUARTERS FORCES ON ATCHAFALAYA, LA.,
Camp McBride, La., October 2, 1863.

MAJOR: I have the honor herewith to tender a full report of the action on September 29 at the Fordoche Bridge and Mrs. Sterling's place, on the Fordoche, 6 miles from Morganza.

* * * * *

At daylight on the morning of the 29th the troops were ready for the march. * * *

The sections of artillery united at the bridge, and the whole command proceeded with great rapidity toward the house (Mrs. Sterling's). Majors Boone and Rountree made a dashing charge upon the enemy's cavalry, drawn up in line of battle near the house, and scattered them with such effect that they were not seen afterwards, having retreated through a lane and turn-rows to a road leading around the rear of plantations, which was unknown to me.

During these transactions the firing from the rear continued with slight interruptions, and Major Boone was ordered to take his own command and Rountree's battalion and charge the enemy at Mrs. Sterling's, which he did most gallantly, charging the enemy's battery and receiving two severe wounds. This charge closed the fight, the enemy surrendering in detachments as they retreated and were overtaken by our troops.

The result of this victory consists of 433 noncommissioned officers and privates and 29 officers prisoners, two 10-pounder Parrott guns in fine order, with caissons complete, 2 new ambulances, and 1 hospital wagon, new, filled with medical stores, and 2 stand of regimental colors belonging to the Nineteenth Iowa and Twenty-sixth Indiana Volunteers. Many small arms and accouterments were saved, and every man with an inferior weapon was supplied with a good and efficient one.

* * * * *

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

THOMAS GREEN,
Brigadier-General, Commanding.

Major LOUIS BUSH,
Asst. Adjt. General, Subdistrict Southwestern Louisiana.

Losses sustained in action (taken from list enclosed).

	Officers.	Men.
Killed.....	4	22
Wounded.....	7	78
Missing.....		10
Total.....	11	110

Report of Rear-Admiral Porter, U. S. Navy, regarding cooperation requested by Major-General Banks, U. S. Army, in Berwick Bay, La.

No. 155.]

MISSISSIPPI SQUADRON,
Flagship, Black Hawk, Cairo, October 1, 1863.

SIR: I have received a communication from General Banks, through one of his aids, Captain Dunham, asking me to send some light-draft vessels to Berwick Bay by sea. This is simply an impossibility, as

these vessels would not live ten minutes in a seaway made by a top-gallant breeze. They are fragile vessels with one-quarter and three-quarter inch iron on them, and drawing only 30 inches of water. The first roll—everything on them above deck would go overboard, and the first time they pitched they would break in two.

They will do very well along this river, where it is perfectly smooth, but I would be considered insane were I to send them outside. General Banks also complains that the river is unprotected below New Orleans, and, from what Captain Dunham informs me, fears that some of the rebel pirates may attempt to pass the forts; he wishes the ironclads sent there.

As this was within the limits of Admiral Farragut's command, I informed the general that I thought Commodore Bell was the proper person to attend to it.

The ironclads in this river are so disposed that in forty-eight hours I can have every one in New Orleans, and in twenty hours after a vessel is telegraphed from the bar I can have the *Essex*, *Lafayette*, *Choctaw*, *Chillicothe*, *Osage*, and *Neosho* below New Orleans.

There is a telegraph from New Orleans to Donaldsonville, and a fast light-draft there to pass the word to the next station.

If I were to remove a single vessel from their stations the passage of transports would be stopped, for the army are at present doing nothing to break the guerrillas up, and as we convoy everything past dangerous points the guerrillas keep clear of our guns.

I have a force of gunboats at or near the mouth of Red River ready to enter the moment there is a rise in the river, and they will work their way to Berwick Bay through the bayous of the Atchafalaya.

The late catastrophe at Sabine Pass should be a lesson to us how we send certain classes of vessels on hazardous expeditions, where, if there is a failure, the Navy will bear the blame; if successful, the Army will reap the credit.

I trust in this matter that my professional knowledge, a perfect knowledge of the coast outside, and my information in regard to the internal navigation, will bear me out in not encouraging General Banks to expect me to comply. I stated all the objections to him, and he can not help being satisfied. As to New Orleans, Commodore Bell has force enough there to destroy twice the number of rebels afloat, and they would not risk themselves near that city. General Banks tried one of the river steamers, stronger than any I have, at sea, and she soon went to pieces.

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

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of Navy, Washington.

General report of Commander Townsend, U. S. Navy, commanding First District.

U. S. IRONCLAD STEAMER ESSEX,
Off Donaldsonville, La., October 1, 1863.

ADMIRAL: I have the honor to inform you of the arrival, this day, of the light-draft steamers *St. Clair* and *Argosy*, which you have

temporarily assigned to the First Division of your squadron. I have also to acknowledge the receipt of your communication of September 20.

I am happy to say that the report that reached you of the capture of a transport below Donaldsonville is altogether unfounded. I do not know how it could have originated.

The *St. Clair* and *Argosy* reach me with but a scant supply of coal, each having but enough for about thirty-six hours' full steaming. The *Essex* has been subsisting on the 3,000 to 3,500 bushels, the remnant that reached us of the first barge load that you sent down, and has but about 800 bushels remaining. This will last us, with banked fires, from fifteen to twenty days. I doubt not your provident thoughtfulness has already dispatched coal barges to supply the wants of the lower divisions, and I hope ere long to receive enough coal to keep the *St. Clair* and *Argosy* in active service patrolling the First District. Meanwhile, feeling that the patrol should commence at once, I have already dispatched the *St. Clair* to New Orleans, including in my instructions to Acting Volunteer Lieutenant Commanding Gregory such extracts from your letter of the 20th ultimo as are pertinent to the case. Next week I will send the *Argosy* on the same tour; and when a supply of coal arrives I will arrange it so that the waters of the First District of your command will be passed over by a gunboat, either up or down, every other day. Will you please inform me whether this arrangement will meet the requirements of the case and situation?

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

ROBERT TOWNSEND,

Commander, U. S. Navy, Comdg. 1st Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

General report of Lieutenant-Commander Owen, U. S. Navy, commanding Fifth District.

U. S. S. LOUISVILLE,

Off Skipwith's Landing, Miss., October 1, 1863.

SIR: Everything is quiet in this neighborhood. I am getting off the *Sam Gaty*, sunk just above us, all the Government property I can get out. She is sunk to her boiler deck. The *Champion* can do nothing toward saving her. The *Ike Hammatt* arrived with one barge of coal, containing about 4,000 bushels. I detained the coal, as there was not one bushel in the district. The *Diana* (transport), going on dispatch business for General Grant, broke down 9 miles above. I had her towed down, and repaired her at an expense of nearly \$700. The *R. Campbell, Jr.*, was burned on the 28th near or below Goodrich's, the work of guerrillas getting on board as passengers.

Paymaster Skelding, of the *Petrel*, has been absent since the 29th of July. He was granted one month's leave. The transport *Warner* just passed and asked me to go to Vicksburg with the *Sampson* to patch boilers for several broken-down transports. Not having any coal, and having as much as we can attend to ourselves, I declined.

I would respectfully request an appointment for Mr. George G. Thomas as an acting master's mate. Mr. Thomas is from Minnesota, 22 years of age, and of a good character. I would request he be ordered to this vessel.

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

E. K. OWEN,

Lieutenant-Commander, Commanding Fifth Miss. District.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

[Endorsement.]

Your letter, etc., has been received. You will not leave with the *Sampson* to go anywhere to repair transports. We have as much as we can do to repair our own boats. Nor will you let transports have coal. How did the *Connor No. 2* get coal, and what amount?

General report of Commander Townsend, U. S. Navy, commanding First District, regarding affairs of his command.

U. S. IRONCLAD STEAMER ESSEX,
Off Donaldsonville, La., October 2, 1863.

ADMIRAL: Although I have already replied to your letter of the 20th ultimo, I beg leave again to refer to it, that I may speak of two or three things mentioned therein. During the whole time we have been stationed here I have had a sharp lookout kept on every passing steamer; and all that have stopped have been regularly boarded. I had thought, and spoken to the officers, of the possibility of such an attempt as you suggest might be made—a captured and seemingly peaceful transport surprising and boarding a gunboat. I believe the *Essex* to be well prepared against any such contingencies, and I have sent extracts from your letter, comprising your suggestions and warnings, to the commanders of the *St. Clair* and the *Argosy*. In obedience to your instructions, I shall frequently inspect the vessels under my command, and will endeavor, I trust successfully, to bring them up to the man-of-war standard; at least as far as their efficiency is concerned.

My letter of August 9, from Madame Segur's plantation, will have assured you that I do not feel myself bound by red tape to my own district when I can best do service by going out of it. I am too well acquainted with your broad and catholic views to fear that I will incur your displeasure by assuming any responsibility that properly, though unexpectedly, devolves upon me. (By the way, I have lately learned that the above letter, left aboard the *Kenwood* for transmission, only went forward to you by the *New National*.)

Your general order regarding disabled steamers reminds me to speak of the *Hannibal*. She is sunk to her guards, near the left bank, just around the first point above Donaldsonville. Until all her freight was removed Colonel [William O.] Fiske, First Louisiana (white) Infantry, kept a company aboard of her; a small guard still remains. She is within easy range (about 3,100 yards) of our 100-pounder rifle, and can be reached even by our IX-inch guns. I have been prepared to open a fire which would enfilade the point and

cut off approach to her in case she should be attacked. Meanwhile, we would be getting underway to proceed up and closely cover her. Now that you have sent me the two light-draft steamers, I will detail one to lie off the *Hannibal* until her captain returns from St. Louis with instructions as to her final disposition.

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

ROBERT TOWNSEND,
Commander, U. S. Navy, Comdg. 1st Dist., Miss. Squadron.
 Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Letter from Rear-Admiral Porter, U. S. Navy, to W. W. Greene, esq., regarding assistance ordered for the steamer Hannibal.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, October 3, 1863.

SIR: Your communication of 29th ultimo was handed me by Captain Terrel.

I have directed the *Champion No. 5* to go to the aid of the *Hannibal*. There is a gunboat now with her that will guard her until she is afloat and in order. There is no remuneration required; the Navy is always willing and ready to aid vessels in distress when it will not interfere with the duties required by the Government.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

W. W. GREENE, Esq.,
St. Louis, Mo.

[Telegram.]

CAIRO, ILL., *October 3, 1863.*

I have a telegraphic dispatch from General Halleck for General Grant, with directions to deliver as soon as possible.

Can't you put the *Bee* at my disposal and at the same time serve any purpose of your own?

J. H. WILSON, *Lieutenant-Colonel.*

Rear-Admiral PORTER,
Mound City.

Correspondence October 4-9, 1863, regarding detention of steamer Empress, carrying cotton under Army permit from Natchez to New Orleans.

Report of Lieutenant-Commander Ramsay, U. S. Navy.

U. S. S. CHOCTAW,
Off Mouth of Red River, October 4, 1863.

SIR: This morning the steamer *Empress* came down from Natchez, having on board about 2,800 bales of cotton, taken on board by permission of Brigadier-General M. M. Crocker, commanding U. S. forces at Natchez.

The captain of the *Empress* asked Acting Master E. C. Brennen, commanding the *Benton* in the absence of Captain Greer, to pass him down the river, and was referred by Mr. Brennen to me.

The cotton was not taken by, nor was it in charge of, a Treasury agent, although there was one on board, but was simply shipped by the different owners to New Orleans, each person shipping having a permit signed by an army officer, by order of General Crocker.

Never having received orders to pass cotton shipped by permission of army officers, and the proclamation of the President of March 31, 1863, and the regulations of the Secretary of the Treasury of the same date not permitting any such trade, I ordered the captain of the *Empress* to return to Natchez with the cotton, and gave him a letter to General Crocker, a copy of which I enclose.

I was informed by the captain of the *Empress* that these permits were given by order of General Grant.

I would be glad to have some further instructions from you on the subject, and to know whether I have acted in accordance with your wishes in regard to trade in this district.

I also enclose a copy of an order I sent by the *Empress* to Acting Master Brennen and a copy of a general order issued by me for the guidance of the commanders of the gunboats in this district.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,

Lieutenant-Commander, Commanding Third District.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Since writing the foregoing I have obtained and enclose General Order No. 57,* Major-General Grant.

FRANK M. RAMSAY,

Lieutenant-Comander.

[Enclosures.]

U. S. S. CHOCTAW,

Off Mouth of Red River, October 4, 1863.

SIR: I have ordered the captain of the *Empress* to return to Natchez with the cotton he received there.

I can not, under the existing laws, permit any cotton from the insurrectionary districts to be shipped except as provided for in the regulations of the Secretary of the Treasury.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,

Lieutenant-Commander, Comdg. 3d District, Miss. Squadron.

Brigadier-General M. M. CROCKER,

Commanding U. S. Forces, Natchez, Miss.

U. S. S. CHOCTAW,

Off Mouth of Red River, October 4, 1863.

SIR: You will not permit, during Captain Greer's absence, any cotton or other produce to be shipped under permits from army officers unless such permits are approved by Admiral Porter.

* See p. 428.

The regulations of the Secretary of the Treasury must be strictly carried out.

Very respectfully, your obedient servant,
 FRANK M. RAMSAY,
Lieutenant-Commander, Comd'g. 3d Dist., Mississippi Squadron.
 Acting Master E. C. BRENNEN,
Commanding U. S. S. Benton.

Letter from Major-General Grant, U. S. Army, to Lieutenant-Commander Ramsay, U. S. Navy.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Vicksburg, Miss., October 6, 1863.

CAPTAIN: Learning of the stopping of the steamer *Empress* by the navy, on her way to New Orleans, I have concluded that you have not yet been made acquainted with the new Treasury regulation of, I believe, the 16th of September. I enclose you copies of my orders made in conformity with these regulations and respectfully request that you instruct all officers within your district to pass all boats conforming with these orders. At least, pass them until further instructions can be received from Admiral Porter, whom I shall write to on the same subject.

It was my understanding with Admiral Porter that, during his absence, the navy within this department and out of his reach would always act on my suggestions as he, the admiral has ever done. Should there be anything wrong in any orders made by me governing commerce on the river, the navy can in no manner be held responsible.

Renewing the request that you permit the steamer *Empress* to pass, and all other boats conforming to the enclosed order, I remain
 Your obedient servant,

U. S. GRANT,
Major-General.

Captain RAMSAY, U. S. Navy.

Permit for steamer *Empress* to proceed to New Orleans with cotton.

U. S. S. BENTON,
Off Natchez, October 8, 1863.

The steamer *Empress*, with cotton on board, has permission to proceed to New Orleans, La.

JAS. A. GREER,
Lieutenant-Commander, Comd'g. 4th Dist., Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, regarding permit granted to steamer *Empress* to proceed to New Orleans.

U. S. S. BENTON,
Off Natchez, October 9, 1863.

SIR: I have the honor to inform you that on my return to this place I found that the steamer *Empress* was detained by order of Lieutenant-Commander Ramsay, who had had charge of this district in my absence.

The detention was owing to her having cotton on board, which was shipped at this place.

I was informed by my executive officer that he had forwarded a letter from General Grant to Captain Ramsay, a copy of which I send, in which the general was willing to assume the responsibility in the premises and referred to an order from the Treasury Department of September 16, 1863, which caused him to issue his General Order No. 57, which I send enclosed.

After looking into the matter, I concluded under the circumstances that there would be no impropriety in permitting the vessel to go to New Orleans, and I gave a pass to that effect.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Permit for steamer *Empress* to proceed to New Orleans with cotton.

U. S. S. BENTON,

Off Natchez, October 12, 1863.

The steamer *Empress* has taken on board at this place 4,998 bales of cotton, in accordance with the Treasury regulations, and I have permitted her to sail for New Orleans.

JAS. A. GREER,

Lieutenant-Commander, Comdg. 4th Dist., Mississippi Squadron.

Report of Lieutenant-Commander Ramsay, U. S. Navy, explaining his action in the case.

U. S. S. CHOCTAW,

Off Red River, November 7, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 18th ultimo, and regret to learn that I acted improperly in sending the *Empress* back to Natchez.

I would respectfully state that on your last visit to this place you ordered me not to respect the permits of army officers.

I endeavored to carry out the Treasury regulations, and fearing that I did not properly understand them, I got Judge Winchester, of Natchez, who is a loyal man and one of the ablest lawyers in the State of Mississippi, to explain them to me.

The *Empress* had no order whatever from General Crocker to pass her, or it would have been respected.

The persons who shipped the cotton had simply permits to ship it "on any steamer that would stop to take it."

Very respectfully, your obedient servant,

FRANK M. RAMSAY,

Lieutenant-Commander.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Additional report of Lieutenant-Commander Ramsay, U. S. Navy.

U. S. S. CHOCTAW,
Off Mouth of Red River, November 8, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 17th ultimo, and would respectfully state that General Grant has been misinformed.

I have never permitted the commanding officers of the gunboats in this district to detain or turn back steamers.

I have inspected all the vessels in this district since the 20th ultimo, visited them on the 25th, and have heard from them all since the 1st instant.

The only steamer that has been turned back is the *Empress*; she was sent to Natchez and not to Vicksburg.

I turned her back myself and immediately informed you of it (in my communication of the 4th ultimo), and the circumstances attending it.

As the *Empress* was going back to Natchez, Captain Couthouy, of the *Osage*, went on board to see his friend Captain Cunningham, who is the clerk, but was formerly the captain of the *Empress*.

While Captain Couthouy was engaged in conversation with Captain Cunningham and Captain Rider (the present captain of the *Empress*), the passengers (who were, I believe, all interested in the cotton) gathered around him demanding to know "by what authority such a high-handed measure" as turning back the *Empress* was taken, and wanted to know whether General Grant did not command this district, etc.

Captain Couthouy told them that you commanded the Mississippi River; that General Grant was absolute on shore, but that he did not control so much of the water of the Mississippi as would be sufficient for him to wash his face in; that this was no question between military and naval authority, but simply whether the officers in command of gunboats should obey your orders and those of the Secretary of the Navy or those of General Grant.

The passengers were very offensive in their manner to Captain Couthouy, but from all I can learn he treated them most gentlemanly and did not make an offensive or disrespectful remark in regard to any army officer.

I do not suppose Captain Couthouy is the officer alluded to in your communication, but mention this, as some of the passengers reported in Natchez that he had spoken disrespectfully of General Grant.

A person calling himself General David Stewart (who, I was informed in Natchez, is supposed to be a cotton speculator) took it upon himself to spread a number of reports, and was the principal speaker among the passengers on the *Empress*.

When the *Empress* came up from New Orleans I could not go on board of her, but advised Captain Couthouy to enquire upon what grounds the reports were made.

He was informed that he had said nothing whatever that gave offence; it was I who had made the offensive remarks.

I do not consider it necessary to answer any such charge, but will state that I have never been on board of the *Empress*, and the only persons I have seen from her are Captain Rider and the Treasury aids. The conversation with them was not about army officers; the

time they were on board of my vessel was passed in trying to find something in the regulations of the Secretary of the Treasury that would authorize my passing the steamer with the cotton. I have received a letter from Captain Rider since then, in which he says he has heard these reports and assures me that he had nothing to do with them, but says "some of my passengers said a great deal thoughtlessly."

The steamers that have been boarded in this district have never reported that they had authority from General Grant, or any other army officer, to pass down the river. With the exception of the *Empress* (on the 4th ultimo), none of the steamers have been interfered with, but, on the contrary, they have been protected by the gunboats whenever they have landed to load, to take on cotton, or to land freight, whether day or night.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,

Lieutenant-Commander, Comdg. 3d Dist., Miss. Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Instructions from Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, regarding captured horses and mules, and referring to formation of a navy cavalry company.

U. S. MISSISSIPPI SQUADRON,

Flagship Black Hawk, Cairo, October 6, 1863.

SIR: It costs a great deal to keep the horses and mules sent up here as prizes, for we can not get the marshal to come and take charge of them, nor will the army take any but such as suit them, and then won't take them at their appraised value. The Treasury agents won't touch any abandoned property except cotton, so I have personally to attend to these matters or let the horses and mules go adrift. I finally found it the best plan to let some one take them and work them for their hay until we could get enough prize matters here to induce the marshal to come down, but I don't want any more, and the last lot you sent up is still on my hands, and eating their heads off, for the hay they eat must be paid for out of the proceeds of their sale. You will please therefore not send any more mules and horses, but you can land them at Jeff Davis's plantation and have them looked after. I want some good horses saved, for I shall likely lose the Marine Brigade and shall get up a cavalry company made up of sailors. So you may save good horses when you catch them and corral them somewhere. I do not think it good policy to capture the property of anyone but the guerrillas or their aiders and abettors. It demoralizes the officers and crews to be making prize money an object. The navy should have higher motives in view, and I am glad to see that we have so few cases where officers have shown themselves mercenary. The last consignment, that from one of your vessels, looked as if the commander was going in for prize money. He sent up one rickety old buggy and a ditto wagon, of no use here, and sent a prize list not made out according to regulation. It would be im-

possible to be making out prize lists for every little matter of that kind. These things will have to be sold in a lump and go to the credit of the Government. I do not mean by these remarks to make the officers relax their efforts in capturing rebel property wherever they may find it, but let it be purely rebel property, and don't get hold of what may belong to some inoffensive individual. Whenever you capture saddles and bridles, take good care of them, as I shall want them all for my cavalry company.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,
Commanding Fourth District, Mississippi Squadron.

Capture and burning of Confederate steamers Argus and Robert Fulton in Red River, October 7, 1863.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report of Acting Chief Engineer Doughty, U. S. Navy.

No. 168.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, October 17, 1863.

SIR: I have the honor to report that on the 7th of October, Acting Volunteer Lieutenant Joseph P. Couthouy having received information that a rebel steamer was tied up to the bank on Red River, fitted out an expedition under charge of Acting Chief Engineer Thomas Doughty, with 20 men, and Mr. George H. Hobbs, who crossed over from the Mississippi to Red River; and after great labor in getting through the entanglements of the bushes and other undergrowth, Mr. Doughty's party got a sight of the steamer lying at the bank.

He managed to get up to her and capture her. A few moments afterwards he was enabled to capture another one, and found himself in possession of two steamers and 9 prisoners, one of the prisoners an aid to the rebel General Taylor. The rebel officer had been sent up expressly for the last steamer, the *Fulton* (a very fine boat), to ferry some troops across the Atchafalaya; and the other was one of the few boats the rebels could get provisions by from the seaboard.

Mr. Doughty, finding he could not get the steamers over the bar and out of Red River, set fire to them and burned them up.

This is a great loss to the rebels at this moment, as it cuts off their means of operating across that part of Atchafalaya where they lately came over to attack Morganza. This capture will deter others from coming down Red River. The affair was well managed, and the officers and men composing the expedition deserve great credit for the share they took in it.

I enclose Acting Chief Engineer Doughty's report.

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

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of Navy, Washington.

[Enclosure.]

U. S. S. OSAGE,
Off Mr. Jontee's [Gentil's?], October 7, 1863.

SIR: In obedience to your order I, with a party of 20 men, with the assistance of Mr. Hobbs, started for Red River this morning. Arriving at Red River I could see no signs of a steamboat. I divided the party, sending 8 men down the river to look into the bend below, and with 12 started up the river. When we had traveled about half a mile, I saw the chimneys of a steamer. The woods were found so dense that we could not penetrate them, and the only alternative was to advance in sight. The steamer was on the opposite side of the river, and I feared those on board might see us in time to escape before we were near enough to use our rifles. No one saw us, and we chose a spit opposite her, where we could see anyone who attempted to escape. I hailed her. Two men were seen to run forward and disappear. I directed three files on the right to fire. The fire brought the men out, and at my command they brought to my side of the river two skiffs which belonged to the boat. I was about to embark a party to burn her, when I heard a steamboat descending the river. I ordered the men out of sight behind a large log and some bushes, and in two minutes saw a steamer round the point above. I waited until she was within 400 yards and showed myself and ordered her to stop. She did so, and I found myself in possession of 9 prisoners and two steamboats. I knew I could not get them out of the river, and I ordered the destruction of the first one captured, named the *Argus*, and embarked on board the second, the *Robert Fulton*, and steamed down to the landing where I first struck the river, where I ordered her to be set on fire, and in a few minutes she was one mass of flame. She was the better vessel of the two, and was valued by her owner at \$75,000. Neither of them had any cargo on board. I captured all the officers of the boats, and 1 first lieutenant in the Confederate Army and 3 negroes.

Names of the officers of the Argus.—Captain, George Fraser; chief engineer, James Goodwin.

Names of the officers of the Robert Fulton.—Captain, J. F. Saunders; pilot, William C. Smith; chief engineer, A. S. Auld; first assistant engineer, G. W. Chapman; mate, William Kelly; carpenter, J. Chataigner.

Name of army officer.—First Lieutenant J. M. Avery.

Arms taken.—1 Enfield rifle, 2 double-barreled shotguns, 2 revolvers.

All of which is respectfully submitted.

THOMAS DOUGHTY,
Acting Chief Engineer.

Acting Volunteer Lieutenant J. P. COUTHOUY, U. S. Navy,
Commanding U. S. S. Osage.

Jontee's or Genty's [Gentil's?], is about 3 miles below Union Point.
 J. P. C., *Commanding.*

Report of Lieutenant-Commander Ramsay, U. S. Navy, transmitting report of Acting Volunteer Lieutenant Couthouy, U. S. Navy, commanding U. S. S. *Osage*, of operations of that vessel from October 4 to 8.

U. S. S. CHOCTAW,
Off Mouth of Red River, October 10, 1863.

SIR: I have the honor to enclose herewith the report of Acting Volunteer Lieutenant Jos. P. Couthouy, commanding *Osage*, of the service performed by him during his last cruise up the river.

I send up, in the *General Lyon*, the prisoners captured with the exception of Mrs. Worley and two children, Dominique Gentil, a paroled soldier, and First Lieutenant John M. Avery, aid-de-camp to Major-General Richard Taylor.

I detain Lieutenant Avery, as I have offered to exchange him for Acting Master's Mate [W. S.] Ward and the 2 men belonging to this vessel captured on the 15th ultimo.

Not having any Navy Regulations on this subject, I have taken the responsibility of making the proposal without waiting to consult you, and hope I have not exceeded my authority.

Doctor Martin I have detained as a prisoner of war, as the rebels have a number of our army surgeons confined in the Libby Prison.

The ferryman, Bartlett, has been ferrying rebels across the river constantly, and it is only a few days since 10 cavalymen were ferried over at his ferry.

I take this occasion to bring to your notice the prompt and energetic manner in which Acting Volunteer Lieutenant Jos. P. Couthouy has performed all duty required of him since he has been under my command. His station has been to watch Black Hawk and Union Points, and to patrol the river occasionally between Fort Adams and Ellis Cliffs. Since having these orders, his vessel has been constantly on the move and has rarely remained stationary for twelve hours, except when coaling or overhauling machinery.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant-Commander, Comdg. 3d Dist., Miss. Squadron.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. OSAGE,
Off Red River, October 8, 1863.

SIR: I have the honor to submit for your information the following report of the occurrences during the last cruise of this vessel up the river.

After delivering, in obedience to your instructions, to U. S. S. *Manitou*, to be forwarded to Natchez, the mail with which I was charged, and the escaped Union prisoners to be turned over to the provost-marshal at that point, I anchored at a late hour off Ellis Cliffs for the night. The next morning (4th instant) I got underway and dropped down to the head of Dead Man's Bend, and remained there till the morning of the 5th, when, having learned from some contrabands that parties had crossed recently from the eastern shore at a point somewhere between Union and Black Hawk points, I ran down

to not far from midway between the two, picking up all the information I could along the river. The next morning (6th) I sent a party of 20 men, all armed with Sharps rifles, in charge of Acting Chief Engineer Thomas Doughty and Acting First Assistant Engineer George H. Hobbs, accompanied by Pilot W. A. Stewart as a volunteer, to scour the country along the Old River for 3 or 4 miles and break up any ferries they might discover. The party returned at 4.30 p. m., after destroying three ferries on the Old River, one a large raft-like affair called a Choctaw, capable of crossing half a dozen mounted men at a time; the other two, good-sized skiffs. Mr. Doughty brought off 3 men named Brown, Doty, and McCauley, whom the blacks reported as having been engaged in ferrying soldiers and others across the Mississippi, but as they all positively denied the charge, and the negroes could not specify any particular act of crossing, they were released with the admonition that if any more ferrying was done in the vicinity I would hold them accountable for it. A rifle, a double-barrel shotgun, and two revolvers were found in these men's houses and taken possession of by Mr. Doughty. At sunset a contraband came down to the riverside and hailed that a party with several wagons had crossed the night previous below Black Hawk Point, and were then about a mile inland, making for Red River. Mr. Doughty volunteered to lead a party in pursuit, and was dispatched at once, accompanied by Acting Second Assistant Engineer A. F. Fox and 8 armed men, with orders if the parties in the wagons were white men, to capture them, dead or alive. At 7.30 Mr. Fox returned with a person who gave his name as Amzi Martin and his occupation surgeon in the Confederate Army. He stated he was on his way to Shreveport under orders to report there for duty in company with Oscar Hébert, private, C. S. Army, and Dominique Gentil, private paroled at Vicksburg; that he had in charge Mrs. Esther Worley, with two children and a man and woman servant (black), also on their way to Shreveport, and that the whole party started from Liberty, Miss., on or about the 5th instant.

He exhibited several orders to report for duty, but with the exception of one from General Pemberton to the Port Hudson district, dated April 3, 1863, and bearing no endorsement, they specify no particular point at which, or person to whom, to report, but merely order him to "report elsewhere." On the envelope of a letter I find penciled, "Dr. News, 12 miles below Rodney, Miss., has means of crossing." On another envelope is penciled "Mr. Service, living near Waterproof, which is about 30 miles above Natchez." On part of a third is a small manuscript map of the Mississippi and Yazoo rivers, showing the relative position of Vicksburg, Haynes' Bluff, Pemberton's lines between the two, and the "anchorage of the Yankee fleet." On being questioned where he was stationed during the intervals of his orders "for duty elsewhere," he gave no satisfactory explanation, nor could he produce any document in proof of his being ordered to Shreveport. He declined stating how or where his party crossed the river. I transmit with this report the papers above referred to, and all others found in his possession. Later in the evening Mr. Doughty returned with the lady and two children, and was followed by Mr. Fox, who had been unable to overtake the wagons with the servants and two soldiers; they were, however,

brought in early next day by a party of contrabands who gave chase on their own account. Mr. Fox reported that some negroes had informed him that a steamboat owned by R. P. Miller, residing 4 or 5 miles above Union Point on the west bank, had just come down the Red River and was tied up to the bank at a point about $4\frac{1}{2}$ miles by the road, across from our anchorage. Acting on this information, I sent off early in the morning of the 7th an expedition composed of 20 men armed with rifles, in charge of Acting Chief Engineer Doughty, with Acting First Assistant Engineer Hobbs second in command, and Benjamin Williams, enlisted contraband, as guide. Mr. Doughty was instructed to proceed cautiously, but with all the speed practicable, keeping his party well in hand, and taking all precaution against anyone at the plantations giving the alarm, to enable the boat to escape, or to bring a force from the other side of Red River to the rescue, to endeavor to capture her by surprise; and, if successful, to burn her and lose no time in making his way back to the *Osage*. The undertaking was, I am happy to state, owing to the judicious action of Mr. Doughty and a most unexpected and fortunate accident, crowned with results much beyond my most sanguine hopes. Not only was the steamer of which information had been received (a stern-wheel boat named the *Argus*) destroyed, and her captain and engineers made prisoners, but a Confederate Army transport called the *Robert Fulton*, which happened to be coming down just at the right time for us, on her way to the Atchafalaya, under pressing orders from Major-General R. Taylor, to be employed as a bridge in crossing troops, was also surprised and captured, with all her officers, six in number, and First Lieutenant John M. Avery, aid-de-camp on General Taylor's staff, who was detailed to bring her down, and whose orders are herewith enclosed.

Both boats were entirely destroyed by fire, and the party, with their 9 prisoners, returned to the vessel before sunset without loss or molestation. The *Fulton* was a fine side-wheel boat, built just as the rebellion broke out, and was valued, according to the statement of her officers, at \$75,000 by her owners. Her loss just at this time will seriously affect the operations of the rebels on the Atchafalaya, as the services of such a boat are very much needed there, and it appears that she was the only one that could at present be got down the river.

The *Argus* was a smaller boat and was not worth probably more than a third as much as the *Fulton* at the most, but her loss will be severely felt by the enemy, as she was their chief dependence for supplies of groceries and provisions from the seaboard, in the transportation of which she has been actively engaged for months past. Neither of the boats had any cargo or stores on board, but the *Argus* had only a few days previous to her capture brought up a full cargo of sugar, molasses, salt, flour, and other groceries, which the negroes say was made a cache of by Mr. Miller, somewhere in the vicinity of his plantation. Having been informed by a number of blacks that people were being constantly ferried across at some point not far from Black Hawk, and D. Martin's servant having stated that his party were taken over on a large platformed skiff by a Mr. John Bartlett, residing on the east bank about 2 miles below that point, I considered it my duty to arrest and bring him to Red

River for your action. Dropping down to Stamps' Landing after dark, I sent in a boat with 10 men, armed, in charge of Mr. Doughty, who encountered Mr. Bartlett about half a mile above his residence, armed with a heavy double-barrel gun and riding in company with a man, Dawes, in the direction, as it afterward appeared, of the ferry. On being ordered to halt, he at first started to run, but desisted and gave himself up on a shot being sent after him. He denied in the most positive manner the charge of having been concerned in crossing parties over the river, but on being confronted with the proof of it I held in Doctor Martin's company, admitted the fact, promising that if I would release him this time he would never do so again. There can be no question but he has violated his neutrality in the most flagrant manner, and given aid and comfort to the enemy by keeping up a communication by means of his ferry between the opposite sides of the river. The skiff, a large new one, used for this purpose was found secreted under the bank and destroyed by Mr. Doughty. We lay off Bartlett's place through the night, and at sunrise steamed down for the Red River, off which we anchored at 8 this morning.

The following is a list of the prisoners captured during this trip, all of whom are now on board waiting your disposal of them, with the exception of Mrs. E. A. Worley and two servants, landed by your direction on the western shore after proper examination of their luggage and persons, and Dominique Gentil, paroled soldier, set on shore on the eastern side of the river.

Captured on the night of 6th instant.—Amzi Martin, surgeon, C. S. Army; Oscar Hébert, private, C. S. Army; Dominique Gentil, paroled prisoner, C. S. Army; Mrs. Esther A. Worley and two children; black boy and woman, servants of Mrs. W.

Captured on 7th on Confederate Army transport Robert Fulton.—First Lieutenant John M. Avery, aid-de-camp on Major-General R. Taylor's staff; J. F. Saunders, captain; William C. Smith, pilot; A. S. Auld, chief engineer; William Kelly, mate; J. Chataigner, carpenter; G. W. Chapman, first assistant engineer.

The following is a copy of a document, the original of which, herewith enclosed, was found on the person of the last named prisoner:

PROVOST-MARSHAL-GENERAL'S OFFICE,
Alexandria, May 15, 1863.

J. Chataigner having this day taken the oath of allegiance to the United States, has permission to go to New Orleans.

By command of Major-General Banks:

CHARLES C. DWIGHT,
Colonel and Provost-Marshal-General of Louisiana.

Captured on the steamboat Argus.—George Fraser, captain; James Goodwin, chief engineer, being the only persons on board at the time.

Arrested on night of 7th instant.—John Bartlett, planter, for violating his neutrality and lending aid and comfort to the enemy.

I enclose duplicate copy of Acting Chief Engineer Doughty's report on the destruction of the two steamers, and desire to add that I consider the success of the expedition to be in a great measure owing to the zeal and intelligence manifested by him in the carrying out of my instructions. The capture of the *Fulton* is due almost

wholly to his prudent management in an emergency so unexpected as that of his appeared. Acting first assistant engineer [George H. Hobbs] was very efficient also as military commander of the party, for which his experience in the Army peculiarly qualified him. Benjamin Williams, first-class boy, rendered important service as guide. But for his intimate knowledge of all the short cuts to the Red River, enabling him to lead our party directly to the point where the *Argus* lay, they would have been an hour longer in arriving, and by that time the *Fulton* would have passed down out of reach, and probably taken the *Argus* with her, and the expedition would have proved a failure.

The men all behaved well throughout, with the exception of John King, quarter gunner, and Edward McClain, first-class fireman, who are reported by First Assistant Engineer Hobbs for disobedience of orders, drunkenness, and mutinous conduct of the 'most flagrant character, all while on the march and in the enemy's country, and who are now confined in double irons on board this vessel awaiting your further disposition of them.

All which is respectfully submitted by your obedient servant,

JAS. P. COUTHOUY,

Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander F. M. RAMSAY, U. S. Navy,
Commanding 3d Dist., U. S. S. Choctaw, off Red River.

Report of Major McCracken, Forty-sixth Illinois Infantry.

HEADQUARTERS FORTY-SIXTH ILLINOIS INFANTRY,
Camp near Natchez, Miss., October 20, 1863.

CAPTAIN: I have the honor to report the expedition under my command to Red River as complete. We embarked on the morning of the 16th instant and arrived at Fort Adams in the evening of the same day, where we left 50 negroes in charge of Mr. Babur, a citizen. For the following night we lay by under cover of a gunboat.

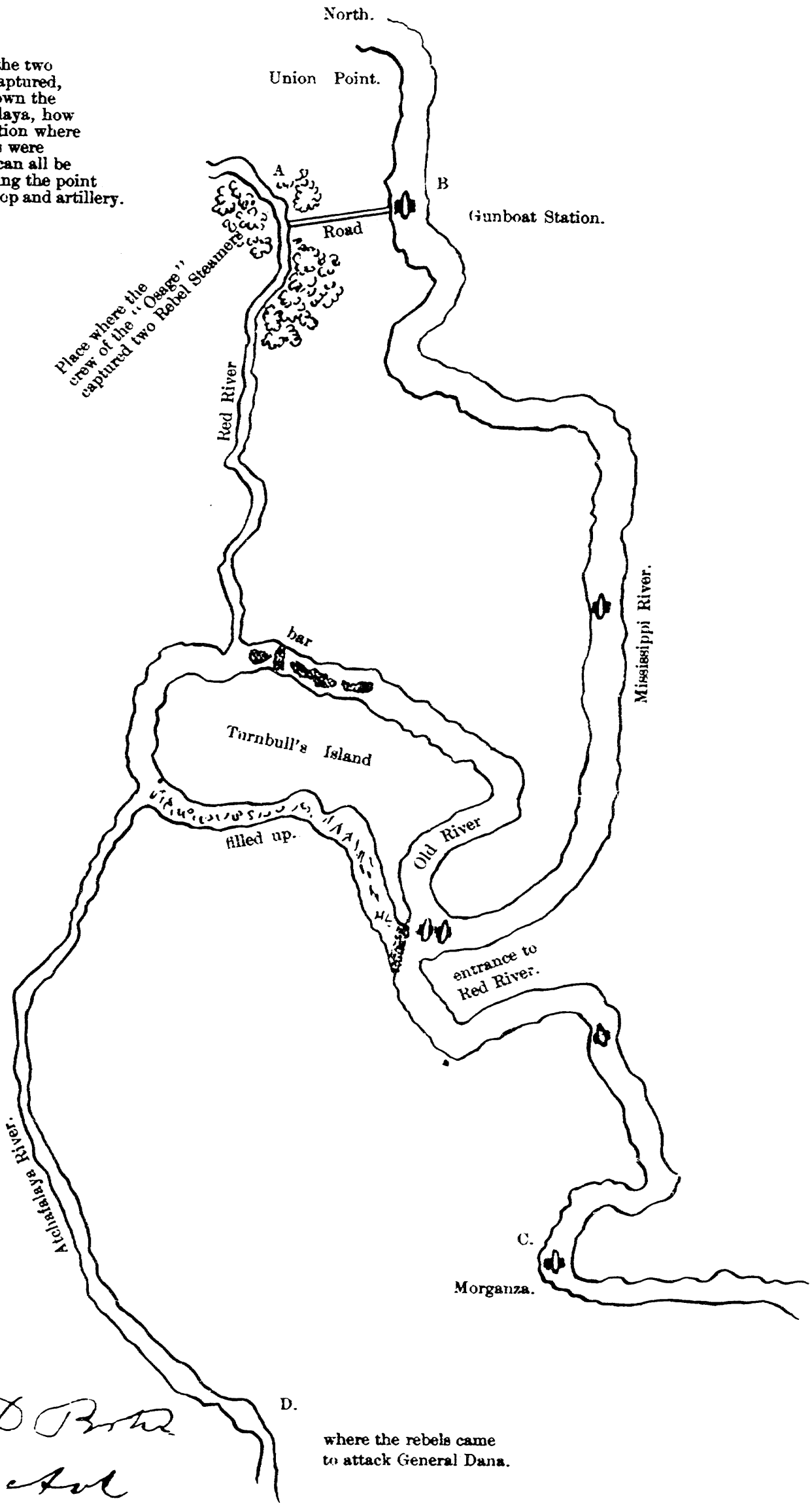
On the morning of the 17th we were obliged to take said negroes on board again, their landing being in violation of general orders. Thence we proceeded to the mouth of Red River, where we received permission from Captain Ramsay, commanding district, to land the negroes at Fort Adams, which we did on our return to this place.

Captain Ramsay informed me, and requested me to report to you, that on the 14th [7th] instant he sent a force of 20 men across the country to Red River, where said force captured 15 Confederate soldiers and the transports *Argus* and *Robert Fulton*. Being unable to run said transports to the mouth of Red River, they were destroyed.

From letters, bills, receipts, etc., found on board the *Argus*, addressed to and in favor of Ralph P. Miller, it appears that said Miller is owner of the *Argus*.

Captain Ramsay is of opinion that Ralph P. Miller is a traitor and needs watching. Many citizens of Wilkinson County, Miss., with whom I conversed, requested that there be a Union force sent to said county for the period of two weeks while organizing a force of their own people to protect themselves against those marauding guerrillas who are constantly making raids on their property, carrying off their

Sketch showing where the two rebel steamers were captured, how the Rebels get down the Red River to Atchafalaya, how they reached the position where General Dana's forces were defeated, and how it can all be prevented by occupying the point opposite "A" with troop and artillery.



Daniel D. Porter
Genl Adl

where the rebels came to attack General Dana.

mules and horses, branding them "U. S.," and selling them as captured from the Federal Army.

I received of Captain Ramsay 3 Confederate prisoners, whom I have turned over to the provost-marshal at this post.

The officers and men under my command conducted themselves properly.

Very respectfully, your obedient servant,

JOHN M. McCracken,
Major, Forty-sixth Illinois Infantry.

Captain C. CADLE, Jr.,
Asst. Adjutant-General, 4th Div., 17th Army Corps.

Letter from the Secretary of the Navy to Major-General Halleck, U. S. Army, transmitting report and sketch of Rear-Admiral Porter, U. S. Navy, suggesting means to restrict passage of boats from Red River.

NAVY DEPARTMENT, *October 26, 1863.*

SIR: I herewith enclose dispatch No. 172 and accompanying papers from Rear-Admiral Porter, in which he presents certain suggestions in reference to stopping the passage of rebel steamers down Red River, to which your attention is respectfully invited. Please return the dispatch and enclosures after finishing with them.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Major-General H. W. HALLECK,
Washington, [D. C.]

[Enclosure.]

No. 172.] MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Cairo, October 19, 1863.

SIR: The capture of the two rebel steamers, *Robert Fulton* and *Argus*, and the easy manner in which it was accomplished, induced me to examine the map and see if some means could not be employed to stop the passage of boats on Red River.

I send you a rough sketch of the place where the steamers were captured at point A, with a portion of the Atchafalaya, where the rebels crossed at D, captured some of our troops, and caused them to return to Morganza, C; and Morganza is the only place now on the river where rebels dare attempt to molest boats. B is the gunboat station, where our men crossed over; it is about 4 miles across. If this point on Red River is held by troops and fortified, the transportation down the river will be completely cut off, and the rebels will be obliged to retreat from that part of Louisiana for fear of being cut off also; they will also be deprived of all means of transportation until the river rises, when our gunboats will attend to the matter. Now the rebels can come down Red River into the Atchafalaya to point D and do pretty much as they please.

They have now four or five thousand men at Simmesport, and are assembling more there, with which they commit depredations in Louisiana, and, when followed, retreat to their steamers. The short

distance across from B to A will enable the troops to get their supplies easily, and also enable them to fall back on the gunboats if hard pushed.

General Grant has gone away from this department, or I would consult with him about the matter, and thought in the meantime that the better way was to send the plan to headquarters.

This move, if properly made, will be of great service to General Banks' troops in the Teche country, and relieve the Mississippi below Morganza of guerrilla raids.

I enclose you copy of a letter* from Commander Townsend to show with what daring and impunity the rebels come in as far as Donaldsonville.

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

DAVID D. PORTER,
Rear-Admiral.

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

Letter from Major-General Halleck, U. S. Army, to Major-General Banks, U. S. Army, forwarding sketch and plan of Rear-Admiral Porter, U. S. Navy.

WASHINGTON, *October 28, 1863.*

GENERAL: Rear-Admiral Porter has addressed a letter to the Navy Department, in which he says that by fortifying and occupying a narrow pass (A—B) between the Mississippi and Red rivers, below Union Point, the enemy will be cut off from all access to the Atchafalaya. I enclose herewith a copy of his map, which fully explains his views. The matter is left for such action as you may deem best.

Very respectfully, your obedient servant,

H. W. HALLECK,
General-in-Chief.

Major-General BANKS,
New Orleans.

Order of Major-General Taylor, C. S. Army, to Lieutenant Avery, aid-de-camp.

HEADQUARTERS DISTRICT WESTERN LOUISIANA,
Morgan's Ferry, October 2, 1863.

LIEUTENANT: You will proceed at once to Red River and order the captain in charge of the steamboat now lying below Snaggy Point to bring his boat immediately into the Atchafalaya and report to Brigadier-General Green, commanding. You will remain on the boat until the captain reports to Brigadier-General Green.

By command of Major-General Taylor:

WILLIAM M. LEVY,
Assistant Adjutant and Inspector General.

Lieutenant J. M. AVERY,
Aid-de-Camp.

* See p. 432.

[Endorsement.]

Order from Major-General R. Taylor to Lieutenant John M. Avery, aid-de-camp, to bring down the *Robert Fulton* to the Atchafalaya immediately.

OCTOBER 2, 1863.

The *Robert Fulton*, with Lieutenant Avery and all her officers, was captured on Red River, at Cocodrie Bayou, on 7th, by a detachment from U. S. S. *Osage*, and it being impossible to get her out of the river, she was by my orders burned, together with steam stern-wheel boat *Argus*, captured at same time and place.

JOS. P. COUTHOUX,
Acting Lieutenant-Commanding.

General report of Lieutenant-Commander Owen, U. S. Navy, commanding Fifth District.

U. S. S. LOUISVILLE,
Off Skipwith's Landing, October 7, 1863.

SIR: I have the honor to acknowledge the receipt of your several communications dated September 28 and 29 and also General Orders Nos. 88, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104. In answer to yours of the 28th, directing me to go up the Yazoo, etc., I would say: I have sent up the river for the steamer *Petrel* and will proceed to the Yazoo and execute your intentions as soon as she comes. I permitted Paymaster Ruth to go home whilst at Grand Gulf, as he was dangerously debilitated, and you were at the time at Red River and General Order No. 88 was not then out. He contracted his illness by crossing to Young's Point last summer whilst going for provisions. He is the only man I have ever granted a moment's leave to. There are no guerrillas nearer this place than Deer Creek. General S. D. Lee, "rebel," is reported moving toward the river from Yazoo City with 1,500 cavalry. Sixteen deserters, conscripts and refugees, came in yesterday and gave themselves up. Having no provisions or way to send them up to the river, I sent them to Vicksburg.

I have the *Sampson*, carpenter's shop, contraband hospital, which is used for sleeping and eating apartment for the carpenters, calkers, and joiners moved out into the stream, anchored with what anchors and kedges I could obtain. I think they will hold. No steam can be kept up, as there is no coal in this district. I have but about 2,000 bushels of coal on hand at this time. The *Hammitt* lost 17,000 bushels of coal coming down the river.

The *Great Western* is at Goodrich's Landing. The *Mound City* at [Lake] Providence. I will relieve her in a day or two to get repaired. Mr. Sawyer and the men under him work very, very slowly. I have had several conversations with him in relation to the rascally slowness of the work done by the men under him, and told him each time that I had and intended to again report to you that they do not do more than three-fifths work. The longest day's work done by them is 7.40, and then not more than five hours of that time in actual work. The *Wisconsin No. 2* is a transport. She got 200 bush-

els of coal at this place by lying to the commander of the *Great Western*, telling him I had given him verbal permission to get the coal at this place. It has been returned by the port quartermaster at Vicksburg. The *Romeo* can not be repaired at this place. Mr. Stephen Duncan wanted to know if I could permit him to ship cotton down the river. I told him I could not without your order or an agent of the army took charge of it here and requested my protection. Mr. Duncan is very anxious to ship to New Orleans without the aid of a Treasury agent. On October 1 the *Petrel* captured at Greenville and sent up the river 10 men, 6 horses, 4 mules, saddles, bridles, etc. I have the steamer *Champion No. 5* here awaiting your orders. I investigated the affair between Paymaster Marshall, Mr. Tubbs, and Mr. Haney.

It appears that Messrs. Tubbs and Haney, with their men, had been at work on General Grant's dispatch boat *Diana*, and toward morning the workmen wanted something to eat and drink. Mr. Tubbs and Haney, rather than awaken the paymaster's steward on the *Sampson*, went to the issuing room and took out a small tin pot of ground coffee sufficient to make coffee for about twenty men. The *Mound City* is here and this vessel leaves in a few hours to take her place at [Lake] Providence.

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

E. K. OWEN,

Lieutenant-Commander, Comdg. 5th Dist., Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, approving his proposed course regarding cooperation with Major-General Banks, U. S. Army.

NAVY DEPARTMENT, October 8, 1863.

SIR: I have received your dispatch of the 1st instant, in reference to a communication addressed to you by Major-General Banks, asking that some of your light-draft vessels may be sent to Berwick Bay by sea.

Your course in the matter and the views expressed in your dispatch meet with the Department's approval.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Greer, U. S. Navy, giving the armament of the U. S. S. Benton.

U. S. S. BENTON,
Off Natchez, October 8, 1863.

SIR: I have the honor to inform you the tonnage of this vessel is 1,033, and she has now on board 14 guns, 2 100-pounder Parrotts, 6

9-inch Dahlgrens, 4 32-pounders of 42 cwt., and 2 50-pounder Dahlgren rifles. We are short 2 9-inch guns. Her complement is 16 guns.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

General report of Commander Townsend, U. S. Navy, commanding First District, making reference to prize steamers St. Mary and Segur.

U. S. IRONCLAD STEAMER ESSEX,
Off Donaldsonville, La., October 9, 1863.

ADMIRAL: The U. S. naval transport *General Lyon* has just arrived, bringing me but a single letter from yourself, a brief order to send to you without delay the steamer *St. Mary*. Ere this will reach you, you must have received my letter of September 11, in regard to the little steamer, and you will have become aware that your first order was obeyed with all possible promptness. The *St. Mary* was dispatched by me on the 13th September, immediately on her return from New Orleans. Your last order is dated 18 days after she passed from under my control. I regret that her nonappearance should have caused you to imagine that I could disobey your positive order, conveyed to me on the evening of September 11 by Lieutenant-Commander Foster, directly from yourself.

Acting Assistant Surgeon Allan, whom you have ordered to assume, temporarily, Doctor Terry's place, arrived in the *General Lyon*. I am glad to say that our sick have been successfully treated during the doctor's absence. Six calkers have also arrived. I hope they will be able to make the decks tight, at least for a season; but I think that the upper deck is too far gone to be cured. I would suggest that a sheathing of 1½-inch pine plank over roofing paper would make and keep it tight for several months. Now, everything below is drowned out when it rains. Fortunately, we have had but one heavy rainstorm for some six or eight weeks past, but we can not now hope for a continuance of such pleasant weather.

On the 4th instant, the *St. Clair* returned from patrolling the river to New Orleans with all her coal exhausted. She brought me a letter from Commodore Bell, asking for protection to a party with whom he had made a contract to repair and launch the navy prize steamer *Segur* (about the size and build of the *St. Mary*), now high and dry on the bank at Plaquemine. As I learned that Lieutenant-Commander Foster, with all the vessels of his division, was supporting the army at Morganza, I sent the *St. Clair* to give the asked for protection. From what Acting Volunteer Lieutenant Gregory writes, I presume the *Segur* will be got afloat by to-morrow, or perhaps Monday.

The *Argosy* is guarding the sunken steamer *Hannibal*. As soon as the *St. Clair* returns I will assign that duty to her and send the *Argosy*, which has about coal enough to take her to New Orleans and

back, to patrol below. When the coal gives out, wood can be purchased, which serves a temporary purpose.

Commodore Bell informs me that they have had yellow fever aboard the *Pensacola*, but that the cool weather had checked its ravages. I learn from another direct source that the paymaster (who lately relieved Paymaster Davis) and one of the engineers had died of the disease. Everything is kept very quiet in regard to it.

I do not hear that it has made its appearance in the city. You have doubtless heard some time since of its presence at the Pensacola navy yard.

The elevating screw (badly rusted) lock and sights of the new Parrott 100-pounder rifle have just arrived. We had previously received the gun, the carriage, two side tackles, and one train tackle. I trust the remainder of the equipments will arrive before long. We have no spare articles, and therefore need a complete outfit for the gun. The screws, etc., attaching the elevating screw to the transom, are wanting though they should surely have accompanied the screw.

I believe this and my accompanying letters will have given you all the information worthy of note.

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

ROBERT TOWNSEND,

Commander, U. S. Navy, Comdg. 1st Dist., Mississippi Squadron.

Rear-Admiral DAVID D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

Report of Commander Townsend, U. S. Navy, transmitting sketch chart of soundings across Bayou La Fourche and the Mississippi River.

U. S. IRONCLAD STEAMER ESSEX,
Off Donaldsonville, La., October 9, 1863.

ADMIRAL: I have the honor to transmit herewith a sketch chart of the soundings across the mouth of Bayou La Fourche, also those across the Mississippi River at the same point and date, September 3, 1863, when the river seemed to me to have reached its lowest stage. But the bar at the mouth of the bayou has now but 15 inches of water at its deepest point, a fall of 18 inches in thirty-six days. I think the fall has not been over 12 or 15 inches, the difference of 3 to 6 inches being caused by the silting up of the bar. I send this, as the information may be interesting if it does not prove valuable.

The soundings were taken and the chart made by Acting Master John C. Parker, executive officer of the *Essex*, an excellent river officer and one deserving advancement.

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

ROBERT TOWNSEND,

Commander, U. S. Navy, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

General order of Rear-Admiral Porter, U. S. Navy, giving precautions to prevent fire to public vessels by incendiaries.

GENERAL ORDER, }
No. 105. }

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, October 10, 1863.

The following precautions are to be observed hereafter, to prevent fire to the public vessels by incendiaries:

The sentries are not to permit anyone to approach the public property at night without arresting them. If they are officers, the sentry is to call the sergeant or corporal of the guard and pass them on board; if strangers, they are to be detained, and if attempting to escape, to be fired on. All strangers so caught are to be detained by the guard until further orders.

The sentinels on the vessels near the workshop are to look out for the latter and arrest any one approaching them.

The watchmen on the *Louisville* and other boats repairing are to be armed with muskets and revolvers, and are to arrest any suspicious persons approaching the property. The watchmen on the *Louisville* are to keep their watch aft on the fantail and to permit no boats to approach any of the vessels. If the boats refuse to come in when hailed, they are to be fired upon with ball.

Watchmen are to be kept on the levee, and to move up and down as far as the prize steamers, for which they are to look out as well as for other property; they are to arrest persons of suspicious character running about the levee.

The gunboats in the harbor, and receiving vessel, are to stop all small boats on the river at night and keep them until further orders. No rowboats to be permitted on the river after dark.

The executive officers will have wharf boat carefully examined throughout after the workmen leave, to see that no attempts have been made to burn the vessel and that no one is stowed away. All the shops must also be examined, the windows closed, and the doors locked securely.

Two tugs will always lie with steam up, ready to tow into the stream at a moment's notice any vessel that may be set on fire. The officers of the tug will not be out of their vessel after dark for the present.

The *Lewington* and *Tyler* will place sentinels on the little boat *St. Mary* and the tugs adjacent, where sentinels will be relieved through the night; they are to have loaded muskets and to carry out the above orders.

The gunboats guarding the powder boats must be close enough to see any rowboat approaching at night and to fire on them at once if they do not pull for the gunboat when hailed. A strict watch must be kept on board the gunboat, and the officers must be on the alert at night.

One of the tugs must keep underway along the levee, to arrest any boat they may see moving about in the river.

It behooves every officer and man to be watchful at this time and see that no attempt to burn the property under their charge shall succeed. If persons are incautious and reckless enough to approach our sentries without notifying them who and what they are, they must suffer the penalty for so doing. It is no time for trifling; people of proper character will not be prowling about at night.

Officers returning at night to the wharf boat and their vessels are particularly cautioned to answer promptly a sentry's hail and tell who they are.

Officers are instructed to arrest any suspicious person they may see in the daytime prowling about the levee where public property is kept.

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding Fifth District, regarding affairs in vicinity of Cypress Creek and Shreveport, La.

U. S. S. LOUISVILLE,
Off Skipwith's Landing, October 10, 1863.

SIR: The *B.* has just arrived without any coal, only succeeding in getting about 3,000 bushels to White River. I will leave to-day in the *Petrel* for the Yazoo River. I learn the planters and others living on Cypress Creek, Boggy Bayou, and that neighborhood are busily engaged in getting off a light field battery to use in Cypress Bend. I will communicate with General McPherson also. The guerillas are also very bad in that portion of Louisiana and are busy burning cotton and hanging Union men. Acting Master Sinclair of the *Petrel* informs me that two ladies direct from Shreveport (September 20) report that the *Webb, Missouri*, and *Pauline* (iron-clads), also a number of transports, were at Shreveport on that day. One boat carries eight guns, iron all over, and painted black. They have not commenced on their fortifications at that place.

I am, sir, very respectfully your obedient servant,

E. K. OWEN,
Lieutenant-Commander, Commanding 5th Naval District.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Reports of Lieutenant-Commander Fitch, U. S. Navy, transmitting correspondence in relation to a proposed raid on the Ohio River.

U. S. S. MOOSE,
Cincinnati, Ohio, October 10, 1863.

SIR: I have the honor to inclose herein a copy of a letter received from General Burnside, addressed to General Cox; also a copy of a letter I sent to General Cox.

As the expedition spoken of looks to be rather improbable, yet I think it best to be prepared and take things in time.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosures.]

KNOXVILLE, TENN., *October 5, 1863.*

General Cox: A nephew of General McLean's, who was captured from Wheeler and Forrest's cavalry, asserts that it is the intention of a portion of cavalry force which crossed the Tennessee to penetrate to the Ohio River, capture a steamboat, cross the river, and proceed at once to Columbus, with a view of releasing Morgan and his men.

This story seems impossible, but I give it to you for what it is worth. Should they succeed in getting out of Kentucky and near the river, captains of boats will be on their guard and the gunboats should be on the alert to prevent crossing.

We are all well. Colonel McElroy arrived safely.

A. E. BURNSIDE,
Major-General.

U. S. S. MOOSE,
Cincinnati, Ohio, October 10, 1863.

GENERAL: I have the honor to acknowledge the receipt of a copy of General Burnside's letter in relation to a contemplated raid on the Ohio River.

I regret to state that during the present low stage of water it is impossible for the boats below Louisville to run on their regular patrols, yet I trust, if due notice is given, that we may be able to head off any such expedition.

It will be necessary for the military commandants to communicate freely with the admiral, also with the commanding officers of the gunboats and give them all the intelligence in their power regarding the enemy. The boats along the Ohio are at present at the following-named places, viz.:

Fairplay, at Louisville, Ky.; *Silver Lake*, at Evansville, Ind.; *Brilliant*, at Henderson, Ky.

In case such raid is attempted, it will be advisable to stop running for a time all boats except those that can be armed.

I would therefore respectfully suggest that should we hear of a party making through Kentucky that, if possible, there be a guard of soldiers put on each boat permitted to run.

I will do all I can toward putting on each one a piece of ordnance with an officer and crew to work it.

Should it become necessary, and the gunboats not be able to run, I will refer the subject to the admiral. I trust that should such an expedition be set on foot that, with the hearty cooperation of the two branches of the service, the rebel participants may find comfortable lodgings with Morgan and his followers.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Brigadier-General J. D. Cox,
Commanding District of Ohio,

Cooperation of naval force under Lieutenant-Commander Phelps, U. S. Navy, with the army in Tennessee River, October 10 to December 13, 1863.

[Telegram.]

NAVY DEPARTMENT, *October 10, 1863.*

The War Department is very anxious to know if you can possibly ascend the Tennessee River with your lightest draft gunboats so far as to protect the transportation of supplies as far as Florence or Eastport. Answer immediately, as the subject is of the utmost importance.

GIDEON WELLES,
Secretary of Navy.

Acting Rear-Admiral DAVID D. PORTER, OF
Captain A. M. PENNOCK,
Cairo, Ill.

[Telegram.]

CAIRO, ILL., *October 11, 1863.*

I do not think the light drafts can ascend the Tennessee so high as required. There was less than 3 feet yesterday. I will obtain certain information and send it on. Ohio is very low.

D. D. PORTER,
Acting Rear-Admiral.

HON. GIDEON WELLES,
Secretary of Navy.

[Telegram.]

PADUCAH, *October 11, 1863.*

No naval officer at this place to deliver your telegram to. Have enquired as to depth of water in Tennessee [River] 45 miles above Paducah. On Chain [of Rocks] Shoals, 22 inches; above there, 3 feet scant to bridge 130 miles; up above bridge, 2 feet scant. Ohio raised 1 inch last night.

H. J. FISK, *Operator.*

Rear-Admiral D. D. PORTER,
Cairo.

[Telegram.]

CAIRO, ILL., *October 11, 1863.*

(Received, 12:45 a. m., 12th.)

SIR: We have no gunboat that can go up as high as Florence; only 22 inches on the Chain [Chain of Rocks] Shoals, 45 miles from the mouth of Tennessee River. No transports would find water enough to get up. The water is now rising at Chattanooga, and the rise will

extend along the river. It may be only a temporary rise. The gunboats will be ready to go up the moment a rise takes place. I will keep you further informed on the subject.

D. D. PORTER,
Acting Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

U. S. GUNBOAT KEY WEST,
Off Paducah, October 11, 1863.

SIR: Your dispatch of the 11th instant received. At the present stage of water in the Tennessee River, light-draft gunboats can't get over Leatherwood Bar, 10 miles above Fort Henry, also at Little Chain, 30 miles from this point, the channel is narrow and shoal. With regard to the Ohio, there is but 28 inches on the bars between this point and Smithland, at the mouth of the Cumberland, and not over 3 feet between here and Cairo. The Tennessee River is now rising slowly. I arrived here at sundown and shall coal to-morrow. If any more boats are sent up they must bring coal. Our supply now on hand is not over 700 bushels.

E. M. KING,
Acting Master, Commanding.

Rear-Admiral D. D. PORTER.

Letter from Acting Master King, U. S. Navy, commanding U. S. S. Key West, on arrival at Paducah, Ky., regarding the condition of the river.

U. S. GUNBOAT KEY WEST,
Paducah, Ky., October 11, 1863.

SIR: I have the honor to inform you that I arrived here at sundown this evening from Barber's plantation near Grand Chain, and received your dispatch of the 10th instant, which I have answered by telegraph. The Tennessee River has been rising slowly since the light rains of the 6th instant. It has been what the pilots call a "blue rise," which means, I believe, that the river, although rising, remains clear, and is supposed to indicate that the rise will not be permanent. Judging from the stage of water at Barber's, my chief pilot, Mr. Charles Powers, who is good authority for Tennessee River, thinks that there can not be more than 3 feet of water on Duck River Bar, which is 50 miles above Fort Henry, nor more than 30 inches on Big Bend Shoals, which are 25 miles below Eastport. There are also other intermediate shoals in the river, having about the same depth of water over them, those above mentioned being the principal ones above Fort Henry. I have not been above Little Chain since the 26th ultimo, when we were drawing 3 feet of water, and rubbed over the rocks. Since that time the river has not risen more than 4 inches. I trust the above information will enable the

admiral to judge as to what class of vessels will be able to reach Eastport at the present stage of the river. It is now, 10 p. m., raining smartly. I hope it may give the river a 10-foot rise.

I am, sir, respectfully, your obedient servant,

E. M. KING,

Acting Master, Commanding.

Rear-Admiral D. D. PORTER, etc.,
Cairo, Ill.

[Telegram.]

CAIRO, ILL.,

Flagship Black Hawk, October 11, 1863.

(Received 7:25 p. m., 12th)

SIR: The Tennessee River light-draft gunboats can not cross Leatherwood Bar, 10 miles above Fort Henry, nor at Little Chain, 30 miles from Paducah; the whole channel is narrow and shoal.

In regard to the Ohio River, there is but 28 inches on the bar between Paducah and Smithland, and only one or two small boats navigate the river. Between Cairo and Paducah, only 3 feet. Tow barges can not even be brought down.

The Tennessee is rising very slowly, and so will the Ohio, as it is raining hard at this time; but whether the rain will have any effect upon the river remains to be seen.

Respectfully, your obedient servant,

D. D. PORTER,

Commanding Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

U. S. GUNBOAT KEY WEST,

Off. Paducah, October 13, 1863—Noon.

SIR: Since noon of yesterday this river has risen $4\frac{1}{2}$ inches. I go up river this p. m. Shall return to-morrow, and report stage of water above by telegraph.

E. M. KING,

Acting Master, Commanding.

Rear-Admiral D. D. PORTER.

Letter from Major-General Sherman, U. S. Army, to Rear-Admiral Porter, U. S. Navy, requesting that a light-draft ascend to Eastport, Miss., at the earliest moment possible.

HEADQUARTERS FIFTEENTH ARMY CORPS,

Corinth, Miss., October 14, 1863.

DEAR ADMIRAL: I suppose you know that I am moving my corps to the Tennessee and farther, according to circumstances. The rail-

road out of Memphis is now in running order out to Bear Creek, and we may repair it to Tuscumbia, but as a source of supply it is too precarious to depend on. As I came out on Sunday with my little battalion of regulars, I happened at Collierville, 24 miles out from Memphis, just as General Chalmers with about 2,500 rebel cavalry demanded its surrender. The place was held by Colonel Anthony and six companies of the Sixty-sixth Indiana. I got my men off the cars in time, and we beat off General Chalmers. This illustrates the danger to the road and I only refer to it to show that I must look to a less precarious channel of supply.

The Tennessee River is now low, but it is raining at this moment and the season is far enough advanced for us to count on the Tennessee. I will be personally and officially obliged if you will allow one of your light-draft boats to watch that river and ascend it at the earliest possible moment to Eastport, to communicate with me. The moment the stage of waters admit, I would prefer to draw my supplies that way, and I can have the means to haul out from there. I have no doubt the rebels have every man that is in the Southern Confederacy now armed against us, and the most desperate struggle of the war must be expected. A large proportion of their men are forced; still we know the vindictive feeling that animates this whole people and should not be blinded by any false theories.

You have almost finished your job and can and will, doubtless, with infinite pleasure, help us who must live whilst we penetrate the very bowels of this land.

I lost, recently, my little boy by sickness incurred during his visit to my camp on Big Black. He was my pride and hope of life, and his loss takes from me the great incentive to excel, and now I must work on purely and exclusively for love of country and professional pride.

To you I can always unfold my thoughts as one worthy and capable of appreciating the feelings of a soldier and gentleman.

With great respect, your friend and servant,

W. T. SHERMAN,
Major-General.

Admiral D. D. PORTER,
Or Commanding Officer, U. S. Navy, Cairo.

[Telegram.]

CAIRO, *October 15, 1863.*

SIR: The Tennessee is falling again, and the Ohio has also gone down. There is less water in the Ohio now than has been known for some years.

There will be no rise of any consequence in the Ohio and Tennessee until the middle of November.

Very respectfully,

D. D. PORTER,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Washington.

[Telegram.]

Paducah, October 14, 1863—11 p. m.
(Received Cairo, 15th.)

SIR: I have just arrived from Birmingham, where I anchored last night. During night river fell there 3 inches, and at 11 this a. m. still falling. River now is at same stage as when the flotilla came out on the 2d ultimo. River now falling here; at Paducah also. I got ashore this p. m. 2 miles above this place. Reason for not sending this dispatch earlier, no damage. Was ashore five hours.

E. M. KING,
Acting Master, Commanding.

A. M. PENNOCK.

Report of Acting Master King, U. S. Navy, commanding U. S. S. Key West, regarding the rise of the river.

U. S. GUNBOAT KEY WEST,
Paducah, Ky., October 18, 1863.

SIR: The Tennessee River is again slowly rising, and the water is becoming slightly discolored, which is, I hope, an indication that the rise will continue and be permanent.

My chief pilot, Mr. Powers, thinks that vessels drawing not more than 3½ feet can now reach Hamburg, 25 miles below Eastport, Miss.

I send my paymaster to Cairo for provisions. Seven of the ten barrels beef drawn on last requisition have been condemned and thrown overboard.

I am, sir, respectfully, your obedient servant,

E. M. KING,
Acting Master, Commanding.

A. M. PENNOCK,
Cairo, Ill., Fleet Captain and Commandant of Station.

[Telegram.]

NASHVILLE, *October 20, 1863—11 p. m.*
(Received Cairo, 21st.)

General Sherman's advance was at Eastport on the 15th. The sooner a gunboat can be got to him the better. Boats must now be on the way from St. Louis with supplies to go up the Tennessee for Sherman.

U. S. GRANT.

Admiral PORTER.

[Telegram.]

FLAGSHIP BLACK HAWK,
Cairo, Ill., October 20, 1863.
(Received 1.45 a. m., 21st.)

Water risen 2 feet in the Ohio, and still rising in the Tennessee. As it is raining, I am told, heavily in Virginia, the rise may be a permanent one.

Three gunboats are ordered to go up as high as Florence, if possible, and form a junction with General Sherman, from whom I received a letter on the 14th from Corinth.

I have telegraphed to General Meigs that the gunboats were ready to convoy up both rivers, and I have ordered the gunboats to come below the falls at Louisville.

Everything seems to work well for us.

D. D. PORTER,
Acting Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

OCTOBER 21, 1863.

Gunboats are now on their way up the Tennessee and far up the Cumberland. My intention is to send every gunboat I can spare up the Tennessee. I have also sent below for light-drafts to come up. Am sorry to say the river is at a stand.

PORTER.

Major-General GRANT.

Letter from Major-General Hurlbut, U. S. Army, to Rear-Admiral Porter, U. S. Navy, forwarding information from Major-General Sherman, U. S. Army.

HEADQUARTERS SIXTEENTH ARMY CORPS,
Memphis, Tenn., October 21, 1863.

Major-General Sherman telegraphs me that there is 8 feet water on the shoals and desires me to inform you.

He leaves a regiment at Eastport. His advance will be in Tusculumbia to-morrow.

Wheeler's cavalry, 8,000, is in force from Florence to Decatur on the north side of the river.

Your obedient servant,

S. A. HURLBUT,
Major-General.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo.

Report of Lieutenant-Commander Phelps, U. S. Navy, announcing his departure for Eastport, Miss.

U. S. GUNBOAT HASTINGS,
Paducah, October 21, 1863.

SIR: Tennessee pilots think there is now from 8 to 10 feet to Eastport. I leave here to-night with this vessel and the *Key West*.

The enclosed is a list of Tennessee pilots. I have given Mr. Waggoner, pilot on board this vessel, permission to report to you in Cairo. Not being a Tennessee pilot, his services are not required,

and as he has been absent from home in the transport service and the naval service together two years, and is a most faithful and excellent man, I have thought you would wish to extend to him at this time the consideration he merits by granting him a leave of absence.

This vessel is very short in both officers and men. She requires a crew of not less than 80 men, while she has less than 50, of whom 12 are sick and as many more utterly worthless.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Telegram.]

HEADQUARTERS SIXTEENTH ARMY CORPS,
Memphis, Tenn., October 24, 1863.
(By telegraph from Iuka.)

Gunboats *Key West* and *Hastings* arrived at Eastport all right. Notify Admiral Porter.

W. T. SHERMAN,
Major-General.

Major-General HURLBUT.

[Telegram.]

IUKA, MISS., *October 24, 1863.*

Two gunboats arrived at Eastport this morning. I telegraphed the fact to Hurlbut, but omitted doing so to you. I sent one of my staff with an escort to bring up Commodore Phelps. You have doubtless heard that Grant is to command the Armies of the Ohio, Cumberland, and Tennessee united into one. He will devolve his present army on me, and I will want a most minute account of your troops for actual duty, arms, ammunition, etc.

W. T. SHERMAN,
Major-General.

General DODGE, *Corinth.*

Report of Lieutenant-Commander Phelps, U. S. Navy, announcing arrival at Eastport, Miss.

U. S. GUNBOAT HASTINGS,
Eastport, Miss., October 24, 1863.

SIR: We reached here this morning soon after daylight. Our progress up was delayed by dark and stormy nights, rendering it impossible to run after the moon had set. The river is in fine navigable order, but falling, which leads me to suppose the storms we have encountered have not reached much to the southward and eastward of this point. The experienced pilots say that there is no chance of the river again becoming too low for good navigable purposes. We

can ascend only 7 miles above this point, there being only 30 inches on Colbert Shoals, and even there we can not approach but one bank of the river. As soon as I see General Sherman, who has sent a horse and escort over for me to go to Iuka, 8 miles distant, where his headquarters are, I will advise you of what may be necessary to enable me fully to cooperate with him. The general has been quite unwell, but is improving now.

I met with no adventure on the way up, although I heard of numerous bands of the enemy. I think the *Robb* had best tow up a half-filled coal barge. I brought up one containing 4,000 bushels, but as neither the *Key West* nor this vessel was filled up at starting, we have already made way with that amount, having about four days' full steaming on board.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding condition of affairs at Eastport.

U. S. GUNBOAT HASTINGS,
Eastport, Miss., October 25, 1863.

SIR: I went over to Iuka last evening and returned this morning, having spent the night at General Sherman's quarters. A large force of workmen are to-day engaged in decking over the coal barge I brought up for the purpose of crossing the first division of General Sherman's force, which will arrive here to-morrow afternoon. Two of the divisions are stretched along the line of railway from Iuka, some 12 miles toward Tuscumbia, but I apprehend we shall yet cross those in this vicinity, and that this will become the chief depot of supplies.

The general will himself be over here about day after to-morrow.

I have not yet seen signs of any more vessels coming up. There is a nice flat which I fitted up last summer for use in the river, and which was last in charge of the *Robb*. It would be very useful here now, and I will be glad to have that vessel telegraphed to, to find it and bring it up.

There should be boats actively cruising along this river now for reasons which I will explain by a more safe opportunity. Neither of those now here can be spared from the work of crossing the army and for the time covering operations here.

General Sherman expressed himself much attached to you and highly pleased with the letter which you sent to him by me. His reception was cordial and his propositions for combined operations frank and full in detail.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Letter from Major-General Sherman, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding plans of operations and matters of general interest.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Iuka, October 25, 1863.

DEAR ADMIRAL: I was much gratified to hear from you yesterday and to see the prompt arrival of Captain Phelps with two gunboats. The moment I learned of the arrival I sent down an officer and escort to Eastport, where I had a regiment to watch for the boats, and brought the captain up. He spent the night with me and we talked over matters generally. Of course we will get along together elegantly. All I have he can command, and I know the same feeling pervades every sailor's and soldier's heart. We are as one. Now I want to cross the Tennessee to reach a point where I can communicate with Grant. Captain Phelps instantly offered to ferry over my men, horses, wagons, etc., but to facilitate the matter I have sent down to Eastport plenty of carpenter's tools and materials to deck over one of your coal barges to make a float on which to carry wagons and mules. The gunboats can handle my men fast enough, but it is those cursed wagons and mules that bother us. If soldiers and mules could flourish without eating "I myself would be a soldier." It is not "villainous saltpeter" that makes our life so hard, but grub and mules. Still, we will make it all right.

Boats can not yet pass Colbert Shoals; so, for the time, we must foot it for Eastport and Waterloo, but I will occupy both banks up to Florence and Tuscumbia, trusting in a short time to get a ferryboat up to Florence. We are much obliged to the Tennessee, which has favored us most opportunely, for I am never easy with a railroad which takes a whole army to guard, each foot of rail being essential to the whole; whereas they can't stop the Tennessee, and each boat can make its own game. I think also we can clear out anything except occasional shots at passing boats.

My notions about the Mississippi are these: We must never again allow the enemy to make a lodgment on its bank with artillery, and therefore Columbus, Memphis, Vicksburg, and mouth of Yazoo must be held with troops. All else may be trusted to your gunboats and a force at Memphis and Vicksburg surplus and available at all times to float to the threatened point to prevent a lodgment.

Through traffic on large steamboats, manned and properly officered, should be encouraged by all means. Each boat might be required to carry a gun, 25 muskets, and men, and a musket-proof barricade at each bow and quarter from which to fire; also boilers might be sheltered somewhat.

Regular packets should be encouraged to keep up daily and rapid communication, which increases a feeling of security. It brings private enterprise to the aid of the general purpose, viz., uninterrupted navigation of the river.

Trading boats will, of course, be regulated by the Treasury Department. I do not see that we have any right to interfere further than as to contraband of war, and to make this more clear you and I ought to say what is contraband of war. The term is very indefinite, but I am clearly of opinion that the laws of war give the Army and Navy a legal right to protect themselves against contraband traffic and its agents. Merchants, as a class, are governed by the law of self-

interest, and the temptations to import and sell goods contraband is so great that many will engage in it, but this is confined to a class of men that you and I know well. The real merchant, the man who loves his country as we do, would not ask to send down the river arms or ammunition or anything that would endanger our lives or the lives of our command. There are some things, such as salt for curing meats, medicines to cure wounds and sickness, that I am not so clear about, and care less.

If you will propose a list of contraband and send it to Secretary Chase, I know he will make it public and save us a world of trouble.

I have announced in orders that any officer of my command who makes a cent of profit by selling permits, passes, etc., or by any species of trade and speculation, is corrupt and criminal. I hear of such things, but really find few or no real cases, but I must stop scandal. Also, I contend, I have a right to impress for military service any men who have run from the North and come here to make a living and avoid draft. I will pick up a few such, and this will stop that class of meddlers and unauthorized hangers-on who have given us so much trouble.

As ever, your friend,

W. T. SHERMAN.

Admiral D. D. PORTER, *Cairo*.

[Telegram.]

CAIRO, [ILL.], *October 26, 1863.*

The gunboats *Exchange* [*Hastings*] and *Key West* have arrived at Eastport with General Sherman. Three more will be with him in two days, with transports. These vessels have heavy batteries.

D. D. PORTER,
Rear-Admiral.

Hon. G. WELLES,
Secretary Navy.

Letter from Lieutenant-Commander Phelps, U. S. Navy, to Major-General Sherman, U. S. Army, regarding the crossing of the troops.

U. S. GUNBOAT HASTINGS,
Eastport, October 27, 1863.

GENERAL: The river has been rising for two days, but is again on a stand, with scant 3 feet on the shoals. It would be a risk to send the *Key West* up to Cane Creek, and she could not remain there to cross the divisions with the river in its present condition. A light-draft steamer could take the barge up—always provided the sunken coal barges will not prevent—and cross the troops. No such boat has arrived, and we do not know when one will come. The remaining transportation of this division will be across during the night. I judge from what we have so far experienced that it will take thirty-six hours of good weather to cross the division. I propose to go down the river this evening to hurry up transports to assist in the crossing, and, if no boat is met, at all events to bring up a flat with which we can reduce the time of crossing a division to

twenty hours. I can reach Fort Henry to-morrow morning and turn back, so as to be here day after to-morrow evening. I think I shall in this way do the best to the end of getting your forces over. Meanwhile, this vessel will remain here and will cross transportation and troops as well as has been so far done. In the morning there will be no people to cross, and if the 4 or 5 inch rope (three coils of that circumference) could be got here—and I am told an officer of the pioneers has gone for it—it could be got across, the barge established as a ferry, and the *Hastings* then could take troops over, thus expediting matters. Your men will have a march of 15 miles to make, which will delay arrival at Chickasaw till day after to-morrow. The next division might not leave the present position till a day later, when, perhaps, the arrival of a suitable boat may enable you to cross it at Cane Creek.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Major-General WILLIAM T. SHERMAN, U. S. Army,
Commanding Department of the Tennessee.

[Telegram.]

OCTOBER 28, 1863.

I will probably go to-morrow, leaving Fuller here, and the divisions at Cherokee and Dickson will move down to Chickasaw and cross there. Captain Phelps has gone down the Tennessee to hurry up the boats that should have been up some days since.

W. T. SHERMAN,
Major-General.

General G. M. DODGE, *Corinth.*

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, promising if possible to keep communication open.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Cairo, October 28, 1863.

DEAR GENERAL: I have only time to write a few lines, but now that communication is open between us you shall hear from me often. I am glad you have the gunboats with you, for though, as the reporters say, "they do nothing," yet I know you don't object to having them on certain occasions. I intend to line the Tennessee with gunboats, and promise you that your communication shall never be interrupted if there is water in the river.

Very truly and sincerely,

DAVID D. PORTER,
Rear-Admiral.

Major-General W. T. SHERMAN,
Eastport, Tenn. [Miss.].

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding the slow progress in crossing the troops.

U. S. GUNBOAT HASTINGS,
Below Fort Henry, October 29, 1863.

SIR: I found crossing the army so slow with the means at hand that I came down in this vessel to procure transports, flats, or barges. I have fortunately met the convoy and shall return with it immediately and send the *Robb* for coal, which is an immediate necessity. Fire linings for this vessel's boilers were sent for weeks since, and have not been received, and much damage has consequently ensued. I send by the *Robb* patterns for others, which are now an immediate want, as well as those before sent for. Will you be good enough to direct that they shall be cast without delay? If not soon received, the whole fire fronts will be destroyed.

We captured this morning from the enemy, found crossing the river, 4 horses, 9 saddles, a quantity of leather, 5 muskets, and a shotgun. I send 3 of the horses and 8 saddles, with the arms, by the *Robb*, keeping one horse and saddle until I return, for my use at Eastport. We fired a few shot at the fleeing rebels, but with what success do not know.

I had, in two days and nights, only crossed one of the four divisions of General Sherman's force. Each division has some 600 wagons and 4,000 animals, besides artillery. The *Hastings* was crossing the last of the First Division when I left last evening. I shall reach there to-morrow. General Sherman had been troubled in front by rebels, but had driven them from Tusculumbia and had the railroad repaired to Cherokee. He did not rely upon his railroad communication with Memphis. He is drawing every available man from General Hurlbut's command, which renders it more necessary to patrol the river closely, to prevent bands from crossing to annoy his lines and connections between the Tennessee and Mississippi rivers. The *Peosta* and *Tawah*, in addition to the force here, will be sufficient for all purposes. The *Naumkeag* met with a bad accident in White River and will require to come up to Memphis for repairs, if not to Cairo. I will send an order for her, via Memphis, to relieve the *Queen City*, if there is water in White River for that vessel to convoy; otherwise to come at once to Memphis for repairs.

Vessels are being fired into below Helena. The *Tyler*, if ready for service, is much needed there.

I am taking on what wood we can carry to help out our coal.

Excuse the haste in which I have written.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Telegram.]

PADUCAH, October 29, 1863.

Gunboats and transports left here for Eastport this morning at 1 o'clock. I got pilots.

D. HINER.

Captain Pennock.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding return to Eastport with additional boats for crossing the troops.

U. S. GUNBOAT HASTINGS,
Eastport, October 31, 1863.

SIR: We arrived here at daylight this morning, not having met with further adventure than the capture of two guerrillas with their horses, near Clifton. When passing near Savannah, at 11 p. m., saw signal rockets sent up by the enemy, but no signs of him except in that way. Also discovered evidences of some force of the enemy while passing Swallow Bluff in the night. I shall take some men down there this afternoon.

The boats now here will cross the army in a hurry. In three days the whole force will be over. A depot will be established here, and a regiment will be entrenched on the hills as a garrison. It will be necessary to keep a gunboat here, and the *Tawah* is exactly the craft for the purpose. I propose to take some detachments of troops to clear out a few nests of the enemy, when, I presume, there will be no trouble with convoys, although the drafts made by General Sherman upon troops heretofore occupying the line of Memphis, Corinth, and Iuka will render it impossible for them now to hold it, and the general only contemplates holding the two first named, which will leave the country open to the entrance of such detachments of the enemy as he may send along the river to interfere with transportation. The force moving on the line of Florence and Athens will cover the east bank from all attempts with artillery. Upon the west bank an enterprising enemy can give trouble, if he knows it.

I send the *Cricket* down to join the *Robb* in the next convoy up. I must keep two gunboats here till the army is over the river.

I can not now send communications across to Memphis, as the enemy yesterday drove the pickets in at Iuka, and I send the order for the *Naumkeag*, of which I wrote day before yesterday, unsealed. You will know whether to send it or not, according to your wish in the matter.

General Sherman is on board with me writing dispatches to send by the *Cricket*. It is a pleasure to be associated with a gentleman like him, and pleasant to hear him [speak] in such kind terms of yourself.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

P. S.—I have directed the commanding officer of the *Cricket* to telegraph to you on arriving at Paducah.

Letter from Lieutenant-Commander Phelps, U. S. Navy, to Major-General Sherman, U. S. Army, regarding increased means of transporting troops.

U. S. GUNBOAT KEY WEST, *October 31, 1863.*

GENERAL: We will be due at Eastport at 4 a. m. with the transport *Anglo-Saxon*. The *Nashville* and a small ferryboat should ar-

rive by 8 or 9 o'clock this morning. I am writing as well as this shaking vessel will permit to advise you of this arrival, and to get my letter off as soon as we arrive. Either of the transports will require about 2 feet of water when light, and the ferryboat some 12 inches, I suppose. If sufficient detail of men is made, the cargo of the two steamers can be landed in a few hours, when they can cross men and horses very rapidly, but not wagons. The ferryboat can take on 8 wagons without teams and some 50 horses. These boats, with the barge, can cross a division in twelve to fifteen hours. Fuel will be an immediate necessity. I have had to lend them all we could spare to get the boats up. The fences about may answer for a little while, but you will need to have wood cut immediately. I am told pine knots can be easily obtained about here. A steamer came up from Paducah, which, I suppose, was one of the convoy. I missed her at Duck River, and was informed by the gunboat astern that she was on a private trading voyage and had landed below us. I was in a hurry to get these vessels up or I should have gone down and brought the steamer up here. The river is everywhere thronged with guerrillas, and it is useless for us to patrol it and destroy skiffs, flats, etc., to prevent crossing the stream, when a steamer is permitted by the custom-house authorities to be on trading voyages. The permits are given by the Paducah custom-house officers. Would it not, as a military measure, be proper for you to order that no vessel shall be permitted to come up the Tennessee except in convoy of a gunboat, and not to land except when the naval commander shall deem it safe and otherwise proper to do so? Your order to the custom-house officers they have to observe, and must give permits subject to them. The restrictions will enable gunboat officers to prevent detention to transports arising from the presence of trading vessels. In short, such an order will enable us to control the trade to the desirable point, permitting loyal people to get their products to market and to procure family supplies, while we can shut down on smuggling and make all conform to the public interests of a military character. If you give such an order, please send it to me as soon as you can and I will notify the Paducah authorities.

I shall send a gunboat down this morning, but will detain her till I can hear from you and get what mail you may wish to send. She will reach Paducah in twenty hours, and if you desire it I will send her through to Cairo with your dispatches.

We captured some men, horses, arms, and saddles.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Commanding Sixth and Seventh Districts, Miss. Squadron.

Major-General W. T. SHERMAN, U. S. Army,

Commanding Department of the Tennessee, Iuka, Miss.

Letter from assistant quartermaster at Cairo to Rear-Admiral Forter, U. S. Navy, regarding convoy for transports going into the Tennessee River.

OFFICE ASSISTANT QUARTERMASTER,

Cairo, Ill., October 26, 1863.

ADMIRAL: In compliance with instructions received by telegraph from Robert Allen, brigadier-general and chief quartermaster, I

have the honor to report the arrival from St. Louis of the transport *Nashville*, loaded for Eastport, on Tennessee River. Also expected arrival hourly of the transports *Mattie* and *Anglo-Saxon*, loaded and destined for the same port. Also to enquire if any of your vessels are ready to proceed as convoy to the same, or to enquire of you respectfully as to whether the convoy will be specially for the three vessels above named, or generally for transports "rendezvoused" at a certain point and to start at a certain time.

I will thank you for such information as will enable me to act advisedly, in the premises.

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

A. C. WOOLFOLK,

Captain and Assistant Quartermaster.

Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, Flagship, etc.

General order of Rear-Admiral Porter, U. S. Navy, in view of the appointment of Major-General Sherman, U. S. Army, to command the Department of the Tennessee.

GENERAL ORDER, }
No. 113. }

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Cairo, Ill., October 29, 1863.

Major-General Sherman has been appointed to the command of the Department of the Tennessee, and all officers in this squadron are directed to give all the aid and assistance in their power to the department under his command, cooperating with him on all occasions when he may desire it, conforming in every respect, as regards that department, to the general orders heretofore issued.

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, naming the vessels detached for duty in the Tennessee River.

No. 186.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, October 30, 1863.

SIR: The *Lexington*, *Hastings*, *Key West*, *Cricket*, *Robb*, *Romeo*, and *Peosta* are detached for duty in the Tennessee River; and the *Paw Paw*, *Tawah*, *Tyler*, and one or two others will soon join them, which will give a good force for that river.

The *Tuscumbia*, as soon as I can get her repaired, and the *Ozark*, when she comes down, will join these vessels, which will be a respectable force there, and quite enough to give the desired protection to our forces or to transports. Most of the vessels have gone up with convoys, and the others waiting for the transports to come along; the latter do not come as fast as they should, as the present rise may be only temporary, though, we have a right to expect fair navigation by the 15th of November.

I have received letters from General Sherman and Lieutenant-Commander Phelps; the former was quite pleased to have the gun-boats there to ferry his troops over, and everything was going on quietly and nicely. I think we will want no more vessels there at present. I have use for every one I can command down river; the rebels are getting troublesome there. The steamers in search of cotton are supplying them with everything they want, and while trade goes on, the guerrillas will hold communication with and sometimes capture the steamers.

I anticipate a great deal of trouble on the river in consequence of certain restrictions having been withdrawn.

I shall go up the Tennessee River in a few days, as soon as I can make arrangements to supply the vessels there with coal, etc.

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

DAVID D. PORTER,
Rear-Admiral.

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

Report of Lieutenant-Commander Prichett, U. S. Navy, commanding U. S. S. Lexington, of arrival at Perryville, Tenn.

U. S. GUNBOAT LEXINGTON,
Off Perryville, October 31, 1863.

SIR: I have just arrived at this place, which is 105 miles below Eastport.

The chief engineer has just reported that the crank of the starboard wheel is so badly cracked that it will be dangerous to run with it. If it should break while running, it would knock out the cylinder heads and probably scald many persons. The engineer says it will be necessary to have a new one cast. I shall endeavor to communicate with Captain Phelps before returning to Paducah.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

PADUCAH, *November 2, 1863.*

I met U. S. S. *Cricket* at Fort Henry. She took charge of my barges and convoy, and I have returned with dispatches for you from General Sherman and Commander Phelps, which I have delivered to the commandant at Paducah, with orders to forward immediately. U. S. S. *Lexington* is at Perryville with her starboard water-wheel shaft broken. Tennessee River at a stand, with 8 feet water in the channel. I return immediately with transports in conveyance.

Respectfully, etc.,

LLOYD THOMAS,
Acting Ensign, etc.

Rear-Admiral D. D. PORTER.

Report of Rear-Admiral Porter, U. S. Navy, transmitting letter from Major-General Sherman, U. S. Army, regarding progress in movement of troops.

No. 191.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, November 4, 1863.

SIR: I enclose a copy of a letter I received from General Sherman. It may be interesting, showing how he is getting along. The transports have not gone down to the mouth of the Cumberland yet, though the gunboats got over the shoals by taking guns and everything else out of them, and are now near the mouth of the Cumberland. Between this and the Cumberland there is more water than above.

I am, sir, very respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral.

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

[Enclosure.]

HEADQUARTERS ARMY OF THE TENNESSEE,
Eastport, October 31, 1863.

DEAR ADMIRAL: I have had villainous weather, and the coal barge was very awkward, but I have passed over Ewing's division, and I have heard from him in Florence all right. The next division has worked more slowly, but Captain Phelps has just arrived with the ferryboat and three transports, and I can now make things jump. I will put everything in motion. I have two more divisions on the ground to pass over the Tennessee, and General Dodge is making up a command of about 8,000 at Iuka to follow. I, myself, in person, will be at Florence to-morrow, at Rogersville next day, and Athens by the 3d. Unless I meet orders at Athens I will push on to Huntsville and Stevenson.

But for the next five days there will be a stream of troops marching by brigades from Eastport to Athens.

I will leave a regiment here at Eastport to entrench the hill back of Eastport. It will be a strong position, and one from which, in case of necessity, we can resume the offensive on the south of the river.

I attach little importance to the railroad from Memphis, yet Corinth, with the railroad repaired, might become dangerous to us in the hands of the enemy; therefore I have ordered it to be held in some force. It is admirably fortified.

If you think a garrison advisable at Fort Heiman, please write a note to General A. J. Smith, who has but a small command; yet, if necessary, he may spare a small force from Columbus.

He is at this moment scouring the country from Columbus down toward the line of railroad.

I think our movement up the Tennessee has taken them by surprise, and their cavalry is very much scattered—is powerless for any military purpose, but to molest our communications. I will be much obliged to you if you will cause the within to be telegraphed to Generals Grant and Hurlburt.

Now that the sun is coming out we will get along faster and better. Captain Phelps will write you more fully of the stage of water, etc.
As ever, your friend and servant,

W. T. SHERMAN,
Major-General.

Report of Lieutenant-Commander Phelps, U. S. Navy, explaining cause of delay in the return to Cairo, Ill., of steamer *Champion* No. 2.

U. S. GUNBOAT HASTINGS,
Paducah, Ky., November 7, 1863.

SIR: I have to report that Acting Volunteer Lieutenant-Commander Johnston states that he arrived at Eastport with the *Champion* No. 2 in convoy at 6 o'clock p. m. and was detained by order of Captain Prichett until 2 p. m. on the following day, which accounts for the delay in the arrival of the *Champion* at Cairo.

On meeting the *Romeo* 25 miles below Eastport, I received your order to send the *Champion* immediately back to Cairo, and I accordingly ordered Captain Johnston to turn back, immediately on arrival at Eastport, with the *Champion* in convoy, and to make the best speed down the river, and to report to Captain Prichett that such were my orders. I gave these orders verbally, so as not to detain the vessels of the convoy by writing. Captain Johnston states that he reported as directed to Captain Prichett. I have received no explanations as to the cause of the delay, by Captain Prichett, of the *Romeo* and *Champion* at Eastport.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, of movement up the river.

U. S. GUNBOAT HASTINGS,
Paducah, November 7, 1863.

SIR: The *Romeo* leaves here this afternoon with two steamers in convoy. I go up immediately.

I am respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Smith, U. S. Navy, regarding the departure from Paducah, Ky., of the U. S. steamers *Hastings* and *Romeo*.

U. S. S. PEOSTA,
Paducah, Ky., November 8, 1863.

SIR: I have the honor to inform you that the *Hastings* left yesterday at 3 p. m., with Captain Phelps; also that the *Romeo* with convoy, left shortly after. All is quiet here at present.

I forward herewith a dispatch from Lieutenant Hogan, in charge of ordnance stores, and remain,

Your obedient servant,

THOMAS E. SMITH,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

STEAMER EMMA No. 2,
Off Paducah, November 8, 1863.

This steamer is now loaded with ammunition and waiting for a convoy to proceed up Tennessee River, as she will be used for sometime as a supply boat. I would respectfully request that a gunboat be specially detailed to accompany her to General Sherman, while the river admits of no delay on the part of this steamer in endeavoring to reach head waters of the navigation on Tennessee River.

Respectfully,

JOHN H. HOGAN,
Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Mound City.

Letter from Lieutenant Hogan, U. S. Army, to Rear-Admiral Porter, U. S. Navy, requesting convoy for ordnance steamer Emma No. 2.

ORDNANCE STEAMER EMMA No. 2,
Paducah, Ky., November 8, 1863.

SIR: I have the honor to inform you that I am at this port in charge of the ordnance steamer *Emma No. 2*, loaded with reserve supplies of ordnance and ordnance stores, to be taken up the Tennessee River and lie at the head of navigation under protection of a gunboat in accordance with special order of Major-General Sherman. I therefore respectfully ask for special convoy to accompany this steamer. Captain Pennock, to who I had the honor to report at Cairo, stated that he would report the case to you.

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

JOHN H. HOGAN,
Lieutenant, Commanding Ordnance Steamer.

Rear-Admiral DAVID PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, commanding in the Tennessee River, announcing arrival at Eastport, Miss.

U. S. GUNBOAT HASTINGS,
Eastport, November 10, 1863.

SIR: I have arrived here to-day, having on the way up examined all the creeks, bayous, etc., for boats and flats, and have destroyed a

large number. Fortunately our boats in this service have escaped attack. On the evening of the 8th, discovered an encampment of the enemy, which we dispersed, capturing only a few camp articles. The following day two of our pickets chased two guerrillas and fired upon them, but only succeeded in getting the effects of one of them. At another point captured a mule from a small party of guerrillas. We were fired upon at Hamburg by a small band of rebels; landed a force, but could not catch the rascals. I met the *Lexington* with a steamer in convoy, bound down, at a point 20 miles below; I stopped her and am sending the *Cricket* down to proceed with the steamer. The *Lexington* will return here. Guerrillas in small squads are everywhere along the river. I shall go down in the morning to take [Cicero] Maxwell's home guards on board to operate about Indian Creek.

I have not yet seen the commandant, but am informed that there are no means of communication between here and General Sherman's forces; that he has taken supplies to carry him to Stevenson, where others will be had, reaching him by railroad. If this is so, and Captain Prichett is the authority, few transports will be likely to come up this stream hereafter.

I send 6 prisoners, 1 captain, 1 lieutenant, and 4 guerrillas, taken on board by Captain Johnston, gunboat *Romeo*, near Perryville, and received from a small party of home guards. It appears that Captain Johnston learned there were rebels near the landing and shelled them out, which afforded the opportunity for the home guards to bring in their prisoners.

The *Romeo* is here, having arrived to-day. The transports are not unloading, but remained here as they arrived. Captain Prichett gave 150 bushels of coal to a steamer taking sick soldiers down, as he says, "giving the coal for humanity's sake." It would have been easy for the colonel to have had a few cords of wood cut for her use; 50 miles below here there is plenty of wood.

Hereafter the commanding naval officer here will be notified that he has no discretion in the matter, and that your order is literally to be observed.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral PORTER.

Report of Acting Master Gorringe, U. S. Navy, commanding U. S. S. *Cricket*, of arrival from Eastport, Miss., convoying steamer *Sunny South*.

U. S. S. CRICKET,
November 11, 1863—10.30 p. m.

SIR: In obedience to orders from Lieutenant-Commander S. L. Phelps, I have just arrived from Eastport, Miss. I convoyed the steamer *Sunny South* to this place, and will forward dispatches by her to Cairo, as I think you will get them sooner. I met the U. S. S. *Peosta* at Highland (45 miles above this place), with a convoy of 4 steamers. I have not seen any enemy on my way down.

My orders direct that I shall remain here four or five days, when, if there are no steamers to convoy up the river, I am to return to Eastport.

I have the honor to be, very respectfully, your obedient servant,
HENRY H. GORRINGE,
Acting Master, Commanding.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Telegram.]

PADUCAH, *November 11, 1863.*

Steamer *Robb* arrived here at 7.30; left Eastport on the 8th. Everything quiet along the Tennessee River.

[GEO. L.] SMITH,
Commanding U. S. S. Tyler.

Admiral D. D. PORTER.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding withdrawal of U. S. S. *Romeo* from further duty in the Tennessee River.

U. S. GUNBOAT HASTINGS,
Savannah, November 12, 1863.

SIR: I have ordered Lieutenant Commanding Johnston to report to you for further orders. As the *Tawah* and *Paw Paw* will soon be in the river, I do not consider it necessary to keep the *Romeo* longer. It is probable that at present there will be no convoy duty to perform, as General Sherman is already too much away to rely upon Eastport as a base of supplies.

For reasons which I will explain more at large in another communication, I would not wish to place the charge of a convoy, or the protection of Eastport, in Captain Johnston's direction. I yesterday captured 6 horses, 4 muskets, and other effects, from a party of rebels, and have to-day been pushing them hard, but without success, except in so far as to spoil a lounging place for them and a neighborhood nuisance by burning a distillery.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Acting Ensign Smith, U. S. Navy, regarding the movement of U. S. S. steamers *Cricket* and *Robb* up the river, convoying transports.

U. S. S. TYLER,
Paducah, November 13, 1863.

SIR: The U. S. steamers *Cricket* and *Robb* got underway at 3.30 this afternoon, convoying 3 transports loaded with troops up Tennessee River.

Colonel Hicks, the commander of this post, informs me there are about 600 rebels about 18 miles south from here, but he does not know which way they will go. They have been hovering about here for the last five days. They captured our mail carrier a few days ago, and being informed by him there were gunboats here, they retreated some distance. The military force at this post is only 140 men. Everything is quiet at present.

Very respectfully, your obedient servant,

GEORGE L. SMITH,
Acting Ensign, Commanding.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Telegram.]

PADUCAH, *November 16, 1863.*

U. S. S. *Tawah* arrived here at 3 o'clock yesterday p. m. After getting her pilot she left at 11 this a. m. All quiet there.

GEO. L. SMITH.

Admiral D. D. PORTER,
Mound City.

[Telegram.]

PADUCAH, *November 17, 1863.*

Just arrived from Eastport with mail and dispatches. Brought dispatches from Colonel Rinaker, commanding post at Eastport, with orders to telegraph the same to you, to be forwarded to Major-General Grant, and await an answer to the same.

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

LLOYD THOMAS,
Acting Ensign, Commanding Robb.

Rear-Admiral D. D. PORTER,
Mound City, Ill.

[Telegram.]

HEADQUARTERS, EASTPORT, MISS., *November 17, 1863.*

GENERAL: I would respectfully report Colonel Cladek, Thirty-fifth New Jersey Volunteers, arrived here last night aboard transports from Washington, D. C., with three regiments of infantry, numbering 2,200 men, with orders to report here to Major-General Sherman; he has no land transportation and there is none for him here. There has been no communication from or to this place with General Sherman for ten days. It is impossible for the colonel to cross the country from here to General Sherman; he has transportation enough here to take him down the river, which I have retained until further orders can be had. Will you please give the necessary

orders? Please answer through Admiral Porter, through whom this is forwarded.

I have the honor, general, to be your very respectful servant,

JNO. I. RINAKEE,
Colonel 122d Ill., Commanding Post, Eastport, Miss.

Brigadier-General JON. A. RAWLINS,
Assistant Adjutant-General, Nashville, Tenn.

[Telegram.]

GUNBOAT HASTINGS,
Off Paducah, November 18, 1863.

Shall I send the *Lexington* down to Cairo? Water falling in Tennessee. Have ordered her in consequence.

S. L. PHELPS,
Lieutenant-Commander.

Admiral D. D. PORTER,
Mound City.

[Telegram.]

PADUCAH, *November 18, 1863.*

U. S. steamers *Lexington* and *Peosta* arrived here last night out of Tennessee. They report everything quiet.

GEORGE L. SMITH,
Commanding Tyler.

Rear-Admiral D. D. PORTER.

[Telegram.]

CHATTANOOGA, *November 18, 1863.*
(Received Mound City, 19th.)

Return the troops already and to arrive until further orders. Relieve the transports on which they arrive.

U. S. GRANT,
Major-General.

COMMANDING OFFICER, Eastport, [Miss.,]
Care Admiral Porter, Mound City.

[Telegram.]

PADUCAH, *November 19, 1863.*

I have sent the *Robb* to Eastport with the dispatch from Major-General Grant.

The *Peosta* has gone up with a convoy, and will assist in conveying the transports down to this place.

J. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Mound City.

[Telegram.]

PADUCAH, *November 20, 1863.*

If the *Tyler* leaves here in the morning there will be no gunboat left. The enemy is within 20 miles of this place. My force is small. It is all important to have at least one gunboat here at the time.

S. G. HICKS,
Commanding.

Rear-Admiral D. D. PORTER,
Mound City.

Report of Captain Audenreid, U. S. Army, to Major-General Sherman, U. S. Army, announcing the arrival of Lieutenant-Commander Phelps at Eastport, Miss., with a fleet of transports.

ON BOARD GUNBOAT HASTINGS,
November 20, 1863—7:30 a. m.

GENERAL: Captain Phelps arrived with a fleet about three-quarters of an hour since. His boat is lying at the place we landed below Waterloo on Monday. Being on the opposite side of the river, I could not send you message sooner. Four loads have been passed over since I have been on the boat. The great difficulty lies in the staging, and also from having to pull every wagon up the hill by mules.

Very respectfully,

JOS. C. AUDENREID.

Major-General SHERMAN,
Commanding Army of the Tennessee.

Report of Lieutenant-Commander Prichett, U. S. Navy, acknowledging orders to return to Paducah, Ky.

U. S. GUNBOAT TYLER,
Head of Grand Chain, November 20, 1863.

SIR: Your order has just been received. I shall proceed to Paducah immediately. When I was left in charge there I received no orders that the place was never to be left without a gunboat.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

CHATTANOOGA, *November 21, 1863.*

I meant to let transports return and go about their business, or wherever the quartermaster might have previously directed them. Now I want to change that order. Please send this immediately up and direct all transports turned back to Eastport and take on board all the troops there, except the garrison left by General Sherman, and bring them to Nashville with all dispatch.

U. S. GRANT,
Major-General.

Admiral D. D. PORTER,
Mound City, Ill.

Report of Lieutenant-Commander Prichett, U. S. Navy, regarding reported concentration of Confederate force for an attack upon Paducah, Ky.

U. S. GUNBOAT TYLER,
Paducah, Ky., November 22, 1863.

SIR: I have just been informed by Colonel [S. G.] Hicks, commanding the post here, that the rebels are concentrating behind Mayfield for an attack upon this place. Their numbers are estimated at between two and three thousand, with four pieces of artillery.

They are commanded by Forrest, Faulkner, and others.

As this vessel can not enter the mouth of the Tennessee River, it would be very important that a light-draft might be here, as she could take her station about one-half mile above the town in the Tennessee and command the Mayfield road. This vessel can command all the streets and roads leading into the lower part. They can only muster about 300 troops here all told.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

PADUCAH, *November 23, 1863.*

The *Peosta* has just arrived from Eastport, convoying the steamers *Spread Eagle* and *Anglo-Saxon*. Nothing on board.

J. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Mound City, Ill.

[Telegram.]

PADUCAH, *November 23, 1863.*

The *Cricket* has just arrived, convoying the trading boat *Masonic Gem*. There are three boats here loaded with cavalry, and more to arrive, bound up the Tennessee River. They are from Cincinnati.

J. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Mound City.

[Telegram.]

PADUCAH, *November 24, 1863.*

The officer commanding the cavalry here informs me that he has orders to wait at this place until the entire regiment arrives. They could do no good up the river, as they have no equipments with them except carbines.

J. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Mound City.

[Telegram.]

PADUCAH, *November 24, 1863.*

Your dispatch just received. In case of an attack, the *Peosta* will go up the Tennessee and command the Mayfield, [Ky.], road, the *Cricket* to the lower part of the town, and the *Tyler* will take position so as to rake the streets and support the fort. Their object is to plunder the stores and houses for shoes and blankets. Their scouts came within 3 miles of the town last night.

J. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

PADUCAH, *November 25, 1863.*

The Thirty-fourth New Jersey Regiment has just arrived, bound for Eastport. Owing to the present order in regard to the troops, they do not know whether to go on or proceed to Nashville. The colonel would like your advice, if you are disposed to give it.

J. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

PADUCAH, *November 25, 1863.*

Captain [B. F.] Reno, assistant quartermaster, has two boats to go up Tennessee River to bring down 850,000 rations from Eastport, [Miss.]. He wishes to start immediately and I will send the *Cricket* to convoy them.

J. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

PADUCAH, *November 26, 1863.*

I have sent the *Cricket* up the Tennessee with your dispatches. She also had a convoy of steamers loaded with troops.

J. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Prichett, U. S. Navy, regarding movement of vessels at Paducah, Ky.

J. S. GUNBOAT TYLER,
Paducah, Ky., November 26, 1863.

SIR: I received your dispatches this morning per steamer *Tensas*, which I shall send back immediately, as I do not think it necessary to keep her here, as the *Peosta* will not be needed for a convoy before to-morrow or next day, when there will be another cavalry regiment here. The *Cricket* took the dispatches up the Tennessee; also convoyed all the transports with troops on board.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

PADUCAH, November 27, 1863.

The *Key West* arrived this morning from Eastport, towing empty barges used in crossing General Sherman's army at that place. There are two tows waiting for convoy to Hamburg Landing. I shall send them this evening or to-morrow morning. No more cavalry have arrived yet.

J. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

PADUCAH, November 29, 1863.

The Nineteenth Pennsylvania Cavalry has commenced arriving. The entire regiment will reach here about Tuesday morning. They are bound to Eastport. I shall send the *Peosta* with them.

J. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

PADUCAH, November 29, 1863.

The *Key West* left this a. m. for Hamburg Landing, convoying steamers *Home* and *Iowa*. It was impossible for them to have left yesterday, as the boats could not handle their hay barges in the heavy wind that was blowing all day.

J. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

PADUCAH, *November 30, 1863.*

The *Robb* has just arrived from Hamburg Landing, convoying the steamer *Nashville*. I leave immediately for Cairo.

JAS. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Mound City.

[Telegram.]

PADUCAH, *December 1, 1863.*

SIR: The *Cricket* arrived here this a. m. with a convoy of thirteen vessels from Eastport, Miss. The *Cricket* was run into by the transport *Cricket No. 4*, which threw her shaft out of the starboard pillow block. Broke pillow in two. Lost the quarter brasses overboard; also broke the rock shaft.

Very respectfully,

THOS. E. SMITH.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

PADUCAH, *December 1, 1863.*

SIR: There are twelve transports here, and I will start with them to Eastport as soon as they can be got ready.

Very respectfully,

THOS. E. SMITH.

Rear-Admiral D. D. PORTER,
Mound City.

Letter from Rear-Admiral Porter, U. S. Navy, to Brigadier-General Reid, U. S. Army, transmitting order from Major-General Grant, U. S. Army, regarding transports at Eastport, Miss.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, December 1, 1863.

GENERAL: I enclose you herewith a telegraphic dispatch which I have just received from General Grant. I think we shall require at least four more boats to proceed without delay up the Tennessee River to bring down all the things.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Brigadier-General H. T. REID,
Commanding Forces, Cairo, Ill.

[Enclosure—Telegram.]

CHATTANOOGA, *November 30, 1863.*

Please send above dispatch by gunboat to Eastport, with instructions to turn back all transports it may meet to Eastport for the transportation of troops at that place, and if you are of opinion that there are not sufficient boats in Tennessee River to transport the troops, you will please advise General Reid, at Cairo, who will order forward a sufficient number for that purpose.

Admiral D. D. PORTER,
Mound City, Ill.

U. S. GRANT,
Major-General.

[Telegram.]

CHATTANOOGA, *December 1, 1863.*

Send the transports back to Eastport to remove the troops thence to Columbus, Ky. The following order, which was sent in care of Admiral Porter to commanding officer at Eastport, you will send up by an officer of your command with the transports.

Colonel HICKS,
Paducah.

U. S. GRANT.

[Enclosure—Telegram.]

CHATTANOOGA, *November 30, 1863.*

You will evacuate Eastport and move all the forces at that place to Columbus, Ky., reporting to Brigadier-General A. J. Smith. Send all the quartermaster's commissary and ordnance stores not required for immediate use by your command to Nashville, Tenn., via Cumberland River.

COMMANDING OFFICER,
Eastport, Miss.

U. S. GRANT,
Major-General.

[Telegram.]

CAIRO, *December 1, 1863.*

Your dispatch received. Four boats will be sent as soon as they can be got ready. They will report to you to-morrow morning, as they may need convoy.

Rear-Admiral D. D. PORTER,
Flagship, Mound City.

H. T. REID,
Brigadier-General

Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. *Peosta*, regarding the movement of transports to Eastport, Miss.

U. S. S. PEOSTA,
Paducah, Ky., December 2, 1863—2 a. m.

SIR: The tug *Ivy* has just arrived here with dispatches, and I will send the gunboat *Robb* at once with them.

We have 12 transports at this place, and they will be ready to start by 12 o'clock to-day. I should have started with them this evening if the steamers had fuel. The commander of this port has sent 6 steamers to Smithland for coal, and on their return I will start with the convoy with 12 transports, there being 7 at Eastport, making 19 in all. With these we can move everything at Eastport. Should any light transports arrive here before I leave they will be ordered up Tennessee River. I will telegraph to you when the transports are ready to start.

I remain, very respectfully, your obedient servant,

THOMAS E. SMITH,

Acting Volunteer Lietutenant, Commanding.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

[Telegram.]

PADUCAH, *December 8, 1863.*

The *Robb* arrived from Eastport with four barges in tow last night. There is a boat here loaded with common stores for a force now on the bank of the Tennessee about Reynoldsburg Island; they are in want of provisions. I will send the *Robb* up with her as soon as she has coaled. The fleet from Eastport started on Monday, December 7, 1863.

HENRY H. GORRINGE,

Acting Master, Commanding U. S. S. Cricket.

Rear-Admiral D. D. PORTER,

[Telegram.]

PADUCAH, *December 10, 1863.*

I have arrived here with the entire fleet from Eastport under convoy of the *Tawah*, *Peosta*, *Key West*, and *Paw Paw*. We met the *Robb* 6 miles below Reynoldsburg Island with a transport loaded with commissary stores, bound to that place to return the troops.

JASON GOUDY,

Acting Fleet Commander.

Rear-Admiral D. D. PORTER.

[Telegram.]

PADUCAH, *December 11, 1863.*

The *Robb* arrived here at 1 o'clock.

JASON GOUDY,

Commander.

Rear-Admiral DAVID D. PORTER.

[Telegram.]

COLUMBUS, *December 11, 1863.*

All the troops from Eastport. Shall I proceed to my station?

J. M. PRICHETT,

Lieutenant-Commander, U. S. Gunboat Tyler.

Rear-Admiral PORTER.

Approved by order of Brigadier-General A. J. Smith:

J. HOUGH,

*Assistant Adjutant-General.*U. S. GUNBOAT TYLER,
Columbus, Ky., December 13, 1863.

SIR: All the troops and stores from Eastport have arrived. I would respectfully request further orders from you.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,

*Lieutenant-Commander.*Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

HEADQUARTERS 6TH DIVISION, 16TH ARMY CORPS,
Union City, Tenn., December 17, 1863.

ADMIRAL: I am just informed that General Roddey crossed the Tennessee at Eastport with his forces to pass down on the east side and recross the Tennessee to join Forrest at Jackson. Have you any gunboats on that part of the river?

A. J. SMITH,
*Brigadier-General.*Admiral D. D. PORTER,
Cairo.

[Telegram.]

HEADQUARTERS DISTRICT OF COLUMBUS,
Columbus, Ky., December 17, 1863.

General Hurlbut notifies me that Roddey, with his command, crossed the Tennessee River above Eastport on the 10th and 11th instant, intending to go down the river and recross to Forrest at Jackson.

WM. T. SHAW,
Colonel, in command at District Headquarters.

Admiral PORTER.

[Endorsement.]

Get the gunboats up above Decaturville and try and stop him.

[Telegram.]

CHATTANOOGA, [TENN.], *December 17, 1863.*

Can you send two or three light-draft gunboats over the shoals if the water gets up sufficiently high to do so, to be used on the upper Tennessee? They will be of immense service here.

U. S. GRANT,
Major-General.

Admiral D. D. PORTER,
Mound City, [Ill.]

[Telegram.]

CHATTANOOGA, [TENN.], *December 18, 1863.*

(Received Mound City, 20th.)

ADMIRAL: If you have not already sent gunboats up the Tennessee, be good enough to send one at once to escort two transports from Paducah to Savannah, [Tenn.]. They are sent by Colonel [Stephen G.] Hicks to ferry Crook's cavalry across the river.

U. S. GRANT,
Major-General.

Admiral PORTER,
Mound City, [Ill.]

[Telegram.]

CAIRO, *December 18, 1863.*

I have already ordered Captain Shirk to get the gunboats over the shoals the moment he can do so.

DAVID D. PORTER,
Rear-Admiral.

General U. S. GRANT.

CAIRO, *December 19, 1863.*

Colonel Parsons has just left me. I will order the gunboats to carry out his wishes. Nothing is delayed.

DAVID D. PORTER,
Rear-Admiral.

Major-General GRANT.

[Telegram.]

NASHVILLE, [TENN.], *December 24, 1863.*

Will you have the kindness to direct gunboat *No. 12 [Curlaw]* to convoy steamer *Masonic Gem*, now at Paducah, to Savannah, [Tenn.].

U. S. GRANT,
Major-General.

Rear-Admiral D. D. PORTER.

[Telegram.]

PADUCAH, [KY.], *December 24, 1863.*

Gunboat *Curlew* is here. No other gunboat. There are two transports here, ordered up the Tennessee River to ferry cavalry across the river at Savannah, [Tenn.]. Can the *Curlew* go with them?

S. G. HICKS,
Colonel, Commanding.

Admiral D. D. PORTER.

[Telegram.]

MOUND CITY, ILL., *December 25, 1863.*

The gunboat you mentioned was ordered to proceed yesterday with the transport to Savannah. Captain Shirk is at Savannah.

D. D. PORTER,
Rear-Admiral.

Major-General GRANT.

[Telegram.]

CINCINNATI, *October 12, 1863.*

Your telegram just received. Do you wish me to try to get some of these upper boats down, or shall I proceed without them? Probably I might, during this little rise, get two down. It would not be advisable to take all from this place just now. I am all ready to leave. Please answer at once.

LEROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Goudy, U. S. Navy, commanding U. S. S. Tawah, of movement down the White River.

U. S. S. TAWAH,
Off Deval's Bluff, Ark., October 12, 1863.

SIR: On account of the low stage of water in this river, I find we are not able to make the three trips per week as you ordered, and I shall have to adopt the plan of sending a gunboat down whenever I can get boats enough to form a convoy. The *Naumkeag* arrived here Saturday, the 10th, with part of her port stern post and her port rudder carried away; done by striking a sunken log. We tried to repair damages here, but could not, for want of steam dock, but have repaired sufficiently for her to go out of the river.

Very respectfully, your obedient servant,

JASON GOUDY,
Commanding Tawah.

Lieutenant-Commander S. L. PHELPS,
Commanding 6th and 7th Districts, Mississippi Squadron.

Report of Lieutenant-Commander Owen, U. S. Navy, regarding expedition into the Yazoo River to inspect the condition of the U. S. S. Cairo, October 13, 1863.

U. S. S. PETREL,

Off Goodrich's Landing, October 19, 1863.

SIR: In obedience to yours of the 29th ultimo, to take a light-draft and go up the Yazoo as far as I could and discover the *Cairo* and her condition, I have to report, I took the *Petrel*, Acting Master Sinclair, and entered the mouth of Old River the morning of the 13th at 8.45, and after three hours of hard steaming, I got as high up as where the mortars were stretched across the river. The *Petrel* draws 39 inches and there was but 30 to 48 inches in the river. Her bottom was being dragged through the mud all the time and the pilot, Acting Ensign Starr, who ran on the Yazoo River for five years, told me we would have about 8 miles of just such bottom, and as the river was falling rapidly, and coal was being consumed to a greater amount than we could spare, I concluded you did not desire that I should run the risk of grounding beyond assistance, but would wish I should wait to inform you of the present stage of water, and wait your further orders. With 1 foot or 18 inches more water, I think I can get into the Yazoo, where I am told there is plenty of water. In endeavoring to force her over the bar, I had all the steam the engineers thought safe (140 pounds). I had made but about 800 yards in two hours. I had a boat sent far up the river but no better water could be found. I discovered the tug and also the 32-pounder, but no brass piece. The 32-pounder is impaired by a shot in the muzzle. The tug lies in 18 feet of water, with the starboard afterpart of the pilot house out of water about 15 inches. The mud, as found by a pole 24 feet long, was 3 feet deep. A much-rusted Enfield rifle was gotten out of the pilot house. The tug lies quartering across the river with her head up and toward the left-hand bank going up. I took the 32-pounder on board. I then went to Vicksburg and sent Mr. Starr overland to Haynes' Bluff. He succeeded in finding the *Cairo* in about 20 feet of water. No part of her is out of water. There is about 3 feet of water on her wheelhouse. According to Mr. Snyder and Mr. Roach, who live at Haynes' Bluff, the *Cairo* has been in sight but once since she was sunk in December, and only her pilot house showing. The chains that were hung over the bows were taken off by the rebels and used in mooring the raft; nothing else has been taken from her. She lies near the right-hand bank going up the river, and about 1½ miles from Blake's lower plantation. I found in Vicksburg the following guns: Seven 8-inch guns, 3 9-inch Dahlgren, 4 32-pounders 42 cwt. I could get a receipt for only the 7 8-inch guns. There were 14 gun carriages, rammers, sponges, sights, etc., mostly lost. All the guns are being sent to St. Louis. I enclose a copy of a request from General McArthur. I have sent for the steamer *Louisville*, taking her away from Lake Providence. General Hawkins, commanding at this place, also desires a heavy vessel here, as some 3,000 rebels are not far from here with four pieces of artillery (Parrott). In obedience to your order of October 2, I have ordered Mr. Starr to the *Great Western* and Mr. Gibson back to the *Louisville*. Acting Master's Mate Smith is attached to the *Petrel*, as she has but one watch officer, a master's mate, besides himself. J. H. Chassing, agent of R. J. Tunstall, owner of the

steamer *Diana*, wishes to pay for the repairs done on that vessel at Skipwith's Landing. I referred him to you. In case it becomes absolutely necessary to repair a transport, must the expense be collected of the boat, or the agent pay to those you may designate? The Army does not pay any repairs, but those done to vessels owned altogether by the Government.

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

E. K. OWEN,

Lieutenant-Commander, Comdg. 5th Dist., Miss. Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

[Enclosure.]

HEADQUARTERS, POST OF VICKSBURG, *October 16, 1863.*

CAPTAIN: During the absence of the troops from here on the present expedition, I would be obliged to you if you would station one of your vessels at this place. The presence of one would materially add to the defense of the garrison.

Your most obedient servant,

J. MCARTHUR,

Brigadier-General, Commanding Post.

Lieutenant-Commander E. K. OWEN,

Commanding Fifth District.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, commanding U. S. S. Forest Rose, to anchor near Bruinsburg, Miss.

U. S. S. BENTON,

Off Natchez, October 13, 1863.

SIR: Proceed up the river and take an anchorage in the neighborhood of Bruinsburg, Miss. Watch that point closely. Be economical of fuel, and only move when necessary to frustrate the movements of the enemy or to assist a vessel in distress. Should a coal barge come down the river for this point, get underway and return here. You must not keep up steam all the time; use wood whenever you can obtain it.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.

Acting Lieutenant C. A. WRIGHT,

Commanding U. S. S. Forest Rose.

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Queen City, regarding expedition to Friar's Point, Miss., October 13-17, 1863.

U. S. S. QUEEN CITY, *October 18, 1863.*

SIR: I have the honor to report that, in obedience to orders received from Lieutenant-Commander Phelps, commanding Sixth and Sev-

enth divisions of this squadron, I left Helena on the 13th October and proceeded to Friar's Point, Miss. A detachment of 100 men under Colonel Montgomery took passage on this vessel.

We reached Friar's Point at 2:25 a. m. and landed a 12-pounder field howitzer, which was manned from this vessel, and surrounded the town. At daylight we proceeded to examine the warehouses and dwellings. We captured several prisoners, also about 221 bales of cotton, which we shipped to Helena on the *Hambleton Belle*; an incomplete list of the owners of the cotton is enclosed in this report.

We returned to Helena on the 17th, when I turned the prisoners over to Brigadier-General Buford, commanding United States forces at that place, and notified him that I claimed part of the captured cotton as prize to the Navy, and I also notified Major-General Hurlbut, commanding United States forces at Memphis, Tenn., to the same intent.

I have the honor to be, your obedient servant,

GEO. W. BROWN,

Acting Volunteer Lieutenant, Commanding.

Rear-Admiral PORTER,

Commanding Mississippi Squadron.

General order of Rear-Admiral Porter, U. S. Navy, enforcing prize law.

GENERAL ORDER, }
No. 109. }

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, October 14, 1863.

In cases where vessels of this squadron capture steamers engaged in unlawful traffic on the Mississippi and tributaries, the law governing prizes captured must be strictly complied with.

The law requires that the commanding officer shall carefully preserve all the papers and writings found on board, and transmit the whole, un mutilated, to the judge of the district where the prize is ordered to proceed, with all the necessary witnesses and a report of all the circumstances attending the capture, etc. See section 5 of article approved July 17, 1862.

If a vessel on the river engaged in mercantile pursuits is seized for violation of any existing Treasury laws or regulations, the same course must be pursued as in the capture of any enemy's vessel. In case this rule is not followed, the captain will become responsible for the unlawful detention of the vessel.

If a vessel is not seized and sent into port of the district of a loyal State, she must not be detained at all longer than necessary to examine her papers, nor must she be turned over to the Army, with which the Navy has nothing to do in such transactions; nor must the commander who makes the seizure compel the captain or owners to give bonds to deliver themselves up, no such bonds being legal.

No vessel must be interfered with in any way when a naval commander finds a revenue aid on board, unless said vessel is engaged in landing munitions of war, or is trading in a district prohibited by the military orders or within the enemy's lines.

The officers commanding divisions are instructed to give aid and protection to all legitimate trade and have the orders of the Treasury Department respected by the vessels under their immediate command.

The want of attention to those printed regulations complicates the duties of this squadron and gives the Navy Department much unnecessary trouble in answering applications from interested parties.

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, to send the U. S. S. Forest Rose to Cairo, Ill.

MISSISSIPPI SQUADRON,

Flagship Black Hawk, Cairo, October 15, 1863.

SIR: I wish you would have the *Forest Rose* up here on the 3d of November. I want to use her for a special purpose.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

Lieutenant-Commander JAMES A. GREER,

Comdg. 4th District, Mississippi Squadron, off Natchez.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding the position of his forces, and desiring assistance of light-draft vessels in Berwick Bay.

HEADQUARTERS, DEPARTMENT OF THE GULF,

New Orleans, October 17, 1863.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of the 29th * September, with copy of a communication of September 12,* and the general orders for the protection of the Mississippi.

Your previous letters have been received, for which I beg you to accept my thanks. The position of the army at the present time, between Vermilion and Opelousas, covers the Atchafalaya and the Mississippi between the mouth of Red River and New Orleans on the west bank. There is very little danger of artillery being used against our transports while this condition of things continues.

We want very much indeed two or three light-draft boats in Berwick Bay and the connecting waters. But the low stage of these streams, as you say, will deprive us of them for the present. We must await the autumnal rise, which I hope will not be deferred long.

I beg you to accept my thanks for your willingness to assist us in our operations in this department, and, knowing the numerous calls made upon your force, regret to be obliged to trouble you in this respect.

* Not found.

The rebel force at Morganza was larger than you supposed, consisting of three brigades, numbering not less than 2,500 men. They were commanded by Generals Green, Mouton, and Major. We know their force from deserters and from their having captured the greater part of two regiments, which were separated several miles from Herron's division for a day or two in their front. There are no troops now, however, we believe, east of the Teche on the Atchafalaya, unless it be a small force at Simmesport, of which we have no knowledge.

General Halleck writes me that intercepted letters from the rebel Government instruct their officers west of the Mississippi to destroy plantations and plant batteries, with a view of preventing the navigation of the river. You have doubtless received the same information. This will be effectually prevented between the mouth of the Red River and New Orleans, by the occupation of the country between Vermilionville and Opelousas by my command.

I have the honor to be, with much respect, your obedient servant,

N. P. BANKS,

Major-General, Commanding.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

General order of Rear-Admiral Porter, U. S. Navy, following new Treasury order regarding permits for taking out cotton.

GENERAL ORDER, }
No. 111. }

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, October 17, 1863.

By the new Treasury order, military officers commanding posts are authorized to endorse permits for taking out cotton, and officers of districts will also endorse for any persons in whom they have confidence, or where the gunboats can protect the vessels.

Vessels loaded with cotton will be permitted to proceed to New Orleans, and officers on the gunboats are not to board steamers up or down, unless they wish to put on board dispatches, and every steamer boarded must be reported to me, and the reasons given for boarding her.

It is desired by the Government to protect the trade where cotton belongs to loyal persons, and the gunboats must give their protection whenever they can do so. When a gunboat has given the protection required, and the cotton is on board, the commander will endorse on the receipt "all correct," with his name signed, which will be sufficient pass for the steamer.

The order of a commander of a military post or district will be sufficient if there is no revenue aid on board.

Generals Grant's and Banks' orders will, at all time, entitle the persons taking cotton to the protection of gunboats without any further orders from me, unless there is an attempt to violate the order of the Secretary of the Treasury by landing goods of a suspicious character, when the officer commanding the division must exercise his judgment, with as little inconvenience to the steamers as possible.

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

[Telegram.]

LOUISVILLE, *October 18, 1863.*
(Received Cairo, 19th.)

Nashville reports 22 feet water in the Cumberland this afternoon. Steamers with quartermaster's and other army stores have started for Nashville from this place. Please give orders to the gunboats to convoy [them] and other army steamers.

[M. C. MEIGS,
Quartermaster-General.]

The OFFICER COMMANDING NAVAL FORCE.

[Telegram.]

LOUISVILLE, KY., *October 18, 1863.*

Cumberland River at Nashville has risen 22 feet. Steamboats have started from this place with forage and supplies. The Navy Department should order gunboats at once into the Cumberland to convoy and protect our steamboats.

M. C. MEIGS,
Quartermaster-General.

SECRETARY OF WAR.

Report of Lieutenant-Commander Foster, U. S. Navy, regarding steamer Bayou.

U. S. S. LAFAYETTE, *October 18, 1863.*

SIR: A few days since Major-General Dana turned over to Captain Howard of the *Neosho*, a small stern-wheeled, flat-bottomed steamer, named *Bayou*. I will give you a full account of her in a few days, when I learn some particulars respecting her. I can make her very useful in furnishing wood and coal for the other vessels of my command.

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

[JAS. P. FOSTER],

Lieutenant-Commander, Commanding Second District.

Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

WASHINGTON, *October 19, 1863.—10 a. m.*

I have just shown your telegram to Secretary of the Navy, and he will immediately order Admiral Porter to put gunboats into the Cumberland, and also, if possible, into the Tennessee. If the latter becomes navigable, General Allen should send forage and supplies to Eastport for Sherman's army. It now requires a very large force to guard the railroad.

H. W. HALLECK,
General-in-Chief.

Brigadier-General M. C. MEIGS,
Louisville, Ky.

[Telegram.]

NAVY DEPARTMENT, *October 19, 1863.*

It is reported the Cumberland River has risen 22 feet at Nashville. The quartermaster has started his steamers from Louisville with supplies and asks for protection by your gunboats.

GIDEON WELLES.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Cairo, Ill.

[Telegram.]

CAIRO, ILL.,

Flagship Black Hawk, October 19, 1863.

(Received 1:50 a. m., 20th.)

The Cumberland has risen 22 feet, Tennessee 11 inches during last day, and still rising. Gunboats ready to proceed up both rivers.

D. D. PORTER,
Acting Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Lieutenant-Commander Ramsay, U. S. Navy, expressing disapproval of unnecessary exposure of officers and men, as in case of Acting Master's Mate Ward.

NAVY DEPARTMENT, *October 19, 1863.*

SIR: Rear-Admiral Porter has forwarded to the department your letter of the 16th instant, reporting the capture of Acting Master's Mate William S. Ward and two of the crew of the *Choctaw* by some rebel troops on the right bank of the Mississippi, near the mouth of Red River, while engaged in carrying, by your order, a letter to a house on shore.

To whom and for what purpose the letter was sent is not stated in your communication. The Department must express its disapprobation of the practice of exposing officers and men unnecessarily or without an object connected with the public interest or welfare which would justify it.

Very respectfully, etc.

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander FRANK M. RAMSAY,
Commanding U. S. S. Choctaw, Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, regarding naval prize, giving names of vessels reported as such

No. 171.]

MISSISSIPPI SQUADRON,

Flagship Black Hawk, Cairo, October 19, 1863.

SIR: The Department misunderstood me in saying that any vessels were disposed of or reported except as prize to the Navy. I complained of some cotton having been condemned and confiscated under the act of Congress to confiscate property, etc., and for insurrection-

ary purposes. I wrote to the judge of the district, who says it could not be disposed of in any other way. I thought half the proceeds should go into the Navy pension fund, while in fact it went into the General Treasury.

The following are the names of the vessels that have been captured under my command and reported as prize to the Navy; and all the regulations required by the "Act for the better government of the Navy," approved April 23, 1860, were complied with.

The names of the vessels are:

Louisville, appraised for Government use; *Elmira*; *Thomas Sugg*, appraised for Government use; *Kaskaskia*; *Alonzo Child*, appraised for Government use; *St. Mary*, appraised for Government use; *Lady Walton*; *Zouave*.

These are all the vessels. I have ordered all property captured from persons participating in the rebellion, and cotton taken from rebel fortifications, to be reported as naval prize. I do not encourage naval officers to touch abandoned property, unless there is a chance of its being used by the rebels. I think it would demoralize the squadron if it was permitted; but when the cotton or goods is the property of the rebel government, it is taken and entered as prize to the Navy.

Two hundred and eight bales of cotton have been condemned as prize to the Navy, and there are nearly 200 more that will go through the same form.

All that has heretofore been disposed of has been under the act of Congress to confiscate property and for insurrectionary purposes, which the judge says is the only way that it could be disposed of at the time.

All property sold as prize to the Navy will be, and has been, deposited in the Treasury to the credit of the Navy pension fund.

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

DAVID D. PORTER, *Rear-Admiral*.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, regarding disposition of captured salt and prisoners.

U. S. S. BENTON,

Off Natchez, October 19, 1863.

SIR: Your letter of the 18th is received. The captured salt you can send to Captain Pennock by the first dispatch boat, with a letter stating when taken and that I told you to send it.

Please send the prisoners down to me in first vessel, in charge of an officer who knows all about their capture.

Do you obtain any wood? Is your muster roll most ready?

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant Commander, Comdg. 4th Dist., Miss. Squadron.

Acting [Volunteer] Lieutenant C. A. WRIGHT,

Commanding Forest Rose.

Stations of the vessels in the Mississippi Squadron, October 20, 1863, Rear-Admiral David D. Porter, commanding.

Vessel.	Commander.	Where stationed.
Argosy.....	Acting Ensign John C. Morong.....	Donaldsonville.
Abraham.....	Acting Ensign Wm. Wagner.....	Cairo.
Alexandria.....		Cairo, repairing.
Black Hawk.....	Lieut. Commander K. R. Breese.....	Cairo.
Benton.....	Lieut. Commander James A. Greer.....	Natchez.
Brilliant.....	Acting Volunteer Lieut. Chas. G. Perkins.....	Upper Ohio.
Brown.....	Acting Ensign E. C. Van Pelt.....	Down river.
Chillicothe.....	Acting Volunteer Lieut. H. S. Eytings.....	Ellis Cliffs.
Choctaw.....	Lieut. Commander Frank M. Ramsay.....	Red River.
Carondelet.....	Acting Volunteer Lieut. J. McLeod Murphy.....	Carthage.
Conestoga.....	Lieut. Commander Thomas O. Selfridge.....	Cypress Bend.
Cricket.....		On the ways, Cairo.
Covington.....	Acting Volunteer Lieut. George P. Lord.....	White River.
Clara Dolsen.....	Acting Volunteer Lieut. John Scott.....	Cairo.
Champion.....	Acting Master Alfred Phelps.....	Red River.
Curlaw.....		Cole's Creek.
Cincinnati.....		Cairo, repairing.
Eastport.....	Lieut. Commander S. L. Phelps.....	Mouth of White River.
Exchange.....	Acting Volunteer Lieut. J. S. Hurd.....	Cow Island.
Essex.....	Commander Robert Townsend.....	Donaldsonville.
Forest Rose.....	Acting Volunteer Lieut. Charles A. Wright.....	Natchez.
Fairplay.....	Acting Master G. J. Groves.....	Upper Ohio.
Fawn.....	Acting Master John R. Grace.....	Below Memphis.
General Price.....	Acting Volunteer Lieut. J. F. Richardson.....	Repairing, Cairo.
General Bragg.....	Lieut. Joshua Bishop.....	Helena.
Great Western.....	Acting Master Thomas Bates.....	Goodrich's Landing.
General Lyon.....	Pilot R. E. Birch.....	On her trip down with mail.
General Pillow.....	Acting Ensign J. H. Rivers.....	Guard boat.
Hastings.....	Acting Volunteer Lieut. A. R. Langthorne.....	Up White River.
Judge Torrence.....	Acting Master Jeremiah Irwin.....	Natchez.
Juliet.....	Acting Ensign Matt. K. Haines.....	At Memphis.
Key West.....	Acting Master E. M. King.....	Mouth of Tennessee.
Kenwood.....	Acting Master John Swaney.....	Baton Rouge.
Lafayette.....	Lieut. Commander J. P. Foster.....	Bayou Sara.
Louisville.....	Lieut. Commander E. K. Owen.....	Skipwith's Landing.
Lexington.....	Lieut. George M. Bache.....	Cairo, repairing.
Linden.....	Acting Master Thomas M. Farrell.....	White River.
Little Rebel.....	Acting Ensign N. T. Rennell.....	Guarding powder boats.
Mound City.....	Lieut. Commander Byron Wilson.....	Lake Providence.
Manitou.....	Acting Volunteer Lieut. John Pearce.....	Ellis Cliffs.
Marmora.....	Acting Master J. F. Treat.....	White River.
Moose.....	Lieut. Commander Le Roy Fitch.....	Upper Ohio.
New Era.....	Acting Master J. C. Bunner.....	Island No. 10.
New National.....	Pilot A. M. Grant.....	On her trip up with mail.
Naumkeag.....	Acting Master John Rogers.....	Near mouth of White River.
Neosho.....	Acting Volunteer Lieut. Samuel Howard.....	Near mouth of Red River.
Osage.....	Acting Volunteer Lieut. J. P. Couthouy.....	Below Red River.
Ouachita.....		Cairo, being converted into a gunboat.
Pittsburg.....	Acting Volunteer Lieut. Wm. R. Hoel.....	Grand Gulf.
Petrel.....	Acting Master James D. Sinclair.....	Greenville.
Prairie Bird.....	Acting Volunteer Lieut. E. E. Brennan.....	Above Greenville.
Paw Paw.....	Acting Master A. F. Thompson.....	On the ways.
Peosta.....	Acting Volunteer Lieut. Thomas E. Smith.....	Cairo.
Queen City.....	Acting Volunteer Lieut. George W. Brown.....	White River.
Romeo.....	Acting Volunteer Lieut. J. V. Johnston.....	Skipwith's Landing.
Rattler.....	Acting Ensign Wm. Ferguson.....	Rodney.
Red Rover.....	Acting Master W. R. Wells.....	Memphis.
Robb.....	Acting Ensign Robert Wilkinson.....	Above Memphis.
Reindeer.....	Acting Volunteer Lieut. Henry A. Glassford.....	Up the Ohio.
Signal.....	Acting Volunteer Lieut. C. Dominy.....	Above Bayou Sara.
Springfield.....	Acting Volunteer Lieut. T. B. Gregory.....	Below Donaldsonville.
St. Clair.....	Acting Master George W. Foutty.....	Above Island No. 10.
Sovereign.....		Laid up.
Silver Lake.....	Acting Ensign J. C. Coyle.....	Upper Ohio.
Silver Cloud.....	Acting Master A. F. O'Neil.....	Below Helena.
Sampson.....		Skipwith's Landing.
Tusculumbia.....	Lieut. Commander James W. Shirk.....	Memphis.
Tyler.....	Lieut. Commander James M. Pritchett.....	Cairo, repairing.
Tawah.....	Acting Volunteer Lieut. Jason Gandy.....	White River.
Tensas.....		Cairo.
Victory.....	Acting Ensign Frederick Read.....	Upper Ohio.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding operations in the Ohio River.

U. S. S. MOOSE,
Cincinnati, Ohio, October 20, 1863.

SIR: I start down the river in the morning with the *Moose*, *Reindeer*, and *Victory*, to convoy, etc., below.

There is not water to let the *Fairplay* down just now, but I think she will be able to get down soon.

I think it better, anyway, to have one boat in the Ohio till there is sufficient water to prevent the river being forded. After the river rises there is little chance for guerrilla successes.

As I pass the *Fairplay*, I take with me for her a quantity of provisions, clothing, etc.; also a few men from the receiving ship, as she is very short-handed.

General Cox, commanding the District of Ohio, will keep me informed should there be any moves above of such a nature as to require the presence of gunboats.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, in view of intended crossing of Confederate troops between Rodney and Grand Gulf.

U. S. S. BENTON,
Off Natchez, October 20, 1863.

SIR: I have heard that the rebels intended to attempt to cross some troops from Mississippi to Louisiana between Rodney and Grand Gulf. I call your attention to it; try and obtain information from persons in the neighborhood; a good deal of medicine and ammunition is crossed in that region. Be as active as your allowance of wood (for that must now be our basis of operations) will allow you.

I have been informed that skiffs are being built at or near St. Joseph. When a coal barge comes down for me, if you deem it imprudent to leave your boat between St. Joseph and Grand Gulf, detain it until you coal. If necessary show this order to the captain of the boat.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.

Lieutenant C. A. WRIGHT,
Commanding *Forest Rose*.

Report of Acting Master Coyle, U. S. Navy, commanding U. S. S. Silver Lake, regarding the difficulty of reaching the mouth of Cumberland River on account of low water.

U. S. S. SILVER LAKE,
Off Evansville, Ind., October 20, 1863.

SIR: I have the honor to report that I have received your telegram of this date, ordering me to proceed at once to the mouth of the Cumberland River, and be ready to convoy vessels up that stream.

In reply to which, I would beg leave very respectfully to say that there is only twenty-seven or eight inches water in several places between the Cumberland and this point; that the late rise in the river will barely affect the depth of water at Shawneetown Bar; that the water is falling here at present and this vessel now draws 32 inches water.

To get to that point at present it will most likely be necessary to lighten the vessel of her guns, ammunition, and stores.

Shall I do that or wait your further orders?

Most respectfully, your obedient servant,

JOS. C. COYLE,
Acting Master, Commanding U. S. S. Silver Lake.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Telegram.]

CINCINNATI, October 20, 1863.

Your telegrams received. The prospect for getting through the canal is good, since river rising above. Small steamers running out. I leave here in the morning. Cumberland at a good stage.

LEROY FITCH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER.

Letter from Lieutenant-Commander Greer, U. S. Navy, to Major-General McPherson, U. S. Army, regarding capture of a German bringing information of the movements of the Confederates.

U. S. S. BENTON,
Off Natchez, October 20, 1863.

GENERAL: I have received from one of the gunboat captains under my command the following statement, which will explain itself and may be of interest to you:

A German, named Frederick Bego, came in from Port Gibson on Thursday last (15th instant) for the purpose of going to Vicksburg with what he considered to be important information to the military authorities. He started back to Port Gibson the same evening to obtain some papers he had forgotten, expecting to be back next morning. Early on Friday his house was surrounded by about 20 cavalry. After considerable resistance he was knocked down

and captured; he is said to be badly wounded, is in jail, and the rebels say they will try and hang him as a spy. I lay the whole matter before you, also the communication he made to me, and which he wished sent to General McPherson.

If the intelligence he is able to communicate (which may be partially understood from what he told me) is considered of sufficient importance he can easily be rescued by 25 cavalry, to start from this point at night with a good guide; there has not been more than 20 cavalry at Port Gibson since Bego was taken.

Mr. Bego has informed me that an Irishman, named Leonard (who had formerly lived at Port Gibson), came to his house on Wednesday evening, and as this Leonard is or was a clerk in the quartermaster's department at Mobile, he (Bego) procured a quart of rum and got Leonard in quite a talkative mood. Leonard stated that the six gunboats at Mobile had been condemned as unfit for use, and that there were not more than 3,000 men at Mobile (Braxton's Brigade), Louisiana and Texas men; that they intended leaving Mobile in two weeks, and are going to cross the Mississippi between Grand Gulf and Rodney. Leonard says there are boats building in the vicinity of St. Joseph. I have destroyed some of them and will look for the others; also that the brigade are bringing small boats with them; he says Mobile can not be held if attacked, as the troops have all gone to Chattanooga and elsewhere, and there is no confidence to be placed in the citizens. Leonard further says that Forrest is at Brandon and has received reinforcements from troops drawn from Mobile two weeks ago, and intends making a dash at Vicksburg. Leonard admits the place can not be held, but says Forrest will hold it long enough to burn it, and told Mr. Bego that he knew for certain the thing would be attempted soon. He also states that himself and the quartermaster or commissary (I don't remember which) had brought \$12,000 worth of goods to Port Gibson and had sold them, and intended going to Vicksburg to exchange the money for green backs.

I believe Bego said the goods consisted mostly of medicines. He told me of various things, but as I expected him to go to Vicksburg the next day, I did not pay as particular attention as I would have done had he not intended.

I send you, general, a letter captured the other day. There are in it some items about Johnston's army.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieut. Commander, Comdg. 4th Dist., Miss. Squadron.

Major-General J. B. McPHERSON, U. S. Army.

Vicksburg.

Report of Lieutenant-Commander Owen, U. S. Navy, transmitting request from Brigadier-General Hawkins, U. S. Army, for a gunboat at Milliken's Bend.

U. S. S. PETREL,

Off Skipwith's Landing, October 21, 1863.

SIR: I have the honor to acknowledge the receipt of your several communications, dated October 2, 9, 15, and 18, and General Orders Nos. 105, 106, 107, 108, 109, and 110; also circular from the Navy Department, dated October 1, and ordnance circular dated September 26, and also charges and specifications against Acting Master James D. Sinclair, commanding this vessel.

The *Romeo* being reported in such an unsafe condition, I ordered her to proceed to Cairo, hoping it would meet with your approval. In a former communication I informed you of General McArthur's request for an ironclad. I enclose a subsequent communication from Brigadier-General Hawkins, commanding at Goodrich's Landing, and in compliance with it have stationed the *Louisville* at Milliken's

Bend. The necessity for her being at Vicksburg appears, from General McPherson's dispatch, not required.

I am, respectfully, your obedient servant,

E. K. OWEN,
Lieutenant-Commander, Commanding Fifth District.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

HEADQUARTERS DISTRICT N. E. LOUISIANA,
Goodrich's Landing, October 19, 1863.

CAPTAIN: The gunboat *Louisville* having halted here, agreeably to instructions from Major-General McPherson, in order to cooperate with the troops of this district, I would respectfully request that for this purpose it be directed to take station at Milliken's Bend until the necessities of the present occasion no longer require it.

Very respectfully, your obedient servant,

JOHN P. HAWKINS,
Brigadier-General, Commanding.

Commander E. K. OWEN,
Commanding Fifth Naval District, Present.

Instructions from Commander Townsend, U. S. Navy, commanding officers of the First District.

U. S. IRONCLAD STEAMER ESSEX,
Off Donaldsonville, La., October 21, 1863.

To Commanding Officers of Vessels Attached to First District, Mississippi Squadron.

SIR: When approaching the *Essex* or any gunboat belonging to the First Division at night you will hoist distinguishing lights in the following manner and sequence:

On the 1st day of the month, and all other odd days, save those divisible by three, you will hoist a white light immediately under your green steamer-light. On the 2d day of the month, and all other even days, save those divisible by three, you will hoist a white light immediately under your red steamer-light. On the 3d day of the month, and all other days divisible by three, you will hoist a white light under your green, and also one under your red steamer-lights.

When the above signals are made to yourself, at anchor, you will answer by waving a lantern from that part of the upper deck where it can be most plainly seen. You will not communicate this order to anyone, but when it is necessary that the signal shall be made, you will personally direct the executive officer or the officer of the deck, both as to the lights and the manner in which they are to be hoisted.

You must remember that midnight divides the days, calling under the tenor of this order for a change of signals at that hour.

I remain, very respectfully, yours,

ROBERT TOWNSEND,
Commander, U. S. Navy,
Comdg. 1st District Mississippi Squadron.

[Endorsement.]

The above copy of a letter addressed to me by the commanding officers of vessels attached to the First Division Mississippi Squadron, is respectfully submitted to the consideration of Admiral Porter, commander-in-chief.

ROBERT TOWNSEND,
Commander, U. S. Navy.

Letter from George H. Heap to Rear-Admiral Porter, U. S. Navy, by the order of the Assistant Secretary of the Navy for the purchase and equipment of tinclads for cooperation with Major-General Banks, U. S. Army.

NAVY DEPARTMENT,
Washington, October 21, 1863.

DEAR DAVID: I am desired by Mr. Fox to say to you that it is urgently necessary to have ten or twelve light tinclad vessels to cooperate with Banks. He thinks the Department has already written you on the subject, and authorized you to purchase and fit them out, but no record of the letter can be found. He wants you, however, to proceed at once to the purchase and equipment of these vessels, and you will shortly receive the necessary authority for the outlay. They can only be obtained in the upper waters, otherwise he would have written to Farragut's *locum tenens* to obtain them at New Orleans, as they are to form part of his force. To obviate the necessity of Banks calling on you for assistance, the limit of Farragut's command will be carried somewhat higher up, so as to include the scene of Banks' operations. So you understand that Fox wants you to procure ten or twelve tinclads, fit them out the same as those of your squadron, and transfer them to Farragut as soon as possible.

Again, and a matter of much greater importance, Halleck and the War Department generally are in a stew for fear Rosecrans should have his communications cut and run short of supplies. Fox, therefore, desires me to say to you that the administration deem it of the greatest urgency that you should give your own personal attention to this matter, as far as their water communications are concerned. We hear that the Western rivers are beginning to rise. Fox thinks that until Rosecrans' army has secured itself sufficiently abundant supplies, you had better see to their communications yourself. Halleck was here about it this morning and yesterday, and Fox has been to see him, and among them all they seem to think that unless you take this matter in hand something will go wrong.

The enclosed papers were not transmitted to the Department through the proper channel. Mr. Fox does not wish to return them officially as the party interested is known to the Secretary, and he would be glad if you found it compatible with the interests of the service to grant the request. Besides this is a matter for you to decide and it was unnecessary to send the papers to the Department.

I believe this is all F. desires me to say for the present. You will probably receive your official orders respecting the tinclads shortly, but Fox desired me to write so that you might give the needful orders

forthwith. It is not quite in accordance with red tape, but it may expedite matters.

Your, very affectionately,

G. H. HEAP.

Rear-Admiral D. D. PORTER.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, regarding Confederate force in vicinity of Lake Bruin, La.

U. S. S. BENTON,

Off Natchez, October 22, 1863.

SIR: I have received your letter about the guerrillas in the neighborhood of Lake Bruin and have laid the matter before General Crocker. He says he is now unable to send any men there, so you will have to watch them and do all you can to prevent them doing damage. I shall press upon the general the necessity of sending some men there.

I have seen a Mr. Harper and a Mr. Chamberlain, I think it is, who state that the salt seized at St. Joseph was private property, intended for use on their places, and they are willing to make affidavit to that effect. I have told them that under those circumstances the salt can be returned to them. Will you please to take their affidavits when they come to you, with the exact locality of their plantations, and send them to me. The gentlemen will bring their teams to the neighborhood of your vessel for the salt. We don't wish to harass or annoy peaceable citizens, but should treat them kindly and cultivate friendly feelings.

Be very particular not to interfere with private property. Mr. Erickson, while on board the *Judge Torrence*, made an application for promotion; you can allow him to come down to this vessel for examination. Also Charles Smith, whom you recommended. I saw Dr. Ming yesterday, and told him there must be an aid to the revenue on the boat that takes his cotton, to receive it.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieut. Commander, Comdg. 4th Dist, Miss. Squadron.

Acting Lieutenant C. A. WRIGHT,

Commanding Forest Rose (9).

Seizure of steamers Sweden, and Lillie Martin, sent to Cairo, Ill., for investigation, October 24, 1863.

Report of Acting Master Morton, U. S. Navy, U. S. S. Conestoga.

U. S. GUNBOAT CONESTOGA,

Off Bolivar, October 17, 1863.

SIR: The tugboat *Sweden*, which Captain Selfridge seized (and afterwards liberated) just before he went home, has been prowling about ever since his absence. When I am down river she stays up about Napoleon. Yesterday she was there all day, and at night I find her with a lot of cotton on board which is not contracted for. I come down here and find 20 bales more from the estate of Humphreys,

a rebel colonel, and whose overseer belongs to a guerrilla party, the only one about here. I have therefore detained this tug and all on board until I hear from you, sir, for it is impossible to tell what is going on about the station with such a craft prowling about. Received a communication yesterday from the admiral, justifying Captain Selfridge's seizing her before, and informing me that she, or any other transport, can not land except under the guns of a naval boat. I think, sir, it would be advisable to send her to Cairo with Mr. Divine in charge. When Captain Selfridge returns, her conduct can be examined into before the admiral. Please, sir, order me what to do by first steamer.

I have taken on board 2,000 bushels coal from the sunken barge—splendid coal. There still remains some 2,000 on the bar. An Army contractor is getting out the balance, but any gunboat can take it and receipt for it, as he gets paid from the Government for getting out all coal he can find on the bars.

Hoping soon to have instructions what to do,

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

GILBERT MORTON,

Acting Master, Commanding Conestoga pro tempore.

Captain OWEN.

P. S.—The tug has, altogether, about 50 bales cotton.

Report of Lieutenant-Commander Owen, U. S. Navy.

U. S. S. PETREL,

Off Skipswith's Landing, October 21, 1863.

SIR: Acting Master G. Morton, commanding the U. S. S. *Conestoga*, in a letter to me, complained of the tug *Sweden*, a tender to the *Crescent City*, as being a suspicious vessel. After investigating the case, I have ordered her to be sent to Cairo to report. I send along with other papers the sworn affidavit of Mr. M. G. Coe, of Bolivar County, who swears she buys cotton of persons in the rebel Army; also he swears she lies at the bank at times in the presence of guerrillas, and they do not or have not disturbed [her]. I have also ordered the *Lillie Martin* to Cairo, provided she has the *Evansville's* people on board, as Mr. Coe will swear the guerrillas used to go on board the *Evansville* and get drunk and remain for hours, and no hurt come to the *Evansville*.

Captain Morton informs me in his letter that captain of the *Eastport* said he had orders to detain her when she came down. The parties changed from the *Evansville* to the *Lillie Martin*, and then evaded the *Eastport*.

The *Crescent City* is lying at White River with about 1,500 bales of cotton on board. Captain Morton also says the commander of the *Lillie Martin*, a Memphis Jew, attempted to bribe him. I enclose Captain Morton's letter.

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

E. K. OWEN,

Lieutenant-Commander, Commanding 5th District.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Acting Master Morton, U. S. Navy, commanding U. S. Conestoga.

U. S. S. CONESTOGA,
Off Napoleon, October 24, 1863.

SIR: This will be handed to you by Acting Chief Engineer Thomas Cook, who goes up to Cairo in charge of the steamer *Lillie Martin* and tug *Sweden*, seized by me and sent up to you, sir, by Lieutenant Commander E. K. Owen's orders, for illegal traffic and violation of the regulations of trade, which the accompanying documents and affidavits will explain. Mr. Cook can also give you, sir, full particulars, as also can Mr. Tatman, pilot, who goes up with Mr. C. I should send another officer, but can not without disabling this vessel, as some of our officers are sick. I have been obliged, sir, to report these steamers, as it is utterly impossible to guard this station with any security (the river banks being full of guerrillas) while such craft are prowling about [at] night, and I wish, sir, faithfully to do my duty, that the *Conestoga* may not lose her good name for vigilance and watchfulness in Captain Selfridge's absence.

Hoping, sir, you will approve of my proceedings,

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

GILBERT MORTON,

Acting Master, Commanding U. S. S. Conestoga pro tempore.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Letter from the captain of steamer *Lillie Martin*, enquiring the cause of seizure, and requesting release.

STEAMER LILLIE MARTIN,
Cairo, October 31, 1863.

SIR: The steamer *Lillie Martin* was seized by order of acting commander of U. S. gunboat *Conestoga*, off Napoleon, and brought to this port.

I am entirely ignorant of the charges preferred, either against said steamer or crew, and respectfully request that they be communicated to me and would further respectfully ask that I be permitted to go on shore, either on parole or under bonds for my appearance when required.

With respect, I remain, sir, your obedient servant,

J. A. CUNNINGHAM,

Captain Steamer Lillie Martin.

Rear-Admiral D. D. PORTER,

Mississippi Squadron, Mound City, Ill.

Order of Acting Master Morton, U. S. Navy, to Acting Chief Engineer Cook, U. S. Navy, to proceed to Cairo in charge of steamers.

U. S. S. CONESTOGA,
Off Napoleon, October 24, 1863.

SIR: You go on board steamer *Lillie Martin* and tug *Sweden* and take command of said vessels and proceed with all possible dispatch

to Cairo, Ill., where you will report them to Rear-Admiral D. D. Porter, by and with the orders of Lieutenant-Commander E. K. Owen, commanding this district. When you stop for the night or for any other cause, use every precaution to guard against capture by guerrillas and anchor in safe places.

Pilot Mr. Tatman will go up with you; also 3 men as guards—David Lambert, John Doyle, William Maitland.

Use your own judgment in getting to Cairo as soon as possible.

Your obedient servant,

GILBERT MORTON,

Acting Master, Commanding U. S. S. Conestoga.

Mr. THOS. COOK,

Acting Chief Engineer.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding Fourth District, referring to expected Confederate attack between Hard Times and St. Joseph.

U. S. S. BENTON,

Off Natchez, October 24, 1863.

SIR: I have the honor to inform you that in obedience to your order of the 15th instant I have directed the *Forest Rose* to go to Cairo.

All has been quiet in this district of late. I have received information that a party of guerrillas are preparing to attack boats between Hard Times Landing and St. Joseph. It is said they have several pieces of artillery. I informed General Crocker, the commanding officer of this district, of the fact and asked him to send some men up there to disperse them and capture the guns. He said he could not do it, but would inform General McPherson. I am sure we will have trouble in that region before long. I shall send to General McPherson about the matter and see if he will send men there.

I am very much crippled for want of fuel and wood is very scarce between this place and Hurricane Island.

The *Curlew* and *Rattler* are stationed at Cole's Creek and Rodney and both are sadly in need of repairs. If I had one more light-draft boat to patrol in the neighborhood of St. Joseph, I could do much good service and watch the movements of the rebels.

My force is not sufficient now to guard well the district. Acting Volunteer Lieutenant Wright captured a Lieutenant Lane, of General Ector's staff, at St. Joseph a few nights ago. I shall send him up to the provost-marshal at Cairo. We occasionally pick up prisoners and deserters, and I turn them over to the provost-marshal at this place. Mails are also captured. I read the letters; and if there is any information in them, make it known to the army authorities. Do you wish me to send all or any such letters to you, or shall I destroy them?

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, relating to operations against Confederates in vicinity of St. Joseph, La.

U. S. S. BENTON,
Off Natchez, October 24, 1863.

SIR: When you get to Vicksburg, call on General McPherson and tell him I directed you to inform him about the guerrillas in the neighborhood of St. Joseph. Should he send men down, the *Pittsburg* will cooperate with them. Tell this to Captain Rogers.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist. Mississippi Squadron.
Acting Volunteer Lieutenant C. A. WRIGHT,
Commanding U. S. S. *Forest Rose* (9).

Report of Lieutenant-Commander Pattison, U. S. Navy, regarding the movement of the U. S. S. Tuscumbia to Cairo, Ill.

U. S. NAVAL STATION,
Memphis, Tenn., October 25, 1863.

SIR: Acting Master Marshall, in charge of the *Tuscumbia*, informs me you gave him verbal orders to take the *Tuscumbia* up to Cairo as soon as there was sufficient water to take her over the bars. The pilots report sufficient water, and I have given orders for her to proceed up the river without delay. I found it necessary to order Mr. Crane, pilot of the *Red Rover*, to take the *Tuscumbia* up, as the pilot of the *Tuscumbia* took the *Covington* down to her station and will not return until day after to-morrow.

The *Linden* will be dispatched for the White River this evening. I have ordered Pilot Goss to her for temporary duty.

The *Tuscumbia* will leave this afternoon at 4 o'clock.

Respectfully, your obedient servant,

T. PATTISON,
Lieutenant-Commander, Commandant.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Levi E. Short to Rear-Admiral Porter, U. S. Navy, regarding Greek fire.

PHILADELPHIA, October 26, 1863.

DEAR SIR: Allow me to return you my thanks for your report upon the small quantity of Greek fire which the Ordnance Bureau directed me to ship to you in May last. I regretted at the time that I was not permitted to send you a larger amount, but Commander H. A. Wise said to me a few days since that they would have any order filled that you might send your requisition for.

I should be pleased to send you any amount you may think you will require, with promptness. Since your trial of Greek fire on

Vicksburg it has gained considerable notoriety at Charleston and I have received an order [for] 400 gross for the Department of the South, and it is being put on board of gunboats that are now leaving the navy yards, so I think [the] Government is fully satisfied of its utility.

I am, your obedient servant,

LEVI E. SHORT.

Rear-Admiral D. D. PORTER.

[Enclosure—Circular.]

Solidified Greek fire.—Rear-Admiral D. D. Porter's official report.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, off Vicksburg, July 13, 1863.

SIR: I have had but little opportunity to try Mr. Short's Greek fire, but what I have seen of it proves its excellence. I only had a small quantity, and used it against Vicksburg, setting the town on fire in three places in one night, burning up a considerable quantity of stores, and the houses burned to the ground. I see no reason why it should not burn up a ship instantly; the fire is very intense. It is perfectly safe, put up in shell or tin cases, and I recommend it to be sent on shipboard in shells filled with it and powder together. When the shells burst in the air large flakes of fire descend, and, falling on the houses, must set them on fire. I set fire to some pieces of the composition and then covered it up with wet sand, but it burned to the end without being injured.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Commander HENRY A. WISE,

Acting Chief of Bureau of Ordnance.

Directions for using Greek fire in shells of any size.

First put into the shell about the quarter of the bursting charge, then drop on top of the powder as many of the Greek-fire cases as will easily slide down the inside of the shell; when full, fill up with powder as long as you can jar it down with a mallet, then screw in the fuze, plug with white lead, and oil and fix the fuze firmly to its place, and your shell will be sure to fill its mission.

LEVI E. SHORT,

Patentee and Proprietor.

PHILADELPHIA, PA.

Report of Lieutenant-Commander Owen, U. S. Navy, regarding the sinking of mortar and bed near Vicksburg.

U. S. S. LOUISVILLE,
Off Milliken's Bend, October 26, 1863.

SIR: On last Saturday afternoon I went down the river in the *Petrel*, towing a mortar flat, and yesterday got on board the mortar and bed, which was capsized and sunk below the upper mouth of the

canal. The *Champion* returning from raising the *Hannibal*, I ordered her to tow it to Skipwith's Landing. The *Champion* will remain at Skipwith's Landing to await your orders.

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

E. K. OWEN,

Lieut. Commander, Comdg. 5th Dist. Mississippi Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Commander Townsend, U. S. Navy, commanding First District, regarding signals.

U. S. S. IRONCLAD STEAMER ESSEX,
Off Donaldsonville, La., October 26, 1863.

ADMIRAL: I have the honor to submit herewith a copy of a letter of instructions in regard to recognition signals at night, addressed by me to the commanding officers of vessels attached to the First Division of the Mississippi Squadron.

I have studied to make the signals obscure and confusing to the uninitiated; yet simple, clear, and of easy remembrance to those possessing the proper key. Hoping that my attempt may meet with your approbation, I have the honor to remain,

Very respectfully, your obedient servant,

ROBERT TOWNSEND,

Commander U. S. Navy, Comdg. 1st Dist. Mississippi Squadron.

Rear-Admiral DAVID D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

Order of Lieutenant-Commander Ramsay, U. S. Navy, to Acting Volunteer Lieutenant Eyttinge, U. S. Navy, commanding U. S. S. Chillicothe.

U. S. S. CHOCTAW,
Off Red River, October 27, 1863.

SIR: Your orders of this date are so far modified that you will turn over the command of the *Chillicothe* to Acting Ensign W. Muir.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,

Lieut. Commander, Comdg. 3d Dist. Mississippi Squadron.

Acting Volunteer Lieutenant H. S. EYTINGE,

Commanding Chillicothe.

Letter from the chief of staff of Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding the movement of troops to Texas, and measures of protection for Plaquemine, La.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, October 28, 1863.

ADMIRAL: By direction of the major-general commanding the department, I have the honor to inform you that he left the Southwest

Pass yesterday morning, with a considerable transport fleet, to make a descent upon the coast of Texas.

The force with the commanding general is well appointed, composed of the three arms, and his transports are all armed.

I shall expect to hear the result within ten or twelve days, and will immediately communicate it to you.

By the latest accounts all was quiet along the banks of the Mississippi River within the limits of this department.

There are some reports indicating an assemblage of force in rear of Plaquemine, but a force has been sent to that point, which, with a gunboat to patrol the river there and a little above and below, will prevent all trouble in that region.

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

CHAS. P. STONE,
Brigadier-General, Chief of Staff.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Order of Lieutenant-Commander Greer, U. S. Navy, to certain commanding officers regarding protection for steamer Empress engaged in shipment of cotton.

U. S. S. BENTON,
Off Natchez, October 28, 1863.

SIR: You will afford protection to the *Empress*, provided she has a revenue aid on board, to ship 500 bales of cotton for Mr. Miller from near Waterproof, on each side of the river; also about 300 bales for Captain Holmes at Dr. New's place.

I refer you to 6th clause, General Order 109.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieut. Commander, Comdg. 4th Dist. Mississippi Squadron.

Acting Ensign H. B. O'NEILL,
Commanding U. S. S. Curlew.

[Order of same date and like tenor to Acting Ensign William Ferguson, commanding U. S. S. *Rattler*, to afford protection to cotton steamers at Rodney and St. Joseph.]

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, regarding trade, the operations of Major-General Banks, U. S. Army, in Louisiana; and proposing plan for cutting off communication in Red River.

FLAGSHIP BLACK HAWK,
Cairo, October 29, 1863.

DEAR GENERAL: I have just received yours of October 25, and am glad to have the Army and Navy in conjunction once more. You don't know how I miss my old occupation. It has been very dry work since Vicksburg fell, for then we had something in anticipation,

while lately I have thought the whole affair was getting to be very stupid.

I congratulate you on your accession of honors in having the command of the Department of the Tennessee transferred to you. I am sure you will do justice to the position. It is one requiring considerable address just now, for our Secretary of the Treasury has started two or three systems of trade, all as various as the hues of the chameleon. General Grant and myself recommended a very simple plan by which all parties would have been satisfied, and Mr. W. P. Mellen, the Treasury agent, was sent out here to set the ball in motion. The plan was to make everything subordinate to military necessity in those States that are not actually in the Union, and the general commanding was to decide when the line of trade should commence, and when it was to end. I was to see that the regulations were carried out on the water. A big circular was issued by the Treasury Department, and an army of Treasury aids appointed to carry out the regulations. A greater pack of knaves never went unhung. Human nature is very weak, and the poor aids, with their small pay, could easily be bribed to allow a man to land 100 barrels of salt when he had only permit for 2. And so on with everything else. The thing is done now so openly that the guerrillas come down to the bank and purchase what they want. Sometimes they take what is necessary for them and then burn the boat, as they did last week with the steamer *Mist* *, that landed without the cover of a gunboat.

I think there should be but one rule of trade. Steamers should not be allowed to land anywhere but at a military post, or a place guarded by a gunboat; this gives them fifty landing places on the River Mississippi.

Wood piles should be guarded by gunboats, and by troops near posts. All through trade to New Orleans and back should be protected, the people made to feel that the navigation is uninterrupted, and such through vessels should not be allowed to land anywhere except under cover of a gunboat for wood, except at military posts.

It would be very difficult to discriminate just now as to what constitutes contraband of war. The enclosed paper shows what the President considered contraband just after the war commenced, and I do not see why the rebels should have any more favors shown them now than then. One thing is certain, if trade is permitted along the river indiscriminately, the rebel armies will be much better fed and clothed than they have been. I have endeavored to shift around with the orders from the Treasury Department, and the orders that have heretofore come from General Grant, or endorsements made by him on permits. There has been a great system of speculation carried on by persons who have taken advantage of permits and by Treasury aids, I am told, but that is no business of mine; and as I don't want the gunboats to perform the part of excise vessels, I have confined them to looking out for powder and ball, military clothing, or what might be used as such—medicines, gold and silver, Confederate money, and such provisions as could be used in an army.

It requires a nice distinction on the part of an officer to discriminate in these matters and not run against the regulations of the Treasury Department, and I am sorry to say that some of my com-

* See Army War Records, Vol. XXXI, pt. 1.

mand commit blunders enough. I can give them all orders, but I can not furnish them with brains.

I enclose you all the general orders I have issued in regard to trade, and you will see that my plan has been to touch it as lightly as possible, and not go counter to the wishes of the Government. I have also been waiting to see General F. P. Blair, jr., come out with a book on trade generally in these waters, telling how the matter is to be arranged. He says the trade should be free and unrestricted, but he does not say how much of it will go to the rebels and how much to the plantations. I think the whole matter is contained in a nut-shell. The military status must determine the direction of trade. The navy must see the rules enforced along the river. The military commander of posts should examine and endorse all manifests and permits. All towns should be so guarded that neither goods nor provisions should get into the hands of the enemy, and as much through trade to New Orleans allowed as the boats can convoy, the general commanding the department to say when and where traffic is to cease.

I think commerce should be a secondary consideration now; the Government do not get repaid for the army of Treasury aids they have appointed. It is very much like setting a rat to watch the cheese to see that the mice don't get at it.

I am more interested in war matters myself, and in holding onto this river, which I know we can do. The rebels are now reduced to their two big armies at Chattanooga and Richmond, and the small squads they have at other places, supplying their armies as rivulets supply the Mississippi. The rivulets are nearly run out, and the rebels can not, I think, raise 20,000 men with which to trouble the banks of the Mississippi.

These would be scattered about if they attempted it, and in such small parties that the home guards, if once established, could keep them down. Indiscriminate trade will aid these rebel parties very much if once established. There is one place I am a little afraid of, and that is Port Hudson. It is kept so poorly guarded, and the guns on the water line are all kept mounted, when there is no use for them there. Port Hudson is only 40 miles from the Great Northern [New Orleans, Jackson and Great Northern] Railroad, and you know that it don't take rebels long to travel 40 miles, especially as half the way is railroad—from Clinton to Port Hudson. Some party of 4,000 or 5,000 men could go into Port Hudson any night and take it. It is a trifling affair altogether. I went all through the works, and there were twenty places where a determined set of men would walk in without trouble. It is manned entirely by negroes, who are not, in my opinion, equal to the old Napoleon Guard, or to the French Zouaves I saw in the Crimea.

You would have laughed, I know, had you seen the fortifications about which Banks' army made so much ado. The Army of the Tennessee would not have stopped to dig a ditch before such a place, and yet when General Grant was in New Orleans, the newspaper organ of General Banks was guilty of the bad taste of trying to prove in some very lame articles that Banks was the hero of the Mississippi.

We all know that when Vicksburg fell that Port Hudson fell in consequence, and I really think the latter never would have fallen had not the former "caved in."

I write now confidentially to you, and say what I would to no one else. I don't profess to be a soldier, but I know how to play a good game of chess and can see the moves on the board as well as anyone. The whole campaign of Banks has been a failure in Louisiana, and his disasters have been terrible, though kindly covered up by his reporters. He is, I am told, one of the best of the militia generals, and is a pleasant, agreeable gentleman, but I do not think he has the proper appreciation of what is required at certain points, nor is he posted in the topography or hydrography of the country in which he is operating. He is entering Texas by three lines, when neither corps was able to meet separately the force in front of them and were without means of making a junction. The First Corps, under General Dana, was defeated, and had to fall back on the gunboats at Morganza, which kept the rebels from cutting them off; the Second, at Sabine Pass, witnessed the demolition of wooden gunboats, and, like the French king, "marched back again;" and the Third is wandering around Grand Lake, in Louisiana, wondering why I don't send them tinclads.

I would be glad to do so if anyone could tell me how to get into the Atchafalaya, or through Bayou La Fourche into Plaquemine.

The bar at the mouth of the former is dry, and there is 2 feet of water only at the mouth of Bayou La Fourche. Now, I am coming to the gist of the matter, though you will think I have taken a round about way to do it. The rebels are making use of Red River, Black, and Washita [Ouachita], to supply themselves with provisions, ammunition, etc., in Louisiana, and they have by these rivers been enabled to interrupt General Banks' communications. The smallest of our gunboats have not been able to get into Red River to stop this, but one of the gunboats sent a party of 20 men overland at Union Point, on the Mississippi, 25 miles above the mouth of Red River. At this point the Red River and Mississippi come within 3 miles of each other, as you will see by the sketch I send you. At point A the party of sailors found a steamer lying in the river. They drove the men below with musketry, and 12 of the sailors swam to her and captured her. A few minutes after another large boat came around the bend; the sailors concealed themselves and signaled the steamer to come along side, when she was also captured. On these two steamers General Dick Taylor depended to transport his men in and about the Atchafalaya and bayous. Our men burned steamers because they could not get them out of the river, but brought over 16 prisoners, one of whom was an aid of General Dick Taylor and a very communicative gentleman.

Now, this affair suggested to me the idea of fortifying Point A on the sketch and holding it with troops. It effectually blocks up Red River, which is almost, if not quite, within reach of our guns on the gunboats in the Mississippi. Three hundred men can hold the point against any number the rebels will be able to send there. Dick Taylor will be cut off, and have to march all the way back to Alexandria. You will see the importance of this by examining the maps; it will be a great relief and assistance to General Banks. I took the liberty of writing to General Crocker, at Natchez, and General McPherson, at Natchez, about this. I don't know whether they will agree with me.

I have written you rather a long letter, which, to a general in command of a large department, and with so much to do just now, may seem longer than necessary; but sailors will spin long yarns—it is part of their nature.

I enclose you certain general orders that I have issued at various times, showing you my desire to act in accord with the army. I hope if any of my "Bashi Bazouks" run counter to them that you will do me the favor to attach no blame to me. I sent you a large barge or two, to make flying bridges with, but am sorry to say the boat *Lexington* had to drop them. I will still get them up to you.

With best wishes, I remain, very truly and respectfully yours,

DAVID D. PORTER,
Rear-Admiral.

Major-General W. T. SHERMAN.

P. S.—I have just received a notice from the Secretary of the Navy that the Marine Brigade and Ram Fleet was turned over to General Grant, and of course it is your department. The general and myself came to one conclusion long since, that the brigade should be broken up, the vessels used as transports, and the officers and men put on shore. I can not tell you of all the reports made to me against the brigade. Its robberies and house burning are shameful; and though I felt it to be my duty to report all the matters that came to my notice, yet a feeling of delicacy toward a branch of another corps prevented my so doing. Moreover, the Ellets have been guilty of some very dirty, underhand work toward myself in publishing contemptible articles in the papers, which I never noticed beyond exposing the parties to General Hurlbut, and having the progress of the editor suddenly arrested. In these transactions the Ellets were guilty of gross falsehoods in making malicious statements, and lied deliberately in afterward denying them. I made the editor show them up, as they deserved to be. Still I never took any notice to them of the matter, but lost my respect for the whole party, and was glad to get rid of the command. They are here now doing nothing. The quartermasters can scarcely raise vessels to transport provisions, while these brigade vessels are idling away time at great expense. I do hope you will break up the whole concern, as General Grant intended to do. The country will be served by so doing. These are the very vessels wanted in the Tennessee as transports. With a guard of 10 men and their wooden protections against riflemen they can go and come as they like.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding movement down the Ohio River, convoying transports.

U. S. S. MOOSE,
Evansville, Ind., October 30, 1863.

SIR: I have with the greatest difficulty succeeded in getting thus far down without injury or accident to the gunboats.

I never saw the river in a worse stage for navigation.

I leave immediately for Smithland.

There is a small rise following us, but will not amount to much by the time it gets here.

Several transports started with me; some I had to tow down disabled, also their barges. The river is reported to be falling again above.

I came down on about 27 inches.

I will reach Smithland as soon as I possibly can. I do not think there will be many transports ahead of me.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Pattison, U. S. Navy, regarding movement of Confederate troops with the purpose of closing the Mississippi River.

U. S. NAVAL STATION,
Memphis, Tenn., October 30, 1863.

SIR: I have just been informed by a gentleman who has served as a captain in the rebel Army that several thousand rebel troops are now on their way to the banks of the Mississippi with the intention of making a desperate effort to effectually close the river. The force consists of artillery and cavalry and will be commanded by General Forrest.

Respectfully, your obedient servant,

T. PATTISON,
Lieutenant-Commander, Commandant.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Ensign Haines, U. S. Navy, commanding U. S. S. Juliet, regarding the impaired condition of that vessel.

WHITE RIVER STATION,
U. S. Gunboat Juliet, October 30, 1863.

SIR: I regret to have to report to you that this vessel has become disabled again. As we started up White River this morning the shaft broke in the same place it was welded at Memphis. The cylinder head of the starboard engine is again broken, as are also the four cams and both plumber-blocks. The pitman straps on both sides are twisted, and the jaws of the starboard T-head broken. The vessel was moving slowly at the time, under 120 pounds of steam. The wheel fell into the water, but it was taken to pieces and saved. Acting Volunteer Lieutenant George W. Brown, commanding U. S. gunboat *Queen City*, ordered a survey by a committee of engineers, and I enclose the report, as well as that of Acting Second Assistant Engineer Joseph Bolejack, of the *Juliet*.

Very respectfully, your obedient servant,

MATT. K. HAINES,
Acting Ensign, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. NAVY,
Commanding Mississippi Squadron.

Letter from the assistant quartermaster at Cairo to Rear-Admiral Porter, U. S. Navy, regarding movement of transports for the Tennessee River.

ASSISTANT QUARTERMASTER'S OFFICE,
Cairo, Ill., October 31, 1863.

ADMIRAL: I have ordered the steamer *New York* to report to you as she goes up for orders and dispatches.

The *Arizona*, *Wisconsin*, and *Rob Roy* will follow this evening for Tennessee River.

I am, very respectfully, your obedient servant,
A. C. WOOLFOLK,
Captain and Assistant Quartermaster.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

COLUMBUS, KY., October 31, 1863.

A large force is approaching Paducah. Please ask Admiral Porter to send a gunboat there at once if practicable.

A. J. SMITH,
Brigadier-General.

Brigadier-General REID.

Report of Lieutenant-Commander Foster, U. S. Navy, regarding the steamer Bayou, turned over by the Army.

U. S. S. LAFAYETTE,
Off Bayou Sara, La., November 1, 1863.

SIR: In my last communication I told you I would give you a detailed account of the little steamer *Bayou*, turned over to Captain Howard of the *Neosho* by General Dana. Since writing I have made an examination of her, and have to make the following report: She is flat-bottom scow, 56 feet in length, 14 feet beam, 4 feet hold; draws 8 inches forward and 15 inches aft; has two horizontal slide-valve engines, one locomotive boiler; steams about 5 knots an hour up-stream; has no quarters on board; built expressly to carry sugar and cotton out of the bayous; and carries about 70 tons freight. I have detailed her for duty between Morganza and Red River, for the purpose of supplying the *Neosho* and *Signal* with wood, and find her very useful. I think it would be well to let her remain here, as she is of little or no account to the Government and is of great service in my district.

I am, sir, very respectfully, your obedient servant,
JAS. P. FOSTER,
Lieutenant-Commander, Commanding Second District.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Endorsement.]

Keep her, and if she wants anything done to her, send her to Skipwith's Landing, where there are appliances. Look out while using such an affair for wood that she and the men on her are not captured. I want nothing done except under the guns of the gun-boats. I won't lose a man if my orders are carried out.

Report of Lieutenant-Commander Pattison, U. S. Navy, acknowledging orders for the U. S. S. Covington.

U. S. NAVAL STATION,
Memphis, Tenn., November 1, 1863.

SIR: Your communication of October 24, directing me to send the *Covington* to cruise between Friar's Point and Island No. 65, has just been received. The *Covington* left here on the 21st of October for her station, as I informed you by letter. A steamer leaves here for Helena to-morrow morning, and I will direct the captain to deliver your order to Lieutenant Commanding Lord.

Respectfully, your obedient servant,

T. PATTISON,
Lieutenant-Commander, Commandant.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Pattison, U. S. Navy, regarding the U. S. S. Silver Cloud.

U. S. NAVAL STATION,
Memphis, Tenn., November 2, 1863.

SIR: The *Silver Cloud* has arrived here from her station (Fort Pillow) out of coal. I think I can get enough coal to fill her up in the course of three or four days from Hopefield.

The guerrillas are annoying vessels above this place, as well as below, and I respectfully request you will instruct me where to send the *Silver Cloud*, in case I succeed in getting coal for her.

Respectfully, your obedient servant,

T. PATTISON,
Lieutenant-Commander, Commandant.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Pattison, U. S. Navy, giving information regarding the steamer Water Witch.

U. S. NAVAL STATION,
Memphis, Tenn., November 2, 1863.

SIR: Your communication of October 28, asking for information in relation to the small steamer called the *Water Witch*, has been

received. Acting Master Neeld makes the following statement in reference to this boat:

Some time in October, 1862, while in command of the U. S. S. *De Soto*, I reported to the admiral that the *Water Witch* was engaged in towing flatboats containing contraband goods up the Obion River to Dyersburg, where a rebel force was said to be stationed. The admiral directed me to seize her. I did so, and sent her to Cairo, where she was fitted up and sent up the Ohio River. Subsequently she was brought back to Cairo, where she lay for some time. She was afterwards towed down the river to the squadron near Vicksburg, not being of any use. She was towed up to this place by the *Bee*, Captain French, who said he had orders to leave her here.

She was owned by a man named McDaniels, residing in St. Louis.

Respectfully, your obedient servant,

T. PATTISON,

Lieutenant-Commander, Commandant.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Letter from Brigadier-General Reid, U. S. Army, to Rear-Admiral Porter, U. S. Navy, transmitting request for a gunboat at Paducah, Ky.

HEADQUARTERS POST OF CAIRO,
Cairo, Ill., November 2, 1863.

SIR: Enclosed please find copy of a telegram just received from Brigadier-General A. J. Smith.

Colonel [S. G.] Hicks, at Paducah, has three companies of infantry. He has been telegraphed as required.

Yours, respectfully,

H. T. REID,

Brigadier-General, Commanding.

Rear-Admiral D. D. PORTER.

[Enclosure—Telegram.]

COLUMBUS, KY., *October 31, 1863.*

A large force is approaching Paducah. Please ask Admiral Porter to send a gunboat there at once, if practicable.

A. J. SMITH,
Brigadier-General.

Brigadier-General REID.

Letter from Colonel Hicks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding disturbance at Paducah, Ky.

HEADQUARTERS POST OF PADUCAH,
Paducah, Ky., November 3, 1863.

SIR: I have this moment read a letter sent to one of your officers in relation to affairs at this place. There has been much excitement here for the last twenty-four hours, but I have sent scouts out over the country, and a few minutes since a messenger came in from Mayfield, that informs me that the enemy came into that place yesterday

at noon; took Hon. Lucien Anderson, M. C. elect, together with several other loyal citizens, robbed the stores, took all they wanted, burned the railroad cars, locomotives, etc., and burned the railroad bridges. A few wounded on both sides; none killed.

I ordered all steamboats lying at the landing last night to keep up steam, and in the event of an attack to cross to the other side of the river. I called out all the citizens, as well as soldiers; many citizens turned out. All quiet at present. Mayfield, Hickory Hill [Grove], and Viola were all plundered, but evacuated at this time. One gunboat, also one marine boat, at the landing.

Very respectfully,

S. G. HICKS,

Colonel Fortieth Illinois Infantry, Commanding Post.

Rear-Admiral D. D. PORTER.

Letter from the Assistant Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding various matters of interest.

NAVY DEPARTMENT, *November 3, 1863.*

DEAR ADMIRAL: Heap and your dispatches keep me posted in all your movements. The fact is, though your squadron is the largest and covers more ground and has more discordant materials, yet it gives us no trouble, thanks to the ability which directs it. I have your long dispatch of the 26th ultimo, which I showed to Halleck. I asked Heap to write you yesterday about those rams. Halleck says Stanton will transfer them if you will only tell us where they are, etc.; nobody here knowing anything about them. I asked whether it would not be better to divide you and Farragut at the same line Banks stops at, so as to relieve you from Banks' calls by obliging him to call upon Farragut. We care nothing about it. Banks writes and sends home officers [orders?] for light-drafts, but I do not understand exactly where he wants them. If tinclads will do for him, you had better buy them, otherwise not.

The *Winnebago* has one turret on Ericsson's plan and another on Eads'. I have been very much struck with the model of the latter, much more than when I consented to allow him to put it in, and I beg of you to give it a rigid trial under your own eye, for if it succeeds, I propose to build an ocean steamer with one such turret, containing two 15 and two 20 inch guns, speed 18 knots, 12 inches side armor, and 18 inches for turret. I want to go out West to see the operation of this turret, but I don't think I can, and I will be more than satisfied with your report of it. All our new ironclads are rams. It is the peculiar feature of turret vessels on Ericsson's plans, only the first batch had no speed. I think 16 knots and four 15-inch guns better than 8 knots and a whole broadside of 11-inch. Rowan thinks his ironsides would thrash all the monitors, but while his whole broadside would not penetrate a monitor, one of their 15-inch shot would break in his sides. We are building wooden monitors in the yards with 14 inches side armor, two turrets 15 inches thick and speed of 10 knots, also about 30 men-of-war privateers from 2,000 to 3,000 tons and 15 knots speed, so, in case with a war with England,

we need not roam the ocean, but keep them in the mouth of the English, where their speed will insure their safety. Of course if they get this speed, they sacrifice those long, broadside batteries so much more popular in the service than extraordinary speed.

If Eads' turret is a success, I think it will settle the question in favor of turrets as against casemates.

I am glad that your health is so good and that you are therefore able to stick it out. We will take care of you when it is over. The *Michigan* will have to stay at Sandusky this winter, to guard secesh prisoners.

Very truly, yours,

G. V. Fox.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Telegram.]

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, November 4, 1863.

The party you supposed coming to Paducah came no farther than Mayfield, where they robbed every store, broke up the railroad, and destroyed the rolling stock. They were 600 strong—cavalry.

DAVID D. PORTER,
Rear-Admiral.

GENERAL SMITH,
Commanding at Columbus.

Will General Reid please have this telegraphed to General Smith?

Letter from assistant quartermaster at Cairo, Ill., to Rear-Admiral Porter, U. S. Navy, regarding departure of transports for Cumberland River.

OFFICE ASSISTANT QUARTERMASTER,
Cairo, Ill., November 4, 1863.

ADMIRAL: The *Moderator*, *Imperial*, and *Dove* are loaded and destined for the Cumberland River to-day.

I have ordered the *Moderator* to report to you for any instructions or dispatches.

Very respectfully, your obedient servant,

A. C. WOOLFOLK,
Captain and Assistant Quartermaster.

Rear-Admiral PORTER,
Commanding Mississippi Squadron, Flagship Black Hawk.

Report of Lieutenant-Commander Foster, U. S. Navy, transmitting report of seizure of steamer Black Hawk.

U. S. S. LAFAYETTE,
Off Bayou Sara, La., November 4, 1863.

SIR: Enclosed please find a letter from Captain Swaney, commanding U. S. gunboat *Kenwood*, relating to the capture of the

steamer *Black Hawk*, engaged in illicit trade, sent to me for investigation. By her papers I find that she had no permit whatever, nor had she a revenue aid on board. I have seized her as a prize to the United States Government, and enclosed is a copy of her manifest, given to me by her captain—L. Johnson. I will retain her until one of our steamers comes down, and send her to Cairo, as she is not capable of going without being towed, her machinery being in bad order. I do this in obedience to General Orders Nos. 71 and 109.

On being captured the captain acknowledged to some of the officers that as the coal he was sent for by General Cooke was not ready for him he would enter into a private speculation of his own and thereby make his expenses. I will send by the officer commanding her a copy of all the papers found on board to Captain A. M. Pennock, fleet captain, commanding at Cairo, with all the necessary witnesses and a report of the circumstances of her capture. I also send copies of two letters, one from General St. Geo. Cooke and the other from G. W. Cozzens, superintendent of plantations.

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

[J. P. FOSTER,]

Lieutenant-Commander, Commanding Second District.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

[Enclosure.]

U. S. S. KENWOOD, *November 3, 1863.*

SIR: I find the steamer *Black Hawk* at a point opposite Port Hudson with cotton on board and no revenue officer on board. I send her up in charge of Acting Ensign Weeks and Pilot Wright for your investigation. I will return to Baton Rouge unless I find the steamer *Iatan* in trouble; if so, and I can assist her in any way, I will remain with her.

Very respectfully, your obedient servant,

JNO. SWANEY,
Master, Commanding.

Lieutenant-Commander J. P. FOSTER,

Commanding Second Division.

P. S.—I enclose the steamer's papers and orders.

J. S.

Report of Acting Master Marshall, U. S. Navy, transmitting statements of prisoners captured at Island No. 18.

U. S. GUNBOAT NEW ERA,
Off Island No. 18, November 5, 1863.

SIR: I have the honor to report that I left Island No. 10 at 4.30 p. m. November 2, came to anchor off New Madrid, and lay until the next a. m., when I got underway and started down the river again. I came to again at the foot of Island No. 18. I thought things did not look as they should. A citizen by the name of Dr. A. H. Duna-

vant came alongside in a skiff and informed me that they had captured 5 guerrillas, two of whom acknowledged to have been in the party that fired upon the *Crescent City* last Thursday. He wished that I would order them brought on board for safe-keeping, and report the same to you, which I have done; and hold them subject to your orders. I enclose statement of Dr. Alex. H. Dunavant.

Very respectfully, your obedient servant,

JAS. MARSHALL,
Acting Master, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

COTTONWOOD POINT, Mo., *November 4, 1863.*

DEAR SIR: Daniel C. Ross and Samuel Edmonston, now on board the U. S. S. *New Era*, were in the crowd which fired on the steamer *Crescent City* on Thursday last near the mouth of Pemiscot Bayou, in Pemiscot County, Mo. These men claim that they belong to the Confederate service and were at home, and designed reentering said Confederate service, and that they reported to Captain Henson, who promised to carry them to their command, which they say is Colonel Robert McCulloch's Second Missouri Confederate Cavalry, and that after reporting to Captain Henson they were ordered by him to join in a scout, and the scouting party to which they were attached came to the river, fired on the *Crescent City*, and robbed citizens of the vicinity.

John H. Sooter says that he was sworn into the Confederate service on the 10th September, 1862, by Captain Ward, of Dunklin County, Mo.; but that he has never been in active service in said company. This man Sooter admitted to Charles Emmerson, and in the presence of John Baker, that he was with the party who made the raid on Charleston, Mo., in August or September last.

C. C. Pound says he belongs to Colonel Kitchen's Confederate command. This man Pound stole a fine mare from John Baker, of this vicinity, in May or June last.

Newton Gibson says he was sworn into Captain Platt Night's [Wight's?] Confederate company in October, 1862. All these men belong to Dunklin County, Mo., except Sooter, who claims to be a citizen of Mississippi County, Ark.

Mr. John Baker heard Ross and Edmonston admit that they were in the raid, heard Pound admit that he stole John Baker's mare, and heard Sooter admit that he was in the raid on Charleston.

Mr. John Baker heard Newton Gibson admit that he came from Dunklin County to Pemiscot County with a gang of raiders some time during the last spring, Gibson claiming at the time of this admission that he was forced to join the raiders.

Very respectfully, yours,

ALEXANDER H. DUNAVANT.

Captain JAS. MARSHALL,
Commanding U. S. S. New Era.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Banks, U. S. Army, promising increased cooperation in the Department of the Gulf when rivers are fuller.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, November 5, 1863.

GENERAL: I beg leave to acknowledge the receipt of yours of October 17. I am glad to see your forces getting along so well in Louisiana.

I am now fitting out 12 gunboats a little better than tinclads, or at least with more iron on them, and by the time the water is high enough to operate you will have them with you. They will be armed with rifled guns and 24-pounder howitzers, and will not draw more than 30 inches.

This will give you 22 gunboats in your department, with those now there, and I may be able to do more after we drive the rebels back from the Tennessee River.

The precarious position in which General Rosecrans' army was left after the battle of Chickamauga forced me to strain every nerve to endeavor to open communication with him up the Tennessee River, which was very low at the time, and I felt quite uneasy about General Sherman, who was advancing (by way of Corinth) to his assistance. An unexpected rise swell the river and I got up a large fleet of gunboats and transports.

General Sherman arrived at Iuka at the same time, or a little before, and we ferried his army over in a very short time. That put matters straight and we now command the position. Of course, my whole mind was engrossed with this business, and I had to withdraw gunboats from every district to accomplish what was done, and, for moral effect and to convoy transports, I have to keep them there. As soon as the water will permit, you will find me coming into the Atchafalaya or Bayou La Fourche with a good force.

I enclose you a copy * of a letter I wrote to the Secretary of the Navy, intended for General Halleck's inspection. One of the gunboats captured two of General Dick Taylor's steamers and burned them at the point "A" on the enclosed sketch.

My letter to Mr. Secretary Welles will explain what I wished done. It would materially assist your operations.

Hoping soon to be able to supply your wants, I remain,

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Major-General N. P. BANKS,
Commanding Department of the Gulf, New Orleans, La.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding change of name for the U. S. S. Manitou.

NAVY DEPARTMENT, *November 5, 1863.*

SIR: As one of the large ironclads is to be named the *Manitou*, the Department directs that you change the name of that vessel in your squadron to the *Fort Hindman*.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding the Mississippi Squadron, Cairo, Ill.

* See p. 457.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding movements in the Cumberland River.

U. S. S. MOOSE,
Smithland, Ky., November 5, 1863.

SIR: It is necessary for me to move up the river in the morning, as there are some guerrillas between here and Donelson.

I will have ten or twelve boats to convoy up.

I will soon have patrols established and will send boats through as fast as possible.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, submitting general order holding inhabitants responsible for attacks upon vessels in Cumberland River.

U. S. S. MOOSE,
Smithland, Ky., November 6, 1863.

SIR: I send enclosed a general order which I hope you will approve, as I think it very necessary on this river.

Frequently, in passing up the river, we pass men standing on the banks apparently unarmed and quiet, but no sooner are the gunboats out of sight than they turn right around, pick up their guns, and fire into the next steamer coming along.

I think the best plan to get rid of this annoyance is to rid the banks entirely. I found it worked like a charm on the Tennessee.

I would not advocate such a mode of proceeding were it not that I am certain of very few shot being thrown amiss, for I believe if I were to commence and burn every town (except Dykesburg [Dycsburg]) and house along the river between here and Nashville I would not do more than justice, for all good Union people have been driven out by the rebels long since.

These people will have to be kept down by force, as their sense of honor is very limited.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Endorsement.]

Pursue the strictest measures and have the river banks cleared at all hazards; permit none but transports to go up.

[Enclosure.]

GENERAL ORDER, }
No. 10. }

U. S. S. MOOSE,
Cumberland River, November 6, 1863.

As steamers have been fired into very recently along the Cumberland, and as it is impossible for us to tell from appearance friend from foe along the shores, due notice is now given that at such

places where steamers have been molested the banks must be kept clear, as all the commanding officers of the gunboats will have positive instructions to fire at every person seen loafing through the woods or standing on the banks at suspicious places or near where boats have been molested.

Inhabitants along the river will also be held responsible for the peace and quiet within their immediate neighborhoods.

Although it may not be in their power to prevent such depredations, it is certainly in their power to notify steamers or the gunboats of the presence of guerrillas.

LE ROY FITCH,
Lieut. Commander, Comdg. 8th Dist. Mississippi Squadron.

General order of Lieutenant-Commander Fitch, U. S. Navy, for vessels under convoy.

GENERAL ORDER, }
No. 12. }

U. S. S. MOOSE,
Cumberland River, November 6, 1863.

When steamers leave any place under convoy, they are then, and till landed at the place of destination, entirely under the control of the senior naval officer of the convoy, who will be held personally responsible for each and every steamer leaving port with him.

No one must interfere with or take boats out of the fleet without permission from the officer in charge.

If steamers have freight to land or take on at Dover, Clarksville, or any other place, it must be made known beforehand, and due arrangements will be made for such stoppage.

LE ROY FITCH,
Lieut. Commander, Comdg. 8th Dis. Mississippi Squadron.

MASTERS OF TRANSPORTS.

[Telegram.]

CHATTANOOGA, *November 6, 1863—10:30 a. m.*
(Received Cairo, 8th.)

Can you not send one or two more light-draft gunboats to Nashville? I want to send some steamboats with rations by South Fork of the Cumberland. They can not go without convoys. There is an absolute necessity that rations should be sent by this route.

U. S. GRANT, *Major-General.*

Commander [Rear-Admiral] PORTER,
Memphis City.

Burning of steamer Allen Collier, at Whitworth's Landing, Miss., November 7, 1863.

Report of Rear-Admiral Porter, U. S. Navy, transmitting reports of commanding officer of U. S. S. Eastport and Treasury Agent Yeatman.

No. 201.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, November 12, 1863.

SIR: The enclosed copy of a communication from Acting Ensign Sylvester Pool, of the U. S. S. *Eastport*, gives an account of the

burning of a mercantile steamer, the *Allen Collier*, on the Mississippi. This burning is in consequence of disobedience of orders prohibiting vessels landing at any point except under cover of a gunboat. The executive officer of the *Eastport* and men were captured owing to his want of attention to orders. Mr. Bartholomew is no great loss to the service.

I am not surprised at the burning of the steamer, and only wonder that we have not more of it, as there is a most extensive system of smuggling going on up and down the river out of sight of the gunboats, the rebels frequently going on board and regaling themselves, a perfect understanding existing between them and the people on board. If there was no trade excepting under naval or military regulations there would be no guerrillas.

I also enclose copy of letter from Thomas H. Yeatman, esq., special agent of the Treasury, Memphis, Tenn.

The officers and men lately captured opposite the U. S. S. *Choctaw*, and belonging to her, have been recovered.

I have the honor to be, very respectfully, your obedient servant,
 DAVID D. PORTER,
Rear-Admiral.

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

[Endorsement.]

Send extract from Admiral Porter's letter (marked —); also copy of Special Agent Yeatman.

May it not be advisable, in order to prevent smuggling and the evils resulting from guerrillas, to systematize, by convoy or other regulations, trade on the Mississippi?

W.

[Enclosures.]

U. S. S. EASTPORT,
Off Laconia, 7 November, 1863.

SIR: It becomes my unpleasant duty to make the following report:

The steamer *Allen Collier* anchored last night under our stern, and about 8 o'clock this morning got underway, after receiving permission to land for cotton on the Mississippi bank at a place called Whitworth's Landing, opposite and about 1 mile above Laconia, directly in sight of and less than half a mile from our anchorage. Soon after the boat had landed, our executive officer in command, Acting Master Lyman Bartholomew, boarded the *Allen Collier*, with a boat's crew, consisting of 3 negroes and 1 white boy. After they had been absent about three-quarters of an hour, and whilst on board the *Allen Collier*, flames were discovered issuing from the steamer, and in a very few minutes she was completely enveloped in flames.

No signal of any kind was made, nor did we hear the report of any firearms, but shortly discovered our boat floating down the river, and soon ascertained that one person was in it, evidently endeavoring to conceal himself. I at once sent our cutter to the boat and found no one but the white boy in it, who reported that the *Allen Collier* had been boarded by guerrillas and all hands taken prisoners,

including our commanding officer and the 3 negroes of the boat's crew. I directed four shells to be fired, but seeing no one I deemed it useless to continue.

Whilst the *Allen Collier* was at the landing, at least one-half of the boat was concealed in a recess in the bank which was completely surrounded by a thick undergrowth of cottonwood, and we therefore could see no attempt to approach the boat on the part of the guerrillas. Since writing the foregoing, Mr. W. L. Vance, the principal in charge, has escaped, and is now on board this vessel, but from him I gathered no additional information beyond the fact that the attacking party numbered between 40 and 50. At the time of the attack our boilers were being cleaned and repaired, so that we were unable to move from our anchorage. Our supply of coal is nearly exhausted, having but about 250 bushels remaining. Awaiting your orders, I remain,

Very respectfully, your obedient servant,

SYLVESTER POOL,
Acting Ensign and Senior Officer.

Rear-Admiral DAVID D. PORTER.

OFFICE ASSISTANT SPECIAL AGENT, TREASURY DEPARTMENT,
Memphis, [Tenn.], November 6, 1863.

DEAR SIR: With all the diligence I can possibly use, I find that goods, groceries, etc., are being permitted, or in other ways allowed, to leave this port in an improper way, alleging for family supplies, but generally being for sale or to trade for cotton.

I must ask the favor, until you can communicate with the admiral, for such orders to the several gunboats to examine every boat landing, to put off passengers and supplies, or to take on board cotton, and seize all goods that are not regularly permitted by the officer of the custom-house in this city, signed and stamped by the local agent and collector of customs.

By a rigid examination in this way, not only a great amount of fraud may be detected, but the seizure of the goods would, I think, be fair prizes to the Navy. At least much good would result by making these smugglers a little more scarce, and probably prevent a large quantity of goods to the enemy, and require the complicity of two officials, where heretofore one only answered the ends.

Very respectfully, yours, etc.,

THOMAS H. YEATMAN,
Special Agent, Treasury Department.

Captain PATTISON, U. S. Navy,
Memphis.

Additional report of Acting Ensign Pool, U. S. Navy, commanding U. S. S. Eastport.

U. S. S. EASTPORT, *November 9, 1863.*

SIR: Since my communication of the 7th instant I have the honor to report that I received information from Mr. W. L. Vance, to whom

I alluded, that there was a large amount of money in the safe of the steamer *Allen Collier*. I at once examined the wreck, of which there remains nothing but a mass of ruins, and found that the safe had been opened, in which condition it was, at the time of my examination, but in the hurry of the moment, several packages of bank notes had been overlooked. These packages I secured, but they are all more or less burned, and being so thoroughly soaked by water it has been impossible to count them all. Acting upon the request of Mr. Vance, the paymaster of this boat has, as well as he could, counted the money and finds \$2,000 in United States notes, which are in a condition to be readily recognized, and about \$2,200 of the issues of the banks of North Carolina, South Carolina, Georgia, and Alabama. In addition to these, there are ten packages of both United States and Southern State bills, which are so badly burned that it is a difficult matter to recognize them, but in many instances they can be. Mr. Vance is of the opinion that in the hands of an expert they can be easily identified. I await your orders as to the disposition I shall make of the money.

Very respectfully, your obedient servant,

SYLVESTER POOL,

Acting Ensign and Senior Officer on Board.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Wright, U. S. Navy, on return to command of U. S. S. Forest Rose.

U. S. S. FOREST ROSE,

Mound City, November 7, 1863.

SIR: I have the honor to inform you that in pursuance to your order of this date, I have again assumed the command of this vessel. Fully appreciating your clemency, I have the honor to be,

Very respectfully, your obedient servant,

CHARLES A. WRIGHT,

Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Acting Master Bates, U. S. Navy, regarding the rumored crossing of Confederate force into Louisiana, below Grand Gulf, Miss.

U. S. S. GREAT WESTERN,

Off Goodrich's Landing, November 7, 1863.

SIR: I have just received information by Acting Ensign Frank Bates, U. S. Navy, of U. S. S. *Louisville*, that a dispatch came up to Vicksburg from the U. S. S. *Pittsburg*, stating that a body of 4,000

rebels crossed the Mississippi River, bringing small boats with them, 10 miles below Grand Gulf, into Louisiana.

Very respectfully, your obedient servant,

THOS. BATES,
Acting Master, Commanding.

Lieutenant-Commander BYRON WILSON, U. S. Navy,
Commanding U. S. S. Mound City, Skipwith's Landing.

Letter from Major-General Sherman, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding general conditions and referring to operations in Louisiana and the Tennessee River.

HEADQUARTERS ARMY OF TENNESSEE,
Fayetteville, Tenn., November 8, 1863.

DEAR ADMIRAL: Yours of [October 29, 1863] instant, enclosing copies of your orders, the map, etc., overtook me here to-day, and as I have a chance to-morrow to send over to the Nashville Railroad I will answer forthwith. I assure you your long letters are most welcome and every expression so accords with my own settled convictions that it gives me great satisfaction.

In a war like this, when a nation is struggling for existence, it looks to me criminal for merchants to strive for a market so dangerous to us, as is that along the shores of the Mississippi. For the mere profit on a limited business, they would open to our enemy a means of obtaining the tools with which to destroy us. I contend in this war of "self-existence" every citizen should be a soldier or made to serve the cause. He should be made to do positive acts of loyalty and to abstain from any and all business looking to self-interest until the nation's life is assured, and thus freedom of trade, as well as other freedom, could be opened to him slowly and gradually. I have always wanted our Government to assume the high ground that every man, woman, and child must work for the salvation of our country, each according to his means and strength, and that all business and trade not helping to produce the result should stop forthwith. I would allow no trade whatever in insurrectionary districts, and I would make each county, district, and State compel quiet and order before I would allow them a bit of trade or intercourse with the outer world. Still, as Congress has legislated on the subject, I drop it and let the management of trade pass into the hands of the agents where the law places it. I enclose you copies of my orders on these and other kindred topics, and am glad to find that my ideas which, two years ago were scouted, are now being gradually realized.

My movement carries me far away from the river channels, near which I thought I should live out my "three years." I cast off at Eastport, marched to Florence and Rogersville. There I found Elk River 200 yards wide, 4½ feet deep and running a mill-tail. I was therefore forced to skirt up Elk to this place, where there is a fine stone bridge. I am allowing my rear divisions to close up, and shall move to Winchester and Stevenson unless ordered otherwise by Grant. I have sent to Decherd to communicate with the general

and to receive more exact instructions. I am now in position to help any part of his line, but suppose I am destined to work about Stevenson, whenever we threaten Rome and the Georgia Railroad, which is Bragg's sole line of support. The roads up here are very rocky and hard on our men and horses used to a softer ground, but we can get used to anything, and I was charmed with the steady, firm tread of my men as they marched past me to-day into this town.

It will be utterly impossible for me to use the Tennessee River from this quarter, and I fear we have made too extensive preparations. Yet I deem the possession of that river and occupation of Eastport, and it may be Tusculumbia and Florence, as of such importance that I shall strive to collect troops enough for that purpose. The mere passing up and down of boats and secure possession of a threatening position such as Eastport, fulfills a military purpose and condition.

As to the main Mississippi, I have given Generals McPherson and Hurlbut plenary power, and I am perfectly willing you should communicate freely with either. Being absent from my dominions, I must constitute them "viceroys." In McPherson I have as much confidence as myself, and I will write to him about that point of the main river above the mouth of Red, where your folks served Dick Taylor so shabby a trick. I rather think he won't be caught that way a second time; still, if you think a show from them would close up Red River, please write to General McPherson, who will, I have no doubt, do all in his power. Grant has stripped him pretty close, and he feels weak. I don't think Natchez of so much importance as to call for a division, but Port Hudson should be made absolutely secure, and the heavy guns removed. For sound defense heavy guns are not as good as 12 and 24 pound howitzers, and if the enemy should reach the Mississippi at any point other than Vicksburg, Memphis, or Port Hudson, they would be unable to re-arm them with dangerous ordnance. We must therefore hold those places absolutely, or reduce the armament, so that should any one of them be carried by coup de main, it would be harmless to your ironclads. This matter is of sufficient importance for you to make it the matter of special communication to General Banks.

As to the movements of that general, I agree with you perfectly. I esteem him as a fine, courteous, and highly gifted gentleman, but he is either controlled by political instructions and considerations, or is making fearful mistakes. He is operating on lines widely divergent, diffuse. Had we at control a superabundant force, we might do these side games, but now every man should be moving concentrically. Destroy the grand armies of our enemy and the little ones will scatter and disappear. Taylor should not be followed till Red River is up. Then a combined movement on Shreveport would paralyze Red River. Same of Little Rock. Till the Confederacy is shaken to the center, we should not bother ourselves with attempts to reconcile people and patch up civil governments. I am not going to bother myself about guerrillas and citizens. If they can't do our main arteries harm, is all I aim at. The people will be sick enough of them in time, and from self-interest will, in time, combine for their destruction.

I know our own soldiers are pretty lawless, and will do all I can to repress it, but it results chiefly from the behavior of citizens who sit on their porches, peaceable and quiet as we pass, but fall on and wound some poor, footsore fellow who falls behind. Our men are full of the idea that all the people are secesh, and would as leave plunder and kill all as not.

I will send to General McPherson the report of your officer about that case below Natchez and instruct him to draw a broad distinction as to those who live on the river bank, whose good-will we have an interest in securing.

I would like much to make the Red River trip with you next winter, as also the capture of Mobile and the Alabama River next spring. This should be in progress now, for the possession of the Alabama River now, with our line of the Tennessee opposite Huntsville, would leave a short neck of land to choke off much of Alabama, and all Mississippi.

As soon as I am in communication with General Grant I will make disposition of the Ellet fleet, and also conclude what to do at Eastport. The country cuts me off from that road.

With great respect, your friend,

W. T. SHERMAN,
Major-General.

Admiral D. D. PORTER,
Commanding Mississippi Fleet, Cairo.

[Telegram.]

CAIRO, *November 8, 1863.*

Captain Fitch is at the mouth of the Cumberland with four gunboats, and has been there some time, waiting for transports. The first transports went up about four days since. He will push them through. There is not water enough in the Ohio for the heavier boats.

D. D. PORTER.

Major-General GRANT.

Report of Lieutenant Wilson, U. S. Navy, referring to the presence of a Confederate cavalry force near Lake Providence, La.

U. S. GUNBOAT MOUND CITY,
Off Skipwith's Landing, November 9, 1863.

SIR: The *V. F. Wilson* arrived here to-day with one barge in a very bad condition. I have put my crew to work transferring the coal to another barge. It will take three days, and the *Wilson* in that time can be well on her way up the river, so I thought it would best conform to your wishes by sending the *Wilson* up and when the good barge is filled, to send her down in tow of the *Champion* to Red River. The *Champion* is doing nothing, and, besides this, transferring will leave us enough coal to fill the boats here and a little over.

The *Marmora* went up to-day to relieve the *Prairie Bird*, at Cypress Bend, the *Prairie Bird* coming here to repair.

Four thousand rebel cavalry were within 8 miles of [Lake] Providence yesterday. They killed 25 of the negro troops—scouts—I believe.

This vessel is about ready. She needs liners for fire fronts and a siphon pump; otherwise she will be quite ready in a week

I am, very respectfully, your obedient servant,

BYRON WILSON,
Lieutenant, Commanding.

REAR-ADMIRAL DAVID D. PORTER,
Commanding Mississippi Squadron.

General report of Commander Townsend, U. S. Navy, commanding First District.

U. S. IRONCLAD STEAMER ESSEX,
Off Donaldsonville, La., November 9, 1863.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of the 18th ultimo, by the *General Lyon*, which arrived yesterday noon. I write at 4 a. m., and hope to start the *General Lyon* on her return trip by daylight. I thank you very much for your endeavors to keep the *Essex* supplied with such requisites as the unprecedentedly low stage of water would permit you to send, but, under the circumstances, I could hope to receive but little from Cairo, and I have been obliged to rely mostly upon New Orleans. I am happy to say that Commodore Bell has kindly filled such requisitions as I have found it necessary to make upon him. Yet, comparatively speaking, the *Essex* has had but little extraneous aid. She has been compelled by circumstances to rely principally upon herself, and, though she has been nearly a year absent from workshops, a great deal of work has been put upon her by her own crew. Still, there is much more to be done, which I hope will yet be fairly accomplished; but I must not forget the six calkers you sent me. They have done excellent service—work that our impromptu calkers vainly attempted to make good—and I hope, ere long, to have our decks reasonably tight, but you would be surprised, at least I was, to see how much oakum and pitch, to say nothing of ratling stuff and pine battens the seams swallow. The *General Lyon* brought six ship carpenters, sent by Mr. Bickerstaff, who mistook your order. There is plenty of ship-carpenter work to be done, but both the material and the opportunity to use it are wanting, and must continue so until the *Essex* has the chance to go into dock. I therefore send the men back to Skipwith's Landing, where I learn they can be illy spared, and I will depend upon our own contraband carpenters to lay the sheathing on the spar deck. The latter do their work very fairly, when it is properly laid out for them. I am much obliged to you for sending the lumber. I am afraid inch boards are rather light for the purpose, but we will make them serve. The canvas, of which you speak, could not, probably, be supplied, for light factory muslin was sent. I shall endeavor to coat it so thor-

oughly with paint that it will stand the heavy wear that must come upon it. In the spar deck there are many planks nearly rotted through. I shall fill up the cavities with cement, which will at least give a square and solid bearing to the sheathing. The calking will enable us to thoroughly holystone the gundeck, gangways, fore-castle, and fantail, which have never yet been brought down smooth. A good wetting down would have drenched magazines, shell room, and hold. Where the calking is finished, we holystone every morning, and the improvement is already quite perceptible. I think our guns look pretty well; much care and work have been bestowed upon them, and I am not ashamed to show them now, but we keep at it, and their appearance continues to improve. Still, as appearance is but a secondary matter, my principal aim is to have them efficiently worked. I have put the contrabands at the guns, and they do very well. The new men you sent me have been distributed among the old, and, as we exercise every morning, they are getting well broken into their duties. They are generally little fellows, but we find them willing. By the time heavy service is required of them, I trust they will be found well up to their work. They now do very fairly, considering the short time they have been on board. The *Brown* arrived three or four days since, bringing us what Captain French estimated to be 2,500 bushels of coal. The *Essex* has taken 350 bushels, the *Argosy* 800, and I have been obliged to let the *General Lyon* have the balance. They call it 500 bushels they have taken. I think it was full 800. At any rate, my division has had but 1,150 bushels of the remnant that reached us from above. As we can manage to get along slowly with wood, and as time is just now of more importance with the *General Lyon*, I let Captain Birch have the coal, particularly induced thereto by his assurances that within three or four days another coal barge would reach us with 10,000 bushels. I presume it will reach us about a week hence, for I always make liberal allowance for leeway in these estimates; but we can get along without it till then, as I have made engagements for 40 cords of wood.

I had no idea of giving any receipt to the Baton Rouge coal man. Mr. Heap, who has always shown himself to be honorable as well as capable, brought the bribing letter to me. I told him to send letters and money to you, as I knew that would be the most efficient measure to defeat the bribers' aim, and, besides, I desired that you should know of Mr. Heap's honorable course. I can recommend him most highly, and I do hope, admiral, that you will send him the appointment of acting chief engineer, the same he held before the Mississippi Squadron was regularly turned over to the Navy. I am sure you will not regret promoting him.

I will also be very greatly obliged to you if you will appoint my executive officer, Acting Master John C. Parker, an acting volunteer lieutenant for river service. He is not a sailor, but he is an admirable river officer, and, in truth, he has gained more knowledge of seamanship, such as one in his situation could manage to acquire, than any other river officer I have seen. He is intelligent and well bred, very attentive to his duties, and unusually competent in the performance of them. He has behaved gallantly in action, earning my warmest commendation by his coolness, courage, and skillful gunnery. Cap-

tain Caldwell turned him over to me, with similar praise to that I now bestow. I find in him the honorable sentiment and bearing and the strict sense of duty accountability to one's own conscience, as well as to authority, which are the life and soul of our dear old service. His ideas of discipline are far better than those of most of his compeers, and altogether I am exceedingly well pleased with him in the responsible position he occupies as my executive officer. I hope you will promote him; the advancement will be well deserved.

I am rather regretfully glad that you are so much pleased with the *St. Mary* and that you have done so much to improve and beautify her. She is worthy of all the adornment you can have bestowed upon her. The sight of her, amidst the misshapen river craft, must recall the brightness and freshness of the sea, like the southeasterly breeze that reaches us over these dull lowlands of Louisiana. But I fear I am wandering too far from the prosy course of an official letter, and, lest I become too eccentric and divergent, I will close.

I have the honor to remain,

Very respectfully, your obedient servant,

ROBERT TOWNSEND,

Commander, Comdg. 1st Dist. Mississippi Squadron.

Rear-Admiral DAVID D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, regarding the importance of good maps, and commending the work of the coast-survey party attached to his command.

No. 197.]

MISSISSIPPI SQUADRON,

Flagship Black Hawk, Cairo, Ill., November 9, 1863.

SIR: I have always advocated the employment of coast-survey parties in connection with the navy and army since this rebellion began. To the Navy the Coast Survey is indispensable in a region like this, comprising the States of Mississippi, Louisiana, and Arkansas, where the navigation is made up of innumerable lakes and bayous not known to any but the most experienced pilots. Their existence would certainly never be known by examining modern charts.

Great facilities would have been afforded the army and navy for operations on the Mississippi River and its tributaries had the Coast Survey or some institution like it preceded us, for the local surveys made for State or county purposes do not approach anything like perfection and give but little information adapted to military purposes.

Notwithstanding the great distance our army and navy have advanced on this river and its tributaries, exceeding a length of 3,000 miles, we have not a single map to show that we have kept pace with our forces in delineating the face of the country or gaining hydrographical knowledge. I am sorry to say that our army is not sufficiently provided with topographers to meet the want of even one small section of country and can not furnish the desired information.

When in front of Vicksburg, I think I can say that I had the most complete set of maps and sketches to be found anywhere in the vicinity, and the commanding general constantly came on board to consult them.

I was mainly indebted to a small coast-survey party that I had with me for these maps, as they were constantly engaged in compiling them from the best authorities they could find, and sketching in corrections when the maps were found to be erroneous.

In this way I have been enabled to make a good collection of maps. One small party can, however, be of but little assistance when the operations are on so extended a scale as they are here carried on. Notwithstanding the number of maps and surveys and other sources of information, it is astonishing how little is known or has been known heretofore about places which have lately become famous in history.

Many of the spots on the Mississippi and its tributaries, that have become memorable during the present rebellion, will probably never have their location fixed, owing to the fact that what is the business of everyone is apt not to be attended to, and the names of places rendered dear to us by associations as holy as any that ever existed, under similar circumstances, will likely be obliterated in time from having no hydrographical or topographical chroniclers to fix their position, or note the changes constantly taking place in this alluvial country.

No one can appreciate more highly than myself the benefits arising to a squadron by having a coast-survey party attached, as I could not, heretofore, have got along without them. As I said before, one party is too small an affair for such a business as we are carrying on. This squadron is operating in Tennessee, Kentucky, Mississippi, Arkansas, and Louisiana, and information is called for at all these points. War can not be carried on without good maps; the general, or admiral who has the best charts will be apt to gain great advantages over his antagonist. In a country like ours, where the States and counties are cut up into lakes, river, and bayous, known only to the inhabitants of districts, we must have good maps. Without entering into an argument to prove the necessity of a coast-survey party, or parties, being employed on a large scale out here, I beg leave to recommend that the attention of the Superintendent of the Coast Survey may be drawn to this desired object, and hope that Congress will afford the facilities for carrying on this important work.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Porter, U. S. Navy, transmitting list of vessels of his command, with tonnage and guns.

No. 198.]

MISSISSIPPI SQUADRON,

Flagship Black Hawk, Cairo, November 9, 1863.

SIR: I have the honor to enclose herewith a list of the vessels of this squadron, with their tonnage and number of guns; and remain,

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

Name.	Tonnage.	Guns.	Name.	Tonnage.	Guns.
Argosy.....	258	9	Little Rebel.....	151	4
Abraham.....	700	.....	Mound City.....	512	13
Alexandria.....	60	2	Manitou.....	286	7
Black Hawk.....	902	8	Marmora.....	207	8
Benton.....	1,033	16	Moose.....	195	6
Brilliant.....	226	6	New Era.....	157	6
Brown.....	235	2	New National.....	379	3
Chillicothe.....	383	3	Naumkeag.....	250	6
Choctaw.....	1,004	8	Neosho.....	535	2
Carondelet.....	500	13	Osage.....	535	2
Conestoga.....	512	7	Onachita.....	720	14
Cricket.....	156	6	Pittsburg.....	516	12
Covington.....	300	9	Petrel.....	226	8
Clara Dolsen.....	852	1	Prairie Bird.....	171	8
Champion.....	125	5	Paw Paw.....	175	8
Curlow.....	196	8	Peosta.....	233	14
Cincinnati.....	527	13	Queen City.....	212	9
Eastport.....	550	8	Romeo.....	175	6
Exchange.....	211	7	Rattler.....	166	8
Essex.....	614	7	Red Rover.....	789	1
Forest Rose.....	260	8	Robb.....	86	4
Fairplay.....	156	7	Reindeer.....	210	6
Fawn.....	174	7	Signal.....	190	8
General Price.....	633	3	Springfield.....	176	6
General Bragg.....	950	3	St. Clair.....	239	6
Great Western.....	800	3	Sovereign.....	440	1
General Lyon.....	468	3	Silver Lake.....	212	6
General Pillow.....	38	2	Silver Cloud.....	293	7
Hastings.....	407	8	Sampson.....	500	.....
Judge Torrance.....	700	3	Tuscumbia.....	565	3
Jullet.....	157	6	Tyler.....	575	16
Key West.....	400	9	Tawah.....	175	8
Kenwood.....	232	6	Tensas.....	150	2
Lafayette.....	1,000	8	Victory.....	180	6
Louisville.....	527	13			
Lexington.....	448	7	Total.....	27,685	460
Linden.....	177	6			

Report of Lieutenant-Commander Fitch, U. S. Navy, commanding Eighth District, regarding movement of transports and operations of Confederates on Cumberland River.

U. S. S. MOOSE,
Below Dover, November 9, 1863.

SIR: I have the honor to acknowledge the receipt of your telegram. I have just returned from above Harpeth Shoals. I went within a few miles of Nashville, taking with me a fleet of some ten or fifteen transports. As soon as I got the fleet above all danger, I turned back. I think some twenty-five or thirty transports have reached Nashville within the last day or two, and some ten or twelve more will start up in the morning; so, if the army is lacking supplies it is the quartermaster's fault and not ours.

There are a few scattering guerrillas along the river in squads of about 15 or 20; no batteries yet, though I presume there will be some soon. The other day a party of 15 or 20 guerrillas fired into a steamer only a mile and a half or two miles below Dover; this is a sample of the energy displayed by the land forces up this river. If we are not annoyed by batteries soon it will be a wonder.

In my telegram I stated that I had but three boats in good condition. The *Victory's* boilers are leaking so badly that she can not do anything just now, but if the boilermakers come up it will not

take over a day to get her in running order. I wrote you in regard to the workmen before I left.

Acting Volunteer Lieutenant Perkins also reports the *Brilliant* as being in a bad condition—wants calking and straightening up. He says her stern is settling down very much. I have not had time to examine her thoroughly, but presume she ought to be docked, and unless the ways at Paducah are clear, I do not see how this can well be done, as I presume there is more work now at Cairo than the ways can well attend to. Please let me know what to do with her. I will get along as well as I can with what boats I have.

I will order the *Fairplay* to come down first opportunity. When she gets here, and the *Brilliant* is repaired, I can send boats to Nashville as fast as they arrive and keep the river perfectly free from guerrillas too.

I found out this trip up where there is a guerrilla rendezvous, at a distillery back from where Palmyra once stood, about a mile or two from the river. I will pay it a visit very soon and break it up.

The river is falling very fast, and I fear will be very low again for perhaps a week. However, I think we can make one more trip above Harpeth before it gets too low.

Have you yet assigned an officer to the Tennessee, or do you wish me to look out for it also? If I am to look out for it also I must be finding out something about it—the number of boats there, what has been done, and what yet remains to be done, and make my arrangements.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

REAR-ADMIRAL DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

P. S.—I will have as much as I can do during low water in conveying to the foot of the shoals.

LE ROY FITCH,
Lieutenant-Commander.

General order of Lieutenant-Commander Fitch, U. S. Navy, for officers in charge of convoys.

GENERAL ORDER,
No. 13. }

U. S. S. MOOSE, November 9, 1863.

Each officer in charge of a convoy must take the name of every vessel leaving port with them or joining the fleet; also the number of barges or flats in tow, and send in to me on his return a list of all transports taken under his convoy both in going up and coming out of the river.

The object is to keep a complete record of the vessels under convoy.

Very respectfully,

LE ROY FITCH,
Lieutenant-Commander, Commanding Eighth District.

(Telegram.)

NASHVILLE, *November 9, 1863—4 p. m.*

The transports are in readiness, but no convoy has yet reported. I to-day started Stockdale down the river with a letter to the naval commander at Clarksville, asking him to furnish convoy. What can be done?

T. S. BOWERS,
Assistant Adjutant-General.

Major-General U. S. GRANT.

Letter from Major-General Grant, U. S. Army to Lieutenant-Commander Fitch, U. S. Navy, regarding fleet of transports waiting convoy at Nashville, Tenn.

HEADQUARTERS MILITARY DIVISION OF THE MISSISSIPPI,
Nashville, Tenn., November 9, 1863.

SIR: The bearer, Captain S. A. Stockdale, Assistant Provost-Marshal General, is directed to call on you for the purpose of stating to you the following facts:

A fleet of transports has been loaded at this place with commissary stores to proceed up the Cumberland to the mouth of the Big South Fork, where General Burnside is awaiting them. General Grant telegraphed from Chattanooga (where he now is) some days since to Admiral Porter, asking for a convoy. Thus far no gunboats have arrived here; the transports are ready to proceed; it is of the highest importance that there should be no delay; and hearing that some of your vessels were in the vicinity, Captain Stockdale is dispatched to confer with you in the hope that you will be able to furnish the convoys necessary.

I am, sir, very respectfully, etc.,

T. S. BOWERS,
*Lieut.-Col. and Asst. Adjt.-General,
Staff of Major-General U. S. Grant.*

The NAVAL OFFICER IN CHARGE OF GUNBOAT FLOTILLA,
Cumberland River.

Report of Lieutenant-Commander Fitch, U. S. Navy, requesting immediate instructions regarding convoy of transports in the Cumberland River.

U. S. S. MOOSE, *November 10.*

SIR: I telegraphed you to-day but could get no message through. I send by the *Newsboy* copies, one in regard to the above letter. Please answer as soon as possible that I may be able to telegraph the boats to move on up if you so desire it,

Very respectfully,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER.

[Telegram.]

NASHVILLE, *November 10, 1863.*

No convoy has as yet reported. Stockdale telegraphs from Clarksville that gunboats passed there yesterday noon. He is still in pursuit of them, and will continue until he obtains some definite information. Of course you do not want the boats to go without a convoy.

T. S. BOWERS,

Assistant Adjutant-General.

Major-General GRANT.

[Telegram.]

SMITHLAND, *November 10, 1863.*

Telegram 9th received. Have just returned from above the shoals. Took up ten or fifteen transports. Will send ten or twelve up to-day. Have but three gunboats here in good condition.

Victory's boilers in bad order. *Brilliant* out of repair. River falling. I send letter by mail.

LE ROY FITCH,

Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

[Telegram.]

NASHVILLE, *November 10, 1863.*

Captain Stockdale telegraphs from Smithland that he has had an interview with Captain Fitch, commanding gunboat flotilla on the Cumberland, and that he will do nothing without orders from Admiral Porter. Fitch has telegraphed to Porter for instructions. Can anything further be done? I have directed Stockdale to proceed until he does get a convoy. Am I right?

T. S. BOWERS,

Assistant Adjutant-General.

Major-General GRANT.

Report of Lieutenant-Commander Fitch, U. S. Navy, transmitting code of whistle signals for conveying.

U. S. S. MOOSE,

Smithland, Ky., November 10, 1863.

SIR: I send enclosed a set of whistle signals for conveying. I changed my old set to make them like yours, or rather, I discarded the first part of the old set and copied yours. This river is so narrow and the channel and currents so various that, with such large convoys, it is necessary to have a few more signals than are contained in General Order No. 70.

Sometimes it is best for boats to lash in pairs, both for speed and security. At other times there is not room for two boats to go together.

Frequently we have to stop the whole fleet, but not land, to let a boat get through a narrow place.

It is frequently the case that we are compelled to anchor, not being able to land; again, there are times when we can not anchor, but are compelled to tie to the shore; therefore we must choose the safest side.

I have omitted the firing of a gun in this code, as it is not always advisable to let the enemy know that there are armed boats in the fleet.

If you approve of this code I will have a number printed, so that I can supply each steamer under convoy with a copy.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

N. B.—The whistles must be sounded in the order they are written to be understood.

The boats will be assigned their positions by the officer in charge of the convoy before starting.

Boats with tows and slow boats must always be put in the lead; the most valuable cargoes, such as money, arms, or ammunition, must be in the safest places next close ahead of some one of the gunboats, but never put in the lead, and the fastest boats must be put in the rear.

When the convoys are large, and it is practicable, the boats must lash in pairs, to shorten in the lines and give more security. When in line, keep about 150 or 200 yards apart, unless the river is bad, when a greater distance will be necessary.

Never crowd up or jamb into narrow chaneln nor run up on to or jamb the boat next ahead. Avoid all confusion.

When signal is made when in line, every other boat, or if in pairs every other pair of boats, from the one making the signal, each way, will repeat it. When tied up or at anchor, each boat, when single, or each pair, when double, will repeat the signal.

Should a gun be fired from any of the gunboats, pay no attention to it unless signalized.

LE ROY FITCH,
Lieutenant-Commander.

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, commanding White River station, transmitting affidavits regarding property taken by Marine Brigade from the estate of Mrs. Miles H. McGehee.

U. S. S. QUEEN CITY,
White River Station, Ark., Tuesday, November 10, 1863.

SIR: On the 7th instant Mrs. Miles H. McGehee, of Bolivar County, Miss., came on board this vessel, accompanied by V. T. Warren, the overseer of her estate, and J. C. Kirk, a planter. She requested that I should take their evidence concerning the damage done to her property by the Marine Brigade, and informed me that Mr. Vance had had an interview with you on her behalf, and that you had requested to be furnished with some evidence on the subject. I enclose you the affidavits of Messrs. Warren and Kirk, and from the

information I can obtain, I believe that Mr. and Mrs. McGehee are good and loyal citizens, who have always been friendly to the United States Government.

I have the honor to be, your obedient servant,

GEO. W. BROWN,
Actg. Vol. Lieut. U. S. Navy, Comdg. Naval Forces, White River.

Rear-Admiral PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

STATE OF ARKANSAS, *County of Desha, ss:*

V. T. Waren, of Bolivar County, Miss., being duly sworn according to law, deposes and says that on or about the 23d May, 1863, a steamboat landed at McGhee's [McGehee's] Landing, and a party of about 25 white men, uniformed as the Marine Brigade, and accompanied by a number of negroes, came from the boat and pillaged the place of Miles H. McGhee [McGehee], taking away with them 22 mules, 1 mare and colt, 1 bay filly 3 years old, 1 horse, and harness and bridles for the mules, the whole valued at \$10,000. Said deponent did not see the boat, but understands it was the *Lady Pike*; he, however, saw the smoke of the boat and saw the troops pillaging Mr. McGhee's [McGehee's] place. The officers who commanded the party were uniformed as officers of the Marine Brigade, commanded by Brigadier-General Ellet. He was overseer of the place, and saw the party take all the property specified above.

That on or about the 1st June, 1863, a steamboat landed at Kirk's Landing, and a party of about 30 men in the uniform of the Marine Brigade came to Miles McGhee's [McGehee's] place and took away with them 3 mules, 1 gray filly 3 years old, 15 hams, and about 100 head of poultry, the whole valued at \$1,300. Said deponent saw the said Marine Brigade troops pillaging and saw them take away the property specified above.

That on or about the 12th and 13th July, 1863, a steamboat landed at McGehee's Landing and a party of about 20 men came to the place of Miles H. McGehee, and remained that and the next day, coming and going to and from the boat all the time. They brought some ambulances and pillaged the place and took away with them nearly 2 barrels of molasses, 6 jars of lard, about 800 to 1,000 head of poultry, and 6 hogs, the whole valued at \$700. They tore up the garden, breaking down the fences, plants, and trees, and in the orchards caused great damage by breaking down fruit trees, the whole damage estimated at \$2,000 to \$3,000.

That said place has never been abandoned, but always occupied by owner or his agents, and that the inventory attached hereto is a correct list of the property taken from the place and the prices marked are the true values thereof.

V. T. WAREN.

Sworn and subscribed to before me the 7th of November, 1863.

GEO. W. BROWN,
Act. Vol. Lieut., U. S. Navy, Comdg. White River Station.

Witness:

CLIFFORD STANLEY SIMS,
Acting Assistant Paymaster, U. S. Navy.

At the same time and place John C. Kirk being duly sworn deposes and says that he knows the property specified in the foregoing affidavit as having been taken by the Marine Brigade from the place of Miles H. McGehee, to have been taken; that it is valued fairly, and that the place was never abandoned.

That on or about the 23d of February, 1863, the U. S. S. *Conestoga* landed at Hosten's Landing and took from the Mound place, belonging to Miles H. McGehee, 8 bales of cotton, valued at \$3,000.

J. C. KIRK.

Sworn and subscribed to before me this 7th day of November, 1863.

GEO. W. BROWN,

Act. Vol. Lieut., U. S. Navy, Comdg. White River Station.

Witness:

CLIFFORD STANLEY SIMS,

Acting Assistant Paymaster, U. S. Navy.

Letter from Major-General McPherson, U. S. Army, to Lieutenant-Commander Owen, U. S. Navy, requesting cooperation of gunboats at Goodrich's Landing, La.

HEADQUARTERS SEVENTEENTH ARMY CORPS,
Vicksburg, Miss., November 10, 1863.

CAPTAIN: Brigadier-General J. P. Hawkins, at Goodrich's Landing, reports a force of the enemy 2,000 strong, with eight new pieces of artillery, at Floyd or Bayou Maçon. If the enemy are there in such force, their object, doubtless, is to make a raid on the plantations on the west side of the river and, perhaps, attack the force at Goodrich's Landing or Milliken's Bend. I have to request that you will send one or two gunboats to Goodrich's Landing to assist General Hawkins, if necessary.

Very respectfully, your obedient servant,

JAS. B. MCPHERSON,

Major-General

Captain OWEN, U. S. NAVY,

Commanding Gunboat Fleet.

Report of Acting Ensign Pool, U. S. Navy, commanding U. S. S. Eastport, regarding protection given to Army transports at Helena, Ark.

U. S. S. EASTPORT,

Foot of Island [No.] 65, November 10, 1863.

SIR: I have the honor to inform you that since my report of the 7th instant I moved down to White River, where I procured a supply of coal, and have come up to this point at the request of Quartermaster Noble, of Helena, Ark., in order to furnish protection to the Governmental transports while procuring wood here. I am unable to move any farther for the present, owing to the damaged condition of the boilers.

Very respectfully, your obedient servant,

S. POOL,

Acting Ensign, Commanding pro tem.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

[Telegram.]

PADUCAH, *November 11, 1863.*

Arrived here at 3 this p. m. Everything is quiet.

T. SMITH.

Admiral D. D. PORTER,
Steamer Black Hawk, Mound City, Ill.

Letter from Chief of Bureau of Equipment and Recruiting to Rear-Admiral Porter, U. S. Navy, requesting information regarding the discharge of soldiers doing duty on gunboats.

NAVY DEPARTMENT,
BUREAU OF EQUIPMENT AND RECRUITING,
Washington, D. C., November 11, 1863.

SIR: Be pleased to inform the bureau what course you have adopted in discharging the soldiers of the Army of the Potomac doing duty on board the gunboats; whether they are returned to their respective regiments or discharged from the United States service altogether.

Very respectfully, your obedient servant,

A. N. SMITH,
*Chief of Bureau ad interim.*Rear-Admiral D. D. PORTER,
Commanding U. S. Squadron, Mississippi River.

[Telegram.]

CHATTANOOGA, *November 11, 1863.*

You are right in sending Stockdale until convoys are obtained. If gunboats do not accompany our transports there will be no use in sending them.

U. S. GRANT,
*Major-General.*Colonel BOWERS,
Assistant Adjutant-General.

Letter from Lieutenant-Commander Fitch, U. S. Navy, to Major-General Grant, U. S. Army, regarding convoying in the Ohio and Cumberland rivers.

U. S. S. MOOSE,
Smithland, November 11, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 9th instant. Two gunboats will be dispatched immediately to comply with the request. I am sorry I did not know this sooner, as I was within a few miles of Nashville the other day and could have sent two boats right up had I known it was the desire to send supplies above.

Please communicate with me direct in regard to the assistance you may require from the gunboats on the Cumberland or Ohio River; then I will know exactly what to do. Besides, it saves a great deal

of time. Having sent the first request to the admiral, I knew nothing of it, there being at the time neither mail nor telegraphic communication between us. As it was, I was compelled to send to Cairo to know the admiral's wishes. Whereas, had the first application for convoy been made direct to me, I could have given the convoy at once. Will you please let the gunboats belonging to the Army meet the convoys from below at Harpeth Shoals, as I will, after sending two boats above, have one left for a time to convoy from here up. Soon, however, I will have more, as I have ordered all the boats out of the Ohio to join me here. Please make known your wishes to me, and if it is in my power I will, with all my heart, comply with them.

Very respectfully, your obedient servant,

LE ROY FITCH,
*Commanding Cumberland and Ohio
Divisions of Gunboats, Miss. Squadron.*

Lieutenant Colonel T. S. BOWERS,
Assistant Adjutant-General, Mil. Division of the Miss.

[Telegram.]

NASHVILLE, *November 12, 1863.*

Captain Stockdale has just returned from Cairo, where he had an interview with Admiral Porter. Two gunboats are on the way and will arrive here to-morrow.

Porter received your dispatch and directed Captain Fitch to send the boats at once, but the latter did not receive the order.

He told Stockdale that he has directed Fitch to furnish you all the gunboats you require from time to time without waiting to consult him.

Fitch writes that he will hereafter afford you prompt cooperation.

The river is doubtless too low, but will be up again in a few days. I will send the *Newsboy* up in the morning to ascertain particulars.

T. S. BOWERS,
Assistant Adjutant-General.

Major-General GRANT.

*Report of Lieutenant-Commander Fitch, U. S. Navy, of arrival of
U. S. S. Fairplay at Smithland, Ky.*

U. S. S. MOOSE,
Smithland, November 12, 1863.

SIR: I have the honor to report the arrival of the U. S. S. *Fairplay* at this place this a. m.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Wilson, U. S. Navy, regarding reported movement of Confederate force from Bayou Maçon toward Red River.

U. S. GUNBOAT MOUND CITY,
Off Skipwith's Landing, November 12, 1863.

SIR: To-day I boarded the *Albert Pearce*, bound up, to send dispatches from Major-General McPherson, ordering the Marine Brigade to Goodrich's Landing. General McPherson wanted a gunboat sent there, but from what I can learn, the force on Bayou Maçon which he thought might attack Goodrich's has gone back toward Red River. It consisted of 2,000 infantry and 8 pieces of artillery.

I am, very respectfully, your obedient servant,

BYRON WILSON,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Captain Stockdale, U. S. Army, regarding measures for procuring convoy for fleet of transports ordered to proceed up Cumberland River.

HDQRS. MILITARY DIVISION OF THE MISSISSIPPI,
Nashville, Tenn., November 13, 1863.

COLONEL: In pursuance of instructions from you to proceed down the Cumberland River as bearer of a communication to the commanding officer of a fleet of gunboats, supposed to be lying between this place and Clarksville, Tenn., and to confer with said officer, with a view of procuring a convoy to a fleet of transports loaded with commissary stores at this place, and under orders to proceed up the Cumberland River, I have the honor to report that on the 9th instant, at 4.30 o'clock p. m., I went on board the Army gunboat *Newsboy*, which was placed subject to my order, and moved down the Cumberland River without having seen or heard of the gunboats.

I arrived at Clarksville at 11 o'clock p. m. of the same day. Here I learned that the gunboats had passed down about 8 o'clock that morning. Our pilot, who had been on duty for the two nights previous, gave out, and I was forced to take a pilot from the Army gunboat *Hagan*, which was lying disabled and useless at Clarksville.

After reporting progress to you by telegraph, I again moved down the river, but did not overtake or meet any gunboats until within 2 miles, or thereabouts, of Smithland I met two, and from the officer in command learned that Captain Fitch, commanding gunboat flotilla on Ohio and Cumberland Rivers, was on board gunboat *No. 34*, then lying opposite Smithland, Ky.; so I moved on, and at 2 o'clock p. m. of the 10th instant landed above gunboat *No. 34*. Upon going aboard found that Captain Fitch had gone into the woods gunning and would not be back until evening. I returned to my boat, and at 6 o'clock p. m. went aboard Captain Fitch's boat again. Waited nearly an hour, when Captain Fitch returned, and I immediately delivered

to him your communication, made a statement of the facts as authorized, and endeavored to the best of my ability to impress upon Captain Fitch the importance of the movement, depending upon his furnishing the gunboats at once.

I also made enquiries as to whether or no he had received any intimation from Admiral Porter that the gunboats were needed at Nashville; to which he replied that he had not, and owing to the demand for gunboats to convoy transports from Smithland to Nashville, he could not spare any gunboats, and, in any event, he could not send the gunboats to Nashville for the purpose of conveying above that place without orders from Admiral Porter, to whom he would telegraph, and could probably give me an answer the following morning.

As I feared Captain Fitch would not represent the case to Admiral Porter in its fullest importance, I moved across to Smithland and telegraphed to you, reporting progress, and asking for instructions in case the reply from Admiral Porter should be unfavorable.

Soon after returning to the boat, I was waited upon by a messenger from Captain Fitch, who informed [me] that it was impossible to get a dispatch through to Admiral Porter within any reasonable time, and asked me if I would go to Mound City with a communication to Admiral Porter, adding that if I would do so, Captain Fitch would furnish me an Ohio River pilot. To this proposition I cheerfully assented as the surest and quickest means of getting an order for the gunboats. I telegraphed you of this change of programme, and at 10 o'clock p. m. proceeded down the Ohio River, reaching Mound City the next morning at 4 o'clock.

I immediately waited upon Admiral Porter on board flagship *Black Hawk*, delivered to him the dispatch, and acquainted him with the necessity of having the gunboats at Nashville at once. Admiral Porter expressed much surprise that the gunboats had not already been furnished, agreeably to General Grant's request; he had directed Captain Fitch to send two gunboats to Nashville at once. Admiral Porter then penned a communication to Captain Fitch, the contents of which he informed me were directions to send the gunboats to Nashville without delay, and in future to render General Grant all assistance possible without waiting for orders, and to do all he could toward supplying General Burnside.

Having accomplished the object of my mission, at 5 o'clock I moved up the river, reaching Smithland at noon, and delivered Admiral Porter's dispatch to Captain Fitch, of whom I received orders to Captain Glassford, commanding the two gunboats that had started up the river the day before, and communication to yourself.

At 2 o'clock p. m. I moved up the Cumberland River again, and at 4 o'clock the next morning, 12th instant, overhauled the gunboats 12 miles above Fort Donelson, delivered the dispatch to Captain Glassford, and was assured by him that he would report the gunboats to you at Nashville on the following morning. I then proceeded up the river again, touched at Clarksville at 10 o'clock a. m., relieved the pilot I had taken from the Army gunboat *Hagan*, and arrived at Nashville at 9 o'clock p. m. of the same day.

It is due to Admiral Porter to add that I saw at Smithland, Ky., a copy of dispatch from him, dated November 9, 1863, directing Captain Fitch to report two gunboats to the commanding officer at Nashville without delay.

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

S. A. STOCKDALE,

Capt. 103 Ills. Inf. and Asst. Pro. Marshal General.

Lieutenant-Colonel T. S. BOWERS,

Assistant Adjutant-General, Nashville, Tenn.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding pay of pilots.

U. S. S. MOOSE,

Smithland, Ky., November 14, 1863.

SIR: I regret to state that there is great dissatisfaction among our Cumberland and Ohio pilots in consequence of their pay.

The pay of pilots from Cincinnati to Nashville has been increased to about \$300 per month or \$10 per day.

This, I think, together with the lower first-class pilots getting \$250 per month, has caused the dissatisfaction here.

There is one thing in favor of these pilots, they are nearly all old, experienced hands, and, in their respective districts, are the very best of pilots.

I trust you will forgive this annoyance this time, but as there are so many applications for first-class positions going in, I thought it proper that I should make some little explanation as to the cause.

Very respectfully,

LE ROY FITCH,

Lieutenant-Commander.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, of arrival at Smithland, Ky., of U. S. S. Springfield.

U. S. S. MOOSE,

Smithland, November 14, 1863.

SIR: I have the honor to report the arrival of the U. S. S. *Springfield* at this place this a. m.

Have got patrols established so that supplies can go through as fast as they arrive.

Very respectfully, your obedient servant,

LE ROY FITCH,

Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

Report of Rear-Admiral Porter, U. S. Navy, condemning the Marine Brigade and transmitting information regarding rams under construction at New Albany, Ind.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, November 14, 1863.

SIR: Mr. Heap requested me to send you what information I could get in relation to the two rams building at New Albany, Ind.

I sent Lieutenant-Commander K. R. Breese to examine them and the enclosed is his report.

From General Grant's idea of the employment of the Marine Brigade, he intended to take them for transports, which they have succeeded in avoiding, and when the army at Chattanooga was almost starving for want of provisions, and the gunboats were waiting for convoy at the mouth of the Tennessee, the quartermaster not being able to procure transportation, five of the Marine Brigade boats were lying doing nothing at Cairo. Some of them below, near Vicksburg, did report themselves as ordered, to the commanding general there, but those commanders who did so were dismissed from service by General Ellet for doing so. He is evidently determined to have an independent command, and has set General Grant's orders at defiance, and paid no attention to the Secretary of War. In case the Marine Brigade is taken from him, he calculates to fall back on the Ram Fleet command again. Thus the ram navy is being increased, and there will shortly appear on these waters a new squadron intended to operate independent of the Navy. I could no more permit a squadron of this kind within the limits of my command than General Grant could allow an army independent of him to be operating near Chattanooga, with purposes differing entirely from his own.

The law of Congress particularly prescribed that all vessels for naval purposes should be turned over to the Navy. I enclose the law.

The Marine Brigade and Ram Fleet has been the most expensive affair, for the little that has been done, ever got up in the country. If it should be permitted to operate independently, the Navy would bear all the odium of its doings.

I send you one of the reports sent me about them, when I once sent them to protect the citizens at St. Joseph Lake. If they act so when they go to protect, what will they do when they go to make war?

I trust that you will use every effort to put a stop to this thing; it is an evasion of the law, and not treating the Navy with the respect that is due it from the other branch of the service. The Army will not recognize any organization of this kind, and wherefore should we?

Having a branch of another service under my command, it was a point of delicacy with me to give them all the credit they deserved. I did more; I gave them more than they deserved.

I am sure you have at heart the interests of the service, and will not stand by and see the legitimate branch degraded by the interference of a spurious organization.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Hon. G. V. Fox,
Assistant Secretary of Navy, Washington, D. C.

[Enclosures.]

An act transferring the Western Gunboat Fleet from the War to the Navy Department.

Be it enacted, etc., That the Western gunboat fleet, constructed by the War Department for operations on the Western waters, shall be transferred to the Navy Department, which will be hereafter charged with the expense of its repair, support, and maintenance: *Provided,* That all vessels now under construction or repair by authority of the War Department shall be completed and paid for under the authority of that Department, from appropriations made for that purpose.

SECTION 2. *And be it further enacted,* That this act shall take effect and be in force from and after its passage.

Approved, July 16, 1862.

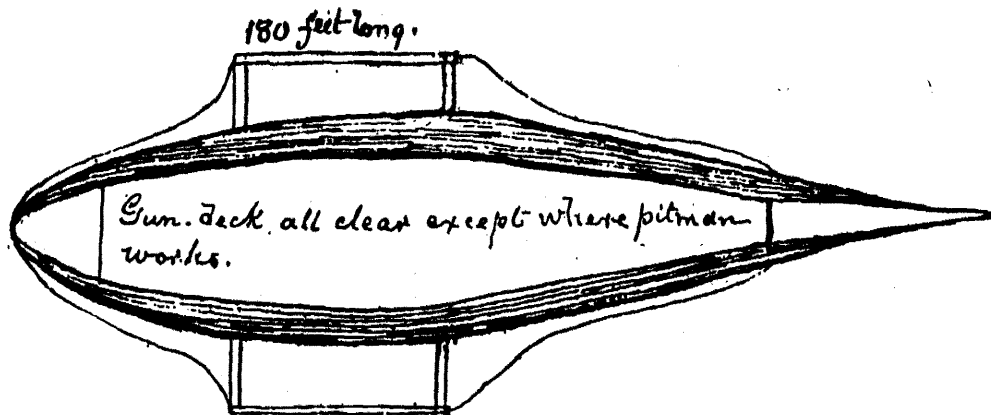
CINCINNATI, O., *November 12, 1863.*

DEAR SIR: I have just returned from New Albany and a visit to the rams building there. I think I have found out the big gun of the Marine Brigade in its chief quartermaster, Captain Brooks, who has charge of the construction of those vessels. He is a man of intelligence, and I think of considerable influence in the State and West, from his connection with railroads, etc.

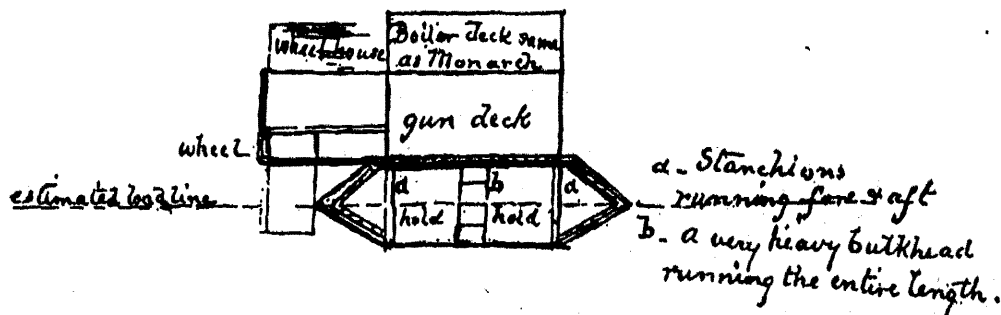
The rams are being constructed on the surplus appropriated for the Ram Fleet, and authorized by Mr. Stanton, who rather objected to having any iron put on them, as it might be considered infringing on the Navy, and they be styled gunboats. General Meigs also has inspected them, and I believe they are regularly recognized by the War Department. I think they will be fine vessels. The boilers are in the hold, as also the machinery, and well protected from the peculiar construction of the vessel. The machinery is considered ample to drive them at the ordinary rate of river boats. The boilers are in pairs on each side of the fore-and-aft bulkhead connected, but susceptible of working either pair. One vessel is 180 feet long and the other 210 feet. The latter only differing in extending the lines and rather more carrying out the plan or idea of a Mr. Germaine, an enthusiast on the subject of hydrodynamics, and the peculiar model of vessels to get at the greatest speed. He says he can build a vessel to go 50 miles an hour. If he had not put it at that figure I should have believed a good deal more he said, as I liked his ideas, they being new. He said Commodore Goldsborough approved his plans, but Fox said he could not give him a vessel to build even at the moderate rate of 20 miles an hour without the same security given by Ericsson. If these rams do not draw too much water I think they will be fine vessels, but at the same time I think every effort will be made to keep up the Ram Fleet, no matter what becomes of the brigade.

I liked Captain Brooks very much; he is gentlemanly, and was as polite as could be to me. Mr. Germaine is a character chock full of science, as old Captain Cuttle would say, but about his peculiar ideas I can not answer for. At all events, I never saw or heard of a vessel on his plan, and there may be something in it. He says that there is a resistance greater than the square, which nobody heretofore has been able to find out. He claims to have found that

out, and also to have remedied it. He says from the peculiar model of his boats they handle much more readily in turning, their sides being shaped to present the least resistance from the pressure of the water in the same manner as the bows. Captain Brooks hopes to have one ready by the 1st January, and the other by the 15th. I think it very likely two weeks later will give them. I saw a nice little side-wheel steamer at New Albany, perfectly new, and Mr. Kendall and Mr. Gilman leave to-night to examine and purchase her.



Shape of Ram and bow.



The vessel 210 feet long is really the same shape aft as forward. Her midship section is as above, and forward and aft the tail of a mackerel is the best idea I can give you to come near it. My sketching powers fall me, but I will whittle it out so then you can get the idea.

There appears to be nothing but stern-wheel boats here, so I have told Mr. Gilman not to buy any more until we go to Pittsburg and Wheeling and see what there is there. Captain Brown is driving ahead on them; he has now four underway, and says send them along.

The *Grampus* is a nice little receiving vessel in first-rate order, and Captain Sells appears to be a very good man for the place. He has no furniture in his cabin, no carpet, or anything in fact. Can he be furnished from the surplus of the steamers purchased, and such as they have not let Mr. Brown furnish and charge in his bill? The

vessel really requires it to make her respectable, and the appearance of the vessel indicates such comforts would be appreciated and taken care of.

I find Captain Sells has never received the order about lists of officers, etc., and told him to send you a list. He has only an ensign and a mate, Mr. Isaac C. Wiltsee, the latter useless, and his time taken up in devotion to the fair sex. Mr. Litherbury, acting ensign, at present the executive officer, is a ship carpenter, and Mr. Kendall is very desirous of having him to assist him in seeing his directions carried out. I would recommend it if you can supply his place here.

The vessel has accommodations for an ensign and three master's mates, and if you can spare them I think it would be a good plan to have them here. There is no one that can drill the men, and she has such comfortable deck to drill on, it seems a pity it should be lost.

The vessel is such a creditable little concern that I would like to see it kept up well. Mr. Wiltsee, the master's mate, does not know any drill whatever.

There are no rifles on board, nothing but 10 cutlasses and revolvers. Twenty rifles would be a good thing, and somebody to teach the use of them. I hope you will be able to wade through all my scribbling, and as I am getting a little homesick; as soon as I go to Pittsburg I think I will turn about for the *Black Hawk*, unless you should want me to go somewhere else.

Please remember me to Smith, and believe me,
Yours, respectfully,

K. R. BREESE.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, proposing that vessels with fever patients from the Gulf Squadron be sent to Cairo for change of climate.

NAVY DEPARTMENT, November 14, 1863.

SIR: Several of the vessels of the Western Gulf Blockading Squadron have been severe sufferers from fever, and the surgeon of the fleet is of the opinion that they should seek a Northern climate. Commodore Bell suggests that all of the small ones could experience desirable change by ascending the river to Cairo or St. Louis during the high water, and some of the river fleet be sent below to supply their places.

The Department approves the suggestion, and has directed him to send to you such as are fit for service above, and inform him that you would supply their places by sending down such as were suitable for service below, which you will do.

Advise the Department of the changes that are thus made.
Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

List of vessels of the Mississippi Squadron, with their commanding officers and stations, November 15, 1863, Rear-Admiral David D. Porter, U. S. Navy, commanding.

Vessel.	Commander.	Where stationed.
Argosy.....	Acting Ensign J. C. Morong.....	Below Donaldsonville.
Abraham.....	Acting Ensign Wm. Wagner.....	Caïro.
Alexandria.....		Do.
Black Hawk.....	Lieut. Commander K. E. Breece.....	Do.
Benton.....	Lieut. Commander Jas. A. Greer.....	Natchez.
Brilliant.....	Acting Volunteer Lieut. Chas. G. Perkins.....	Cumberland River.
Brown.....	Acting Ensign E. C. Van Pelt.....	Towing coal.
Chillicothe.....	Acting Volunteer Lieut. H. S. Eyrings.....	Fort Adams.
Choctaw.....	Lieut. Commander F. M. Ramsay.....	Red River.
Carondelet.....		Carthage.
Conestoga.....	Lieut. Commander T. O. Selfridge.....	Napoleon.
Crocket.....	Acting Master H. H. Gorrings.....	
Covington.....	Acting Volunteer Lieut. G. P. Lord.....	Island [No.] 65.
Clara Dolsen.....	Acting Volunteer Lieut. John Scott.....	Caïro.
Champion.....	Acting Master A. Phelps.....	Below Red River.
Curlew.....	Acting Ensign H. B. O'Neill.....	Cole's Creek.
Cincinnati.....		Repairing.
Eastport.....	Lieut. Commander S. L. Phelps.....	Laocöna.
Exchange.....	Acting Volunteer Lieut. J. S. Hurd.....	Above Memphis.
Essex.....	Commander Robert Townsend.....	Donaldsonville.
Forest Rose.....	Acting Volunteer Lieut. Charles A. Wright.....	Between Natchez and Cole's Creek.
Fairplay.....	Acting Master G. J. Groves.....	Cumberland River.
Fawn.....	Acting Master John R. Grace.....	White River.
Fort Hindman.....	Acting Volunteer Lieut. John Pearce.....	Ellis Cliffs.
General Price.....	Acting Volunteer Lieut. J. F. Richardson.....	Caïro, waiting for water to go below.
General Bragg.....		Helena.
Great Western.....	Acting Master Thos. Bates.....	Goodrich's Landing.
General Lyon.....	Pilot R. E. Birch.....	Below.
General Pillow.....	Acting Master J. C. Burner.....	Guarding powder boats.
Hastings.....	Acting Volunteer Lieut. A. B. Langthorne.....	Tennessee River.
Judge Torrence.....	Acting Master J. Irwin.....	Natchez.
Juliet.....	Acting Ensign Matt. V. Haines.....	White River.
Key West.....	Acting Volunteer Lieut. E. M. King.....	Tennessee River.
Kenwood.....	Acting Master John Swansy.....	Port Hudson and below.
Lafayette.....	Lieut. Commander J. P. Foster.....	Bayou Sara.
Louisville.....	Lieut. Commander E. K. Owen.....	Skipwith's Landing.
Lexington.....	Lieut. G. M. Bahe.....	Tennessee River.
Linden.....	Acting Master T. M. Farrell.....	Greenville.
Little Rebel.....	Acting Ensign N. T. Rennell.....	Caïro.
Mound City.....	Lieut. Commander Byron Wilson.....	Lake Providence.
Marmora.....		Island No. 70.
Moose.....	Lieut. Commander Leroy Fitch.....	Cumberland River.
New Era.....	Acting Master James Marshall.....	Island No. 10.
New National.....	Pilot A. M. Grant.....	Below.
Naumkeag.....	Acting Master John Rogers.....	White River.
Neosho.....	Acting Volunteer Lieut. Samuel Howard.....	Morganza.
Osage.....	Acting Volunteer Lieut. J. P. Couthouy.....	Below Fort Adams.
Ouachita.....		Undergoing alterations.
Pittsburg.....	Acting Volunteer Lieut. Wm. R. Hoel.....	Grand Gull.
Petrel.....	Acting Master Jas. D. Sinclair.....	Cypress Bend.
Prairie Bird.....	Acting Volunteer Lieut. E. E. Brennan.....	
Paw Paw.....	Acting Master A. F. Thompson.....	Tennessee River.
Peosta.....	Acting Volunteer Lieut. Thos. E. Smith.....	Do.
Queen City.....	Acting Volunteer Lieut. Geo. W. Brown.....	White River.
Romeo.....	Acting Volunteer Lieut. J. V. Johnston.....	Below Napoleon.
Rattler.....		Rodney.
Red Rover.....	Acting Master W. R. Wells.....	
Robb.....	Acting Ensign Robt. Wilkinson.....	Tennessee River.
Reindeer.....	Acting Volunteer Lieut. H. A. Glassford.....	Cumberland River.
Signal.....	Acting Volunteer Lieut. C. Dorniny.....	Below Fort Gibson.
Springfield.....		Cumberland River.
St. Clair.....	Acting Master Geo. W. Foutty.....	Below Donaldsonville.
Sovereign.....		Laid up.
Silver Lake.....	Acting Ensign J. C. Coyle.....	Cumberland River.
Silver Cloud.....	Acting Master A. F. O'Neill.....	Below Island No. 10.
Sampson.....		
Tuscumbla.....	Lieut. Commander Jas. W. Shirk.....	Laid up.
Tyler.....	Lieut. Commander Jas. M. Pritchett.....	Tennessee River.
Tawah.....	Acting Volunteer Lieut. Jason Goudy.....	Do.
Tensas.....		Caïro.
Victory.....	Acting Ensign Frederick Read.....	Cumberland River.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Pearce, U. S. Navy, forwarding letter for Lieutenant-Commander Ramsay, U. S. Navy.

U. S. S. BENTON,
Off Natchez, November 15, 1863.

SIR: I send you a very important letter for Captain Ramsay. Will you take it down to the next boat? At any rate, get it to him as soon as you can. The rebels are threatening below Red River; there may be some above. Vigilance is needed now especially.

Very respectfully, your obedient servant,

JAS. A. GREER.

Commanding OFFICER U. S. Gunboat at Ellis Cliffs.

Letter from Lieutenant-Commander Greer, U. S. Navy, to Lieutenant-Commander Ramsay, U. S. Navy, regarding the reported movement of a Confederate force to obstruct the Mississippi River.

U. S. S. BENTON,
Off Natchez, November 15, 1863.

MY DEAR RAMSAY: I have received information from General Gresham of such importance that I deem it necessary to send you word at once, for fear you may not be as fully posted as we are. The rebels are marching in, evidently with the intention of trying to obstruct the navigation of the river. Taylor's force of 10,000 divided into two columns—one under his command, the other under Walker, and en route for the river and probably there now. Taylor was coming in from Opelousas and would strike the river near Morganza. Walker was to cross at Simmesport and come in below Red River. This information is reliable. They have several heavy guns. A force of several thousand are also en route on the Mississippi side to strike in near Tunica Bend. This party have some 24 and 32 pounder guns. I shall for the present detain all steamers at this point till I learn that the river is not obstructed. Excuse haste.

Yours, truly,

JAS. A. GREER,

Lieutenant-Commander, Comdg. 4th Dist. Miss. Squadron.

Captain RAMSAY,
Commanding U. S. S. Chocataw.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding affairs in the Ohio and Cumberland rivers.

U. S. S. MOOSE,
Smithland, Ky., November 15, 1863.

SIR: I start up the river again to-day. All the other boats except the *Victory* are now on regular patrols above. The *Victory* will move up in a few days, as soon as the boiler makers are done work.

As soon as there is water I will have our coal taken to Donelson. At present there is not water enough to get it there.

I hope to keep this river all clear this winter from General Burnside's position down to the mouth.

At present the mail between here and Cairo is very irregular and the telegraph is very seldom in working order, but I hope it will soon be arranged.

I will be back here about Saturday again. After that I will be between Donelson and Clarksville most of the time.

I will write every opportunity, although I may have but little to communicate.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Letter from Quartermaster-General Meigs, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding transports waiting for convoy at Smithland, Ky.

BRIDGEPORT, TENN., *November 16, 1863.*

Enclosed please find copy of telegram received from General Allen, on which my dispatch was based.

LOUISVILLE, *November 12, 1863.*

The quartermaster at Clarksville reports to me that transports have waited six days at Smithland for a convoy. I am tired of writing on the subject to Cairo. The Navy Department gave formal official advices that they were prepared to convoy all vessels up the Tennessee and Cumberland rivers.

General MEIGS.

I am, very respectfully, your obedient servant,

M. C. MEIGS,
Quartermaster-General.

Rear-Admiral D. D. PORTER,
Cairo, Ill.

Report of Lieutenant-Commander Breese, U. S. Navy, regarding the purchase of vessels at New Albany and Louisville.

BURNET HOUSE,
Cincinnati, November 16, 1863.

DEAR SIR: We have just got back from New Albany, having purchased, or rather agreed to purchase, a small side-wheel steamer, perfectly new, called the *Emma Brown*. She is not quite finished, but will be delivered to Mr. Brown on Friday. She has 4½ feet hold and 130 feet long and will make a nice little vessel. At Louisville a new stern-wheel steamer, not yet launched, was engaged to be delivered to Mr. Brown in about two weeks. This makes six stern-wheel and one side-wheel. To-morrow we go to Pittsburg.

I saw Captain Brooks at New Albany, who reiterated all I have already told you. He says he has not had any conversation with Mr. Stanton for some time on the subject, but had had quite a recent one

with the Quartermaster-General, who left the matter in his hands. At the time of the conversation it was not known how much expense the Ram Fleet would be put to, and calculation was that to make their fund (a special appropriation) for the Ram Fleet hold out until July, and build these vessels, that they would be short \$60,000, but that now there was no difficulty in the matter at all, as they had plenty to finish the vessels and carry on the expenses of the Ram Fleet to July, 1864. If you are to have them, it would be well to get them quick, before they do much more on them, as I do not suppose you want them fitted up like the *Monarch* and *Switzerland*. They will draw about 6 feet water, Mr. Brown thinks, and have plenty of power—Hill and Payneau, the contractors, receiving \$37,000 for one and \$34,000 for the other. The engines and boilers are to cost \$30,000 each and are all ready to be put in. The height between the boiler deck and spar deck (or sun deck), as arranged at present, is a good deal more than you would desire. Therefore, if you get them, it would be well to send a plan to have carried out. They have furniture, I believe, saved from the Marine Brigade.

At New Albany I saw a ferryboat called the *Ben South*. She will make just such another vessel as the *Manitou*, Mr. Brown says, and he thinks can be had for \$25,000, and although she does not come under the class he would have by his contract, still she would not average more than the stern-wheel boats purchased and altered. She would have to have entire new upper works (cabin, etc.), and her boilers turned around has plenty of power, etc., and would carry a splendid battery. Please telegraph me to this place if you would like her. Mr. Brown says the river will be high enough for him to take her in charge as soon as he gets through with those now on hand. At present she can not get through the canal or over the falls. We tried to get the *Wren*, but they will not sell. The *Dove*, a sister vessel, lays at Mound City, but is too old, I believe; she sold lately for \$10,000. No news here of any importance.

Yours, respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander.

Admiral DAVID D. PORTER.

I told Captain Sells not to send down to Cairo any recruits, as they would be required for the boats fitting out. Is that right? If not, please let me know, and I will tell them to send them on.

K. R. BREESE.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, commanding U. S. S. Forest Rose.

U. S. S. BENTON,
Off Natchez, November 17, 1863.

SIR: Proceed to patrol the river between St. Joseph and Grand Gulf. Return to this place on the 30th instant.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist. Miss. Squadron.

Acting Lieutenant C. A. WRIGHT,
Commanding U. S. S. Forest Rose (9).

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, commanding U. S. S. Rattler, defining cruising ground.

U. S. S. BENTON,
Off Natchez, November 17, 1863.

SIR: Your letter of the 15th instant is received. I think you can manage to ferry at Rodney without using your boats, by making the ferrymen come alongside every trip.

You can, as usual, use an armed cutter to reconnoiter crossing places when not too far from the vessel, but it must not land or run any risk of capture.

For the present your beat will extend from St. Joseph to Dr. New's plantation, making Rodney your principal station.

I shall visit you in the early part of next month.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist. Miss. Squadron.
Acting [Volunteer] Lieutenant JAS. LANING,
Commanding U. S. S. Rattler (1).

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign O'Neill, U. S. Navy, commanding U. S. S. Curlew, defining cruising ground.

U. S. S. BENTON,
Off Natchez, November 17, 1863.

SIR: For the present your beat will extend from Dr. New's place to the bend above Natchez, making Cole's Creek Point your principal station.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist. Miss. Squadron.
Acting Ensign H. B. O'NEILL,
Commanding U. S. S. Curlew (12).

[Telegram.]

MOUND CITY, ILL., *November 19, 1863.*

Your dispatch is on the way to Eastport. Shall I send the transports to Nashville from Paducah? Your dispatch was not plain.

D. D. PORTER,
Rear-Admiral.

Major-General GRANT.

Report of Rear-Admiral Porter, U. S. Navy, regarding vessels from the West Gulf Squadron with fever patients coming to Cairo for change of climate.

209.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, November 19, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 14th instant in relation to the small vessels of

Admiral Farragut's fleet coming up the river. One vessel, the *Price*, will go down immediately, and I will send enough to protect the coast from Donaldsonville to New Orleans. There are three there now, *Essex*, *Argosy*, and *Kenwood*. The *Little Rebel* will go as soon as I can ship her properties.

I will see that the vessels arriving here are properly cared for and repaired, the ways offering every facility for work, and the invalids shall receive every attention in the hospitals.

This call for vessels exercises my ingenuity to the utmost until I can get others fitted, which is being done with all dispatch. I shall be pleased if Captain Carter can send us more men in this direction. The recruiting does not get on very fast out here, though Mr. Harty, I am sure, has been indefatigable in his efforts.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER, Rear-Admiral.

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

[Telegram.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, November 19, 1863.
 (Received Washington, 9:20 a. m. 21st.)

Mr. Robert Forsyth, the agent of the Illinois Central Railroad, says he has orders direct from Washington that cars are to be used on said road for no other purpose than forwarding forage and provisions for the Army, and can not forward lumber for use of the navy yard at Cairo and Mound City. This order stops lumber supplies ordnance, and everything else. Will you please have the order so worded as to enable the Navy to get what it wants.

D. D. PORTER.

Hon. G. WELLES.

[Endorsement.]

Request Secretary of War to have the orders so modified as to authorize supplies, etc., for the Navy.

W.

Letter from Major-General McPherson, U. S. Army, to Lieutenant-Commander Owen, U. S. Navy, requesting information regarding the rumored crossing of Confederate forces between Grand Gulf and Rodney.

HEADQUARTERS SEVENTEENTH ARMY CORPS,
Vicksburg, Miss., November 19, 1863.

CAPTAIN: It is reported that 300 rebels are crossing the Mississippi from the east to the west bank between Grand Gulf and Rodney, and more are intending to cross. Will you please ascertain whether this is so, and if true, stop them if possible and destroy their means of

crossing. It is possible that they may be crossing over for the purpose of collecting recruits in the vicinity of the town of St. Joseph, as I understand there are a good many disloyal people in that section.

At St. Joseph there is a lawyer by the name of Arrone, a foreigner, who is on his parole. I understand he is taking quite an active part against us, notwithstanding his parole. If this should prove true, he ought to be arrested.

Very respectfully, your obedient servant,

JAS. B. MCPHERSON,
Major-General.

CAPTAIN GUNBOAT LOUISVILLE, *Grand Gulf.*

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign O'Neill, U. S. Navy, for a strict watch upon Waterproof, La.

U. S. S. BENTON,
Off Natchez, November 19, 1863.

SIR: I have reliable information that the rebel mails, etc., are crossed constantly at and in the neighborhood of Waterproof. Watch this point closely.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.

Acting Ensign H. B. O'NEILL,
Commanding U. S. S. Curlew (12).

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Master Gipson, U. S. Navy, referring to the crossing of Confederate troops between Grand Gulf and Rodney, Miss.

U. S. S. BENTON,
Off Natchez, November 20, 1863.

SIR: Your letters of the 16th and 19th instant have been received I have been trying to stop the crossing of troops between Grand Gulf and Rodney for some time. In regard to the woodyard of Mr. Douglas, do not allow any boats to land there, unless absolutely in need of fuel; then protect them.

Can he not have his wood up nearer to you? How much coal have you?

Do you ever hear of any trouble between your vessel and Vicksburg? Keep me posted in everything. Have you made out your plantation list yet?

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.

Acting Master J. C. GIPSON,
Commanding U. S. S. Carondelet.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Master Rogers, U. S. Navy, commending the destruction of ferry.

U. S. S. BENTON,
Off Natchez, November 20, 1863.

SIR: I have received your letters of the 15th, 16th, and 18th instant. I am glad you destroyed the ferry at Simmes'; whenever you can annoy the rebels, do so. Do not the negroes give you information? Stop the first coal barge belonging to Navy and fill up; show this order to the captain of the towboat, and, if he wishes, I will give him an order when he gets down here. Your report of target practice also received. I did not observe your shell room to be damp when I inspected your vessel. Try a few more of your shells from different parts of the room. Your report of rebel cotton is interesting and valuable, as is your plantation report.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.
Acting Master G. W. ROGERS,
Commanding U. S. S. Pittsburg.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, commanding U. S. S. Rattler, for a watch upon Waterproof, La.

U. S. S. BENTON,
Off Natchez, November 20, 1863.

SIR: I am going to take the *Curlew* from her station for two or three days. After you receive this, I wish you to drop down in the night to Waterproof, and have an eye to that part of the river in addition to your own beat.

How much coal have you?

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist. Miss. Squadron.
Acting Volunteer Lieutenant JAS. LANING,
Commanding U. S. S. Rattler (1), near Rodney.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign O'Neill, U. S. Navy, commanding U. S. S. Curlew, to secure coal at Red River.

U. S. S. BENTON,
Off Natchez, November 20, 1863.

SIR: Proceed without delay to Red River and ask permission of Captain Ramsay to coal. Take in as much as you can possibly stow, and return immediately to this place.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist. Miss. Squadron.
Acting Ensign H. B. O'NEILL,
Commanding U. S. S. Curlew (12).

Letter from Major-General McPherson, U. S. Army, to Acting Master Gipson, U. S. Navy, requesting an examination of the river at Perkins' plantation for crossing of Confederate cavalry.

HEADQUARTERS SEVENTEENTH ARMY CORPS,
Vicksburg, Miss., November 20, 1863.

CAPTAIN. It is reported by parties living on the west side of the river that rebel cavalry, supposed to be a part of Wirt Adams' command, have been within the last two days crossing the Mississippi River from the east to the west bank, at Perkins' plantation. I do not place any reliance in the report, as the cavalry would have to come in on the north side of Big Black not far above its mouth and pass up to J. Davis's plantation, which is nearly opposite Perkins. There is, as I understand it, the cruising ground for your gunboat. Although placing no faith in the report, I respectfully request that you will examine the river in that section and put an effective stop to any crossing.

Very respectfully, your obedient servant,

JAS. B. MCPHERSON,
Major-General, Commanding.

Captain of Gunboat CARONDELET.

[Telegram.]

FORT DONELSON, November 20, 1863.
(Received Cairo, 23d.)

I am at the foot of Ingram's Shoals guarding a number of boats waiting to get over. Will likely reach Smithland to-night or in the morning. Have just returned from foot of Harpeth. A good rise expected in a few days. All quiet on river.

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

SMITHLAND, November 21, 1863.

None of the boats have yet returned. My vessel is ready for service.

FREDERICK READ.

Admiral D. D. PORTER,
Mound City.

Attacks upon U. S. S. Signal, U. S. transport Emerald, and steamer Black Hawk by Confederate battery near the mouth of Red River, November 18 and 21, 1863.

Report of Lieutenant-Commander Ramsay, U. S. Navy, commanding U. S. S. Choctaw, regarding retaliation by that vessel.

U. S. S. CHOCTAW,
Off Mouth of Red River, November 20, 1863.

SIR: I have the honor to report that on the afternoon of the 18th instant, seeing the gunboat *Signal* fired upon by a field battery of

the enemy concealed in the woods just this side of Hog Point, I immediately opened with the stern guns and the 100-pounder on the flat and continued firing until the *Signal* came up.

I then got underway (leaving *Signal* to guard the flats), steamed past the battery, and returned, shelling the woods each way.

It was impossible to see the effect of our shell, but we succeeded in driving the enemy away. Not a shot was fired at us from the battery, but the sharpshooters behind the levee gave us several volleys.

I expended nine 100-pounder shrapnel and five shells, twenty-two 9-inch shrapnel and 19 shells, and thirty-six 30-pounder shells.

Yesterday morning I got underway and convoyed the steamers *Nebraska* and *White Cloud* by the place where the battery had been and sent them down the river under convoy of the *Signal*.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,

Lieutenant-Commander, Comdg. 3d Dist., Miss. River.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Foster, U. S. Navy, transmitting report of commanding officer of the U. S. S. *Signal*.

U. S. S. LAFAYETTE, *November 21, 1863.*

SIR: Enclosed please find a report from Captain Dominy, relative to an attack upon his boat by the rebels near the mouth of Red River; also a letter from Acting Chief Engineer W. C. Sanford, of the *Neosho*, relative to defects discovered in her steam pipes and flanges.

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

JAS. P. FOSTER,

Lieutenant-Commander, Commanding Second District.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

[Enclosure.]

U. S. GUNBOAT SIGNAL, *November 18, 1863.*

SIR: In obedience to your order, I took a flatboat with the 9-inch gun on board, in tow from the U. S. gunboat *Neosho*, and proceeded up the river. When I got within a mile of Red River the enemy opened fire on us from six pieces of artillery. We returned the fire and kept on up the river. This vessel was struck eight times, several balls going entirely through her.

We had 5 men wounded, 4 slightly and 1 severely; his leg has since been amputated. Our upper works are somewhat shattered.

Very respectfully, your obedient servant,

C. DOMINY,

Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander JAMES P. FOSTER,

Commanding Second District Mississippi Squadron.

Report of Lieutenant-Commander Foster, U. S. Navy, regarding injuries sustained by the U. S. S. *Signal*.

U. S. S. LAFAYETTE, *November 24, 1863.*

SIR: Since I forwarded to you a report of Captain Dominy, of the *Signal*, in relation to his little fight with the guerrillas near the mouth of Red River, I have made a thorough examination of his vessel and find that she is badly used up for the time that he was under fire. I am perfectly satisfied that she would have been completely used up if she had remained in the position that she was attacked in twenty minutes. She received nine shots, most of them directed at her boilers. One shot came in her after port, striking her port sill, and one deflected upward, passing through her plating near the boilers, just grazing her steam drums, through the deck of the steerage, and out forward through the bulkhead and smokestack. Another shot came in the port beam, penetrated a mess chest, exploded, and wounded 5 men and cut up the decks considerably. The other shots were mostly through the wardroom, just over the boilers. I have drawn a rough sketch of the place the rebels have selected for making their attacks on transports, which I forward; and you will see from the diagram that transports are completely at their mercy, as they are forced to run close into shore on account of the sand bar on the opposite side. The country around (which is shown in the diagram) is filled with guerrillas. They had five pieces of artillery on the occasion referred to, one in the bight of the bend, two on the right, and two on the left. Vessels in passing are never attacked until they have passed either the right or the left battery, when they are opened upon on the bow, stern, and amidships.

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

JAS. P. FOSTER,

Lieutenant-Commander, Commanding Second District.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Foster, U. S. Navy, regarding attack upon U. S. transport *Emerald*, November 18.

U. S. S. LAFAYETTE,

Off Bayou Sara, La., November 21, 1863.

SIR: On the 18th instant the transport *Emerald*, in passing down the river, came alongside and reported she had been fired into near the mouth of Red River by the rebels, who were collected there in quite a large force, with six or eight pieces of artillery. I immediately sent down to Port Hudson by the transport *Emerald* a dispatch to be sent to Baton Rouge for the U. S. S. *Kenwood* to come immediately to Bayou Sara. On her arrival here I got underway with the *Lafayette* and proceeded to the mouth of Red River without meeting with the enemy, where I remained forty-eight hours, watching and endeavoring to gain information of the enemy and their intentions. From the most reliable information I have received, I

find the enemy have collected a force between Morgan Bend and the mouth of Red River, numbering about 6,000 men, mostly infantry. Refugees and deserters say that the rebels have about 75 pieces of artillery between Bayou Sara and the mouth of Red River. The captain of the *Kenwood* has just informed me he has information of three batteries of eighteen guns. From all that I can learn, I am under the impression they intend making a feint somewhere near the mouth of Red River for the purpose of drawing our forces from the lower river, and then to make an attack upon Port Hudson or Baton Rouge, but whenever they make their attack I shall endeavor to be ready to meet them. The forces in the immediate vicinity of Bayou Sara number from 2,000 to 2,500, and I am threatened to be captured by them daily. I am awaiting the attack, and will give them a proper reception whenever it is made. I have just learned there is an Alabama regiment from Mobile encamped about 7 miles from where I am now lying. This is the regiment [which] I suppose is making the threats, for the purpose of intimidating me. The whole command of the forces opposite here is confided to General Powers, of the Confederate Army. I shall keep the *Kenwood* and *Signal* patrolling the river between Port Hudson and Red River. While the enemy are in this immediate vicinity I will convoy all passing vessels.

Below Port Hudson everything is quiet, and I have made arrangements with Generals Cooke and Warren to inform me of anything that occurs between Donaldsonville and Port Hudson, which they can easily do, as the telegraph is in operation between those two ports. Captain Dominy, in his fight on the 18th instant, received eight shots, most of them through the cabin and wardroom. One of the shots passed through the ship within 2 inches of his steam drum; his letter will show a list of casualties. The plating around her boilers afforded little or no protection. On the arrival of the transport *Ike Hammitt* with coal at the mouth of Red River, I deemed it my duty to take one of the coal barges to Bayou Sara to supply the vessels under my command, it being dangerous to attempt to land for wood, there being little between Bayou Sara and the mouth of Red River.

In conclusion, let me urge upon you the necessity of complying with the many requisitions which I have forwarded to Cairo for provisions and coal, as this district and the third are the only stations where any danger is to be apprehended at present.

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

JAS. P. FOSTER,

Lieutenant-Commander, Commanding Second District.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Foster, U. S. Navy, regarding the attack upon steamer *Black Hawk*, November 21.

U. S. S. LAFAYETTE, *November 24, 1863.*

SIR: On the afternoon of Saturday, the 21st instant, two or three hours after I had left the mouth of Red River, the steamer *Black Hawk* came down the river and stopped at the U. S. S. *Choctaw*.

Captain Ramsay pointed out to her captain the place where the *Emerald* and *Signal* had been fired into and offered to convoy him past, if he wait until morning; but upon being told that I had passed down a few hours before and that no rebels had been seen there for forty-eight hours, he took the responsibility of running by and when opposite the place pointed out to him, was fired into and received about twenty shots in various parts of the boat, killing 1 man and wounding 4 others, one of whom had his leg amputated since. One shell exploded in the texas and set the boat on fire; she was then run on shore on the opposite side out of range, where the fire was extinguished. The captain and passengers give Captain Ramsay great credit for the promptness with which he came to their aid, and say that the rebels left the moment that the flats opened fire. The full particulars of the case I do not understand, but suppose Captain Ramsay has made a statement of the whole matter.

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

JAS. P. FOSTER,

Lieutenant-Commander, Commanding 2d District.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Ramsay, U. S. Navy, regarding assistance rendered to steamer *Black Hawk* when disabled by fire from Confederate battery.

U. S. S. CHOCTAW,

Off Mouth of Red River, November 23, 1863.

SIR: I have the honor to report that on the afternoon of the 21st instant the steamer *Black Hawk* came down the river, bound to New Orleans. I warned her captain and the Treasury agent of the danger below us, and offered to convoy them by it if they would wait until the morning. The offer was declined and the *Black Hawk* proceeded down the river. When about half a mile below us she was fired into by a rebel field battery concealed in the woods.

I immediately opened on the battery with the stern guns and the 100-pounder on the flat.

Seeing that the *Black Hawk* was damaged, I got underway and went to her assistance.

Finding her ashore opposite Hog Point, with her texas on fire and her steering apparatus disabled, I took her in tow, and brought her up to this place to repair.

I expended 4 100-pounder, and 9 20-pounder shell, 6 9-inch shell, 1-shrapnel, and 3 canister.

The Red River has risen a little. I had it sounded at the mouth (of Old River) to-day, and found 9 feet and the current setting up. This ought to make about 5 feet on the bar near the head of the island.

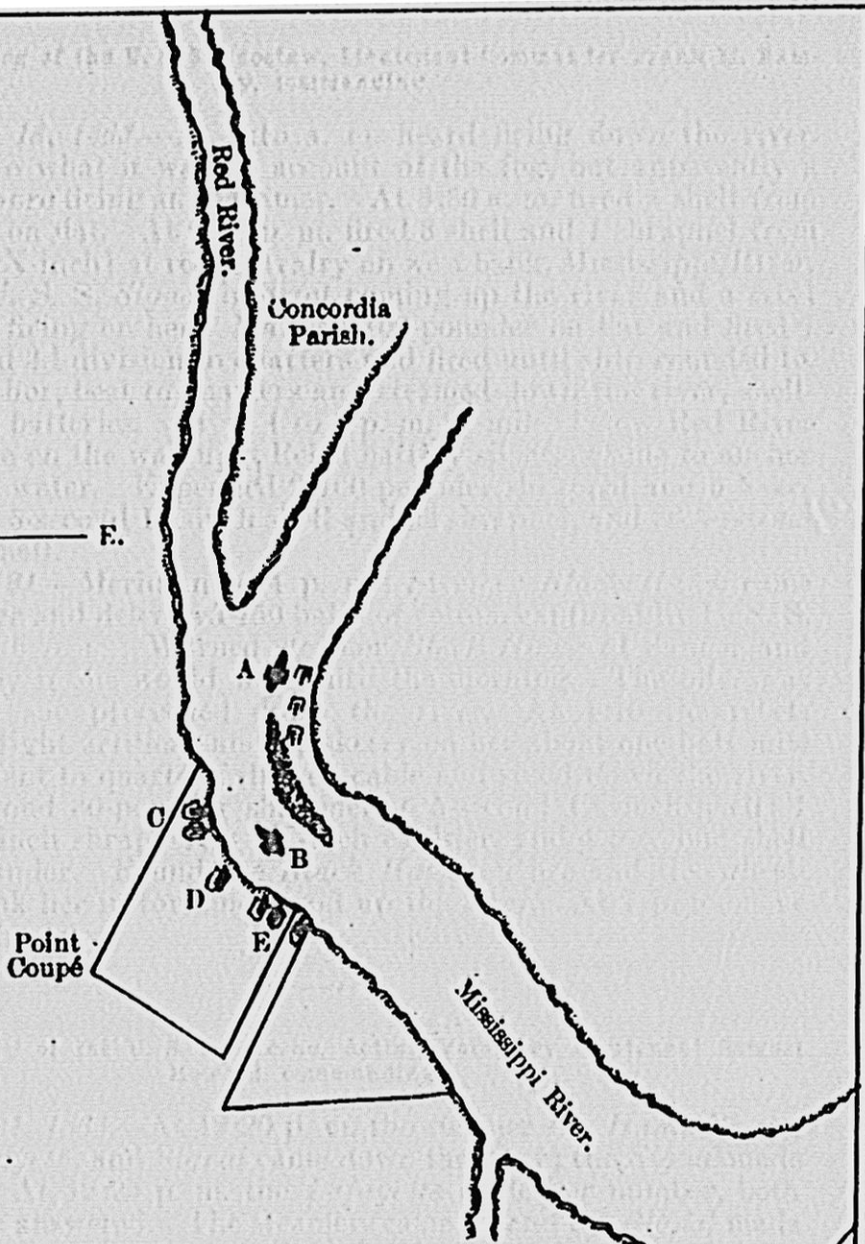
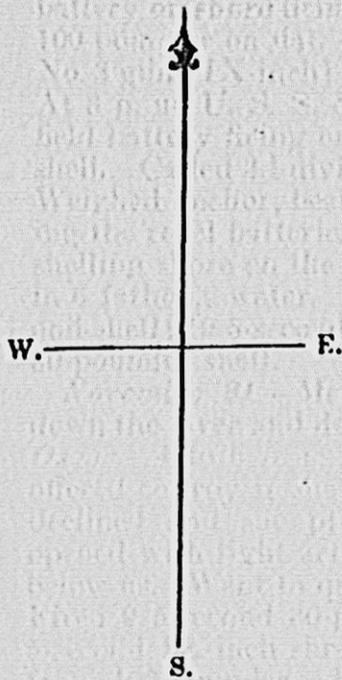
Very respectfully, your obedient servant,

FRANK M. RAMSAY,

Lieut. Commander, Comdg. 3d Dist. Mississippi Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.



- A—Shows position of "Choctaw"—
in easy range.
- B—"Signal" and transports, when attacked—
- C—Battery to left—
- D—Middle Gun in Battery—
- E—Battery on the right—

November 1863

Extract from log of the U. S. S. *Choctaw*, Lieutenant-Commander Frank M. Ramsey, commanding.

November 18, 1863.—At 7:15 a. m. heard firing down the river. Unable to see what it was on account of the fog, but apparently a battery on shore firing at a steamer. At 8:30 a. m. fired a shell from 100-pounder on flat. At 2:15 p. m. fired 3 shell and 1 shrapnel from No. 3 gun (IX-inch) at rebel cavalry on west bank, Mississippi River. At 3 p. m. U. S. S. *Signal* in sight coming up the river and a rebel field battery firing on her. Manned 100-pounder on flat and fired 7 shell. Called 3d division to quarters and fired until ship rounded to. Weighed anchor, beat to quarters and steamed down the river, shelling the rebel batteries. From 4 to 6 p. m. 2½ miles below Red River shelling shore on the way up. Rebel battery silent. Came to anchor in 6 fathoms water. Expended 9 100-pounder shrapnel and 5 5-second shell; 19 5-second IX-inch shell and 22 shrapnel, and 36 5-second 30-pounder shell.

November 21.—Meridian to 4 p. m.: Steamer *Black Hawk* came down the river and delivered 150 bales of cotton, captured by U. S. S. *Osage*. 4 to 6 p. m.: Warned steamer *Black Hawk* of danger and offered convoy if she would wait until the morning. The offer was declined and she proceeded down the river. At 4:10 the rebels opened with light artillery and musketry on her about one-half mile below us. Went to quarters, slipped cable and stood down the river. Fired 9 5-second 30-pounder shrapnel; 6 5-second IX-inch shell; 1 5-second IX-inch shrapnel; 3 IX-inch canister, and 4 5-second shell from 100-pounder. Found the *Black Hawk* on fire and the wheelropes cut; took her in tow and stood up the river. At 7 p. m. came to at old anchorage.

Extract from log of the U. S. S. *Neosho*, Acting Volunteer Lieutenant Samuel Howard, commanding.

November 21, 1863.—At 12:20 p. m. the steamer *Ike Hammitt* and gunboats *Lafayette* and *Signal* came down the river; the *Signal* made her number. At 12:25 p. m. the *Lafayette* made her number, both of which were answered. The steamers came to, and the *Signal* made fast to our starboard quarter. Captain Foster came on board from the *Lafayette*. At 1:05 p. m. *Lafayette* and *Hammitt* started down the river and *Signal* started up the river. From 4 to 6 p. m.: Weather clear and pleasant, light wind from the N. W.; heard heavy firing up the river. Got underway and started up at 4:40 p. m. At 5:40 p. m. came up abreast of the gunboat *Signal* and lay off; the executive officer went aboard of her. At 6:20 p. m. executive officer Brooks returned on board, we started up the river. At 7:50 passed the gunboat *Signal*.

November 22.—At 1:50 p. m. the gunboat *Signal* came up from the river and came alongside. At 2 p. m. the gunboat *Signal* cast off and started up the river. At 7:30 p. m. sent off the cutter armed, in charge of executive officer, and brought off [5] prisoners who had been in the hands of the rebels and made their escape.

Letter from the Assistant Secretary of War to the Secretary of the Navy, requesting the designation of an officer to receive the vessels under construction at New Albany, Ind.

WAR DEPARTMENT,
Washington City, November 21, 1863.

SIR: Referring to the report of Lieutenant-Commander Breese of his inspection of two vessels in course of construction at New Albany, Ind., for the Marine Brigade, submitted to this Department by the Assistant Secretary of the Navy, I have the honor to inform you that the Quartermaster-General has been directed to turn over the vessels in question to any naval officer you may designate to receive them.

I therefore respectfully request that a suitable officer may be so designated and that the Quartermaster-General may be advised accordingly.

I have the honor to be, sir,

Very respectfully, your obedient servant,

P. H. WATSON,
Assistant Secretary of War.

Hon. GIDEON WELLES,
Secretary of the Navy.

Division order of Lieutenant-Commander Greer, U. S. Navy, cautioning against the near approach of unknown vessels.

DIVISION ORDER, }
No. 1. }

U. S. S. BENTON,
Off Natchez, November 21, 1863.

Commanding officers of vessels will be particular to allow no vessels to approach too near them, especially at night, until their true character is ascertained. It is barely possible that the enemy may capture at some point a steamer and then use her to act offensively against commerce and perhaps gunboats. When houses are used to shelter rebels who fire on boats, destroy them at once, in accordance with General Order No. 4.

JAS. A. GREER,
Lieutenant-Commander, etc.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Romeo.

U. S. MISSISSIPPI SQUADRON, November 21, 1863.

SIR: Report, without delay, to the commanding officer of the U. S. naval station, Cairo.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.
Acting Volunteer Lieutenant J. V. JOHNSTON,
U. S. S. Romeo, Cairo, Ill.

*Report of Lieutenant-Commander Foster, U. S. Navy, commanding
Second District.*

U. S. S. LAFAYETTE,
Off Bayou Sara, La., November 22, 1863.

SIR: I have just received your communications of the 3d, 6th, 7th, and 12th instant, as well as your general orders, which I was deficient in.

I am in almost constant communication with Lieutenant-Commander Ramsay and will proceed to the mouth of Red River as soon as he reports a rise. In the latter part of your letter you direct me to keep the *Osage* at Morganza. As she is not in my district, I have come to the conclusion that you meant the *Neosho*, and I have given her orders accordingly.

* * * * *

Inclosed is the list of stores received from Cairo, and those drawn from the Army at Morganza and Port Hudson. In the last week quite a number of rebel deserters and refugees have come on board; four came on board to-day, of whom I have spoken in another letter. Two were rebel deserters and two Federal officers, captured at Goodrich's Landing last June, one captain and a lieutenant.

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

JAS P. FOSTER,
Lieutenant-Commander, Commanding Second District.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

*Report of Lieutenant-Commander Ramsay, U. S. Navy, transmitting
statement of an escaped prisoner regarding affairs in the Red
River.*

U. S. S. CHOCTAW,
Off Mouth of Red River, November 22, 1863.

SIR: A few days ago the *Manitou* picked up a man calling himself Colonel Carpenter, who says he belonged to General Banks' army and was captured some months ago by the rebels, and has succeeded in escaping from them.

I enclose a copy of a statement made by him in regard to affairs on Red River.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

The forces under Generals Taylor, Mouton, Green, and Major, numbering 25,000, 6,000 cavalry and the balance infantry and artillery, left Camp Cotton last Friday and Saturday (Camp Cotton is near Cheneyville, 25 miles below Alexandria) to try and cut off

General Franklin from New Orleans. This consists of all the rebel forces south of Red River and north of Sabine, and as far northwest as the Indian Nation. They are fortifying Shreveport, having already mounted 20 guns. About 5,000 negroes are at work. There are three steamboats at Alexandria, and one 6 miles above. Red River has risen a foot and a half and is still rising gradually. There are two gunboats at Shreveport finished, the *Webb* and *Missouri*, and another on the ways. The *Missouri* is built on the same plan as the *Arkansas*, only a little larger, and is ready for service, and I saw one large gun mounted on her, at the head of Cane or Old River, nearly opposite Mansfield. I heard that they were blockading Red River by throwing logs in river, as they had pressed all the oxen in the neighborhood for that purpose. At Shreveport about one hundred and twenty-five row-boats, made for boarding gunboats, have just been finished. Each boat is capable of carrying twenty men, with oars and equipments. On Sabine River, at Hamilton, 140 miles from Alexandria, they are fortifying and building storehouses for the purpose of stowing (rebel) Government cotton and sugar; also at old Sabine City. General Magruder's forces, consisting of between 15,000 to 20,000 militia, mostly between the ages of 40 and 60, are near the mouth of Sabine River. Provisions are very scarce in Texas. The inhabitants have scarcely anything to eat; corn is selling at \$5 a bushel; cotton is plenty; the average number of wagon loads that pass through Tyler, Tex., is from 40 to 60 daily on its way to Matamoras, Mexico. At Marshall, Tex., 19 Union prisoners were poisoned on the 25th instant with strychnine, which was supposed to have been done by the jailor and his wife, who did their cooking; 9 of them were found dead the next morning; the rest were in a critical condition. When I passed near Trinity on the night of the 16th instant, I heard heavy firing, and back of the Frenchman's, where I got on board this vessel, there are 500 rebel cavalry hunting conscripts. I met a number of conscripts who were hiding from them in the swamp.

C. CARPENTER, *Colonel.*

Report of Acting Master Sinclair, U. S. Navy, commanding U. S. S. Petrel, regarding vessels boarded.

U. S. S. PETREL,
Off Warfield Landing, November 22, 1863.

SIR: I have the honor to report that I boarded the steamer *John Raine* and forwarded 2 refugees to Lieutenant Byron Wilson, commandant of district (Skipwith's Landing). Also boarded steamer *Fanny* and forwarded 3 refugees and 3 contrabands to Skipwith's Landing. Boarded steamer *St. Louis* and put on board 2 civilians bound to Memphis. On the 24th boarded the steamer *Clara Bell* and put a contraband on board for Vicksburg.

I am, with much respect, etc., your obedient servant,

JAMES D. SINCLAIR,
Acting Master, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Fitch, U. S. Navy, responding to complaints regarding the detention of transports for lack of convoy.

U. S. S. MOOSE,
Smithland, Ky., November 22, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 14th and 18th instant.

I will comply promptly with your orders. I received your telegram in regard to complaints being made that boats were detained. There has not been a boat detained one hour by us. They have been sent through, as fast as they arrived, and there are now vessels at Nashville waiting to be unloaded. Shoal water has caused some detention, but that is not our fault. I have been making every exertion to light up the boats and push them over the shoals as fast as possible.

The great fault lies with the quartermasters, who take heavy boats and load them down to more water than there is in the river, and besides giving them three or four large barges to tow. There is now, though, every prospect of a rise in a few days.

During the present low water I have the boats stationed to patrol between the worst shoals. They make a trip up and back once a day, and steamers coming up are sent directly through from one patrol to another without one moment's stoppage for want of a convoy.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding operations in Cumberland River, and requesting additional howitzers for the vessels of his command.

U. S. S. MOOSE,
Smithland, November 22, 1863.

SIR: I have the honor to state that I have just got back from the foot of Harpeth Shoals. I would have made the trip much sooner, but on my way down I found several steamers aground and waiting to get over shoals. I had to stop to give them assistance and help them along. At the foot of Ingram's Shoals I found six or eight steamers with barges unable to get over. I was obliged to stop to guard them and wait till other steamers came down to light them up. I got most of them over, and left the *Brilliant* to guard the rest till the river should rise a little more to enable them to get through.

As there are very few of our forces now on the river I would respectfully request that each of the boats in this district be allowed two medium 12-pounder howitzers in addition to the batteries they now have. I wish these howitzers more especially for land service to break up guerrilla parties forming and encamped some 2 or 3 miles from the river. If each boat is supplied with two howitzers

(12 pounders) more I can then land from each steamer two pieces of artillery and about 30 men. This, when necessity required, could be consolidated into one division of about 12 or 14 pieces of artillery, and about 200 small-arms men or infantry to support them. With this force I can readily break up or disperse any guerrilla band now along this stream.

If you conclude to grant this request, I will want 10 more howitzers. I would of course prefer smoothbores.

The *Fairplay* and *Brilliant* have already 12-pounders. I therefore want two for each of the other boats—*Moose*, *Reindeer*, *Silver Lake*, *Victory*, and *Springfield*. As there are now spare ports in the boats, these could be mounted as broadside guns, or used on shore with the field carriages as a land battery.

There was no disturbance on the river while I was up, but there is a guerrilla force now between Donelson and Clarksville. The *Fairplay* is watching them. They have not yet made their appearance on the bank, but have very much crippled transportation by not permitting the farmers to haul in wood for the boats. The army is entirely out of coal and must now depend on wood for fuel.

The river is now very low, but there will doubtless be plenty of water within a week from date.

The *Reindeer* and *Silver Lake* are at Nashville with a fleet of fifteen or twenty boats awaiting a rise to move on up to supply General Burnside.

The *Springfield* is at the foot of Harpeth, guarding and lighting boats over. The *Fairplay* is patrolling between Donelson and Clarksville, and the *Brilliant* is between Line Island and Ingram's Shoals, helping boats over.

The *Victory* will soon take her position at the head of Harpeth.

As soon as I can get coal up, I will be between Clarksville and Ingram's Shoals, with the coal depot at Donelson. Should you order the *Brilliant* to Cairo for repairs, I will have to take her patrol till she gets back.

The work on the *Victory's* boilers is completed, and she will move up the river this afternoon to relieve the *Brilliant*.

I will return as soon as I coal and clean boilers.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Telegram.]

SMITHLAND, *November 23, 1863.*

Your dispatch of 13th received. There has not been a single steamer detained an hour on our account. They are sent through as fast as they arrive. The only detention is on account of water. Boats are sent up too deep to get over the shoal.

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding immediate readiness for convoy service.

U. S. S. MOOSE,
Smithland, Ky., November 23, 1863.

SIR: I have the honor to acknowledge the receipt of two telegrams from you to-day in regard to taking convoy up the Cumberland to Nashville.

I am ready at any moment to convoy any number of boats to Nashville or above. Boats are sent through as fast as they arrive; not one moment's detention on our part.

It was my intention to start up to-night, but will now wait till the fleet gets here.

I think there must be something wrong in regard to the telegraph; the messages do not get through as soon as they ought.

At certain times I am up the river where telegrams can not reach me immediately; yet there need be no fears in regard to convoys, for the boats will be taken under our charge before they reach any points of danger, and will not have to wait here a moment for convoy.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding proposed return up the Cumberland River.

U. S. S. MOOSE,
Smithland, Ky., November 23, 1863.

SIR: I will move up the river again to-night or in the morning. The water is now very low, so it requires a great deal of vigilance on our part to keep all smooth.

The river is reported to be rising on Harpeth Shoals.

I hope to be able to get our coal up to Donelson soon.

There will be no gunboats left here, but our mail and dispatches will be sent up to us. Telegrams will be forwarded through to Donelson, Clarksville, or Nashville, wherever I may happen to be at the time.

I will very likely be back here by the latter part of the week again, to see about getting our barges up.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

SMITHLAND, November 23, 1863.

Will send the *Brilliant* to Cairo for necessary repairs as soon as I can get her down from Ingram's Shoals. *Victory* went up to-day to relieve her. She will probably reach Cairo to-morrow evening.

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

SMITHLAND, November 23, 1863.

I did not receive a dispatch from you yesterday. Received one to-day. I am ready to convoy any number of boats. Boats do not have to wait on us five minutes.

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, designating him to receive the two vessels building at New Albany, Ind.

NAVY DEPARTMENT, November 23, 1863.

SIR: The Secretary of War having directed the Quartermaster-General to turn over the two vessels building at New Albany, Ind., to any officer this Department should designate to receive them, I have designated you for the purpose and you will receive them accordingly.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Acting Volunteer Lieutenant Couthouy, U. S. Navy, commanding U. S. S. Osage, regarding the capture of cotton from Dunbar's plantation.

U. S. S. CHOCTAW,
Off Red River, November 22, 1863.

SIR: In obedience to squadron General Order No. 90, I send up to you with this, on the *Ike Hammatt*, for your action thereon, as prize to the U. S. S. *Osage*, 150 bales of Confederate Government cotton, captured under instructions from Lieutenant-Commander F. M. Ramsay, commanding Third District Mississippi River, and taken by her yesterday from W. H. Dunbar's plantation of Wakefield, opposite Union Point.

I am in possession of conclusive evidence of the cotton having been sold by Mr. Dunbar to the rebel Government, and the brands being

cut out and replaced by patches previous to its being hauled in a few weeks ago to the river from the woods where it was concealed after the sale. It is sent up by this conveyance for preservation, by order of Captain Ramsay.

The prize list and documentary evidence will be duly forwarded by the *New National*. It is all marked \diamond . Thirty-four of the bales are without numbers; the remaining 116 are numbered 35 to 150, both inclusive.

I also send for the proper action, 8 bales marked "Osage," captured by that vessel on the 27th ultimo, from Elias Hoover's abandoned plantation near Union Point, and 1 bale also marked "Osage," picked up by her, stranded on a bar in the river; the documents relating to which will likewise be forwarded by the *New National*.

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

JOS. P. COUTHOUY,
Acting Volunteer Lieut., U. S. Navy, Comdg. U. S. S. Osage.
 Fleet Captain A. M. PENNOCK, U. S. Navy,
Commandant of Station at Cairo, Ill.

Report of Acting Master Gipson, U. S. Navy, regarding measures of protection for the U. S. S. Indianola.

U. S. S. CARONDELET,
Off Hurricane Island, [Miss. River], November 23, 1863.

SIR: Your communication in reference to the *Indianola* is received. I will do all that lies in my power to protect her from destruction. I have two negro scouts, mounted, riding backward and forward all the time between here and the cut-off.

I have taken away everything in the shape of wood that would burn within a quarter of a mile of her, and it would be impossible to burn her without making preparations beforehand. I send out a squad of men every day to examine everything about the place generally, and I do not think that any rebels can approach without my knowledge.

I am, sir, very respectfully, your obedient servant,
 JAS. C. GIPSON,
Acting Master, U. S. Navy, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Ensign O'Neill, U. S. Navy, commanding U. S. S. Curlew, regarding vessels boarded.

U. S. S. CURLEW,
Off Natchez, November 23, 1863.

SIR: I have the honor to report having boarded, November 8, the steamer *New Kentucky*, for the purpose of sending to Natchez 4 prisoners, officer, and guard. I also boarded the steamer *Champion No. 5* on the 10th, to send dispatches to Lieutenant-Commander

James A. Greer, commanding Fourth Division Mississippi River, and on the 11th the steamer *Empress*, to send one Mr. Hall, Government agent, to Natchez, and on the 21st the steamer *Welcome*, to gain information about her being fired upon at Waterproof, La.; also the steamer *Ida May*, to examine a revenue aid's papers.

I am, very respectfully, your obedient servant,

H. B. O'NEILL,
Acting Ensign, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, forwarding request of Rear-Admiral Farragut, U. S. Navy, for light-draft vessels.

NAVY DEPARTMENT, November 23, 1863.

SIR: I enclose herewith a copy of a letter* dated the 20th instant, received from Rear-Admiral Farragut, in which he expresses a desire to have some of the light-draft vessels in your squadron for service in the Western Gulf Squadron. Please consider the subject and inform the Department as early as practicable to what extent Rear-Admiral Farragut's wishes can be complied with.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign O'Neill, U. S. Navy, for convoy duty.

U. S. S. BENTON,
Off Natchez, November 23, 1863.

SIR: Convoy the *Emerald* and *Rocket* up to the *Rattler*. Return to this place as soon as you need fuel after a barge has come down.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist. Miss. Squadron.

Acting Ensign H. B. O'NEILL,
Commanding U. S. S. Curlew (12).

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, regarding convoy and disposition of effects of captured men.

U. S. S. BENTON,
Off Natchez, November 23, 1863.

SIR: Convoy the vessels brought up by the *Curlew* to the *Forest Rose*.

* For enclosure see vol. 20, p. 691.

Your letter of the 20th instant is received. The property belonging to the captured men disposed of as in the case of desertion. When they are exchanged they will then get the sum realized. If they have any private valuables, retain them until called for.

Make your report of vessels boarded on the 1st and 15th of each month. I send you a letter which I have approved. Will you please send it to the post-office at Rodney by some one not belonging to the vessel.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander, Comdg. 4th Dist. Miss. Squadron.

Acting Volunteer Lieutenant JAS. LANING,

Commanding U. S. S. Rattler.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, regarding effects of captured men.

U. S. S. BENTON,

Off Natchez, November 23, 1863.

SIR: I wrote you this morning about the effects of the captured men. You will please take no action about them until further advised by me.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander, Comdg. 4th Dist. Miss. Squadron.

Acting Volunteer Lieutenant J. LANING,

Commanding U. S. S. Rattler.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, for convoy duty.

U. S. S. BENTON,

Off Natchez, November 23, 1863.

SIR: Convoy the vessels brought up by the *Rattler* as far beyond Hard Times as you think is necessary.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander, Comdg. 4th Dist. Miss. Squadron.

Acting Volunteer Lieutenant C. A. WRIGHT,

Commanding U. S. S. Forest Rose.

Letter from Lieutenant-Commander Greer, U. S. Navy, to Major-General McPherson, U. S. Army, regarding the movement of Confederate forces across the Mississippi.

U. S. S. BENTON,

Off Natchez, November 23, 1863.

GENERAL: I have received your letter to the commanding officer of gunboat at Grand Gulf in relation to the crossing of rebel troops

between that point and Rodney. I have taken all the precautions which my limited number of boats will admit of to prevent it. The rebels are very active just now on both banks of the river.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist. Miss. Squadron.

Major-General J. B. McPHERSON,
Commanding U. S. Forces, Vicksburg.

[Telegram.]

SMITHLAND, November 24, 1863.

I am obliged to move up the river to-night to relieve the *Victory*, below Ingram's Shoals, so that she can go up just below Donelson and look out for a guerrilla party there. This will not detain the fleet from Tennessee, as I will have a boat below all danger to receive and convoy them.

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Mound City.

*Report of Lieutenant-Commander Fitch, U. S. Navy, regarding
convoy for fleet expected from the Tennessee River.*

U. S. S. MOOSE,
Smithland, Ky., November 24, 1863.

SIR: I have waited here for the fleet from the Tennessee River as long as it is safe for me to do so. It is absolutely necessary for me to move up the river to-night to relieve the *Victory*, at the foot of Ingram's Shoals, as guard over the boats there, and let her move up to Jackson's woodyard, 3 miles below Donelson, to look after some guerrillas there.

It does seem strange that the forces stationed at Donelson can not drive off 15 or 20 guerrillas within sight of their encampment.

My moving up will not detain the fleet from Eastport in the least, as I will either have a boat below all danger, ready to receive them, or be there myself. The boats can push on up as soon as they get here. I will see them safely through to Nashville.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

P. S.—If the guerillas spoken of are within 10 miles of the river, near Jackson's woodyard, I will rout them out this trip up.

LE ROY FITCH,
Lieutenant-Commander.

Report of Commander Townsend, U. S. Navy, regarding cooperation at Plaquemine, at request of Brigadier-General Stone, U. S. Army, and referring to the operations of Major-General Banks, U. S. Army, in Texas.

U. S. IRONCLAD STEAMER ESSEX,
Off Donaldsonville, La., November 24, 1863.

ADMIRAL: I have the honor to report that on the 17th instant Colonel Fiske, commanding Fort Butler, brought me a telegram to himself from General Stone, stating that advices had been received that the enemy were meditating an attack in force upon Morganza and Plaquemine, and asking that warning might be given to the commanding officer at the latter point (32 miles above this place) and further information obtained. On this showing I at once dispatched the *Argosy* to Plaquemine. In the evening I received a telegram from General Stone, asking me to do what had already been attended to. The next day the *Argosy* returned, and Captain Morong reported everything as quiet in that quarter, but that Major Bache, commanding a mixed force of artillery, cavalry, and infantry, amounting altogether to only about 200 men, would prepare himself against surprise. That same evening I received two telegrams from General P. St. George Cooke, commanding Baton Rouge, asking me to station a gunboat off Plaquemine. I accordingly sent the *St. Clair* thither, where she remained until relieved by the *Argosy* yesterday morning. From the reports I hear from the mouth of Red River, Captain Foster will have sufficient occupation for his division thereabouts for some time. I will therefore keep a gunboat at Plaquemine as long as it may be necessary, and, in case of siege or continued attack, will support the army with my whole division. On Saturday last a small brigade (about 1,000 men) marched from Thibodeauxville [Thibodeaux] to this place, and here taking transports, proceeded to reinforce the trifling detachment at Plaquemine. Captain Gregory reports to me that there are now 1,250 troops there, and that they are throwing up temporary works of defense.

Commodore Bell writes to me November 19: "General Banks is on the Rio Grande with some thousands of troops, having met with no resistance, the Union men alone in those parts having driven away the rebels as soon as the troops landed at Point Isabel and the mouth of the river." There is nothing of this in the New Orleans papers. I learn from Army officers that as soon as General Franklin received the information he fell back from Opelousas, his grand advance being only a feint to attract attention from the real point of, as it proved, successful attack. He sent the balance of the Nineteenth Army Corps to Brashear City to take shipping for the Brazos Santiago, and remained at New Iberia with the Thirteenth Corps. It seems to be the opinion that he will not continue there, but that he will make Berwick City his outpost in that direction. This leaves the whole upper Atchafalaya and Attakapas region open to the rebels, and they seem disposed to improve the advantage. They do not, as yet, appear to have learned of their serious loss at the other extremity of Texas. Your knowledge of affairs will enable you to fill up the outlines of this sketch and draw the correct conclusions. I have given you all that is absolutely known to me. The last report from Plaquemine was that a contraband came in with information

that 5,000 rebels were at a point 45 miles distant in a northwesterly direction; another version gives 10,000 rebels and 25 miles; but the former one was given to Captain Gregory by Major Bache. Captains Foster and Ramsay will, doubtless, give full information of the attacks near Red River, respecting which I have received no definite intelligence.

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

ROBERT TOWNSEND,

Commander, U. S. N., Comdg. 1st Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

Report of Commander Townsend, U. S. Navy, regarding measures for providing lumber for repairs to vessels, etc.

U. S. IRONCLAD STEAMER ESSEX,
Off Donaldsonville, La., November 24, 1863.

ADMIRAL: Some time since Commodore Bell requested me to pick up such lumber as I could for the repairs of his vessels, New Orleans being destitute of the article and the army absorbing all anywhere within reach. Captain Gregory was fortunate in finding, about 3 miles above us, a strongly framed bent of 12-inch squared oak, a portion of the celebrated *Pelican Battery* of Island No. 10. The rebels had towed up, at an expense of over \$100,000, the dry dock from which it was formed, and when destroyed this considerable portion floated down thus far toward its birthplace, and was left by the subsiding waters a waif upon the bank. I sent this to the commodore, some 1,200 to 1,400 cubic feet, and it proved very acceptable. Learning that there was a lot of cypress logs at a sawmill at White Hall Point, 9 miles below us, I sent Captain Gregory down to investigate. On his report of its feasibility, I concluded to start the sawmill, one of the few that can be got in running order anywhere in this vicinity. Captain Gregory is familiar with the business, so I gave him charge, supplying him with a couple of excellent contrabands I had shipped some time since—one capable of attending the engine, the other the saw. Probably 60,000 feet of cypress can be got out. I will want a little to roof over and improve my workshop, a barge, for winter labors. Colonel Fiske, who got the permit to run the mill and who supplied a superintending sawyer, requires some 20,000 feet for barracks, and the balance I will send to Commodore Bell. In default of better material, cypress plank can be made to serve for some of the repairs to his vessels. The threatened advance upon the river has suspended these operations for the time, but I shall renew them as soon as a fair opportunity offers. Knowing that your desire to advance the general interests, and those particularly of the service, is not bounded by narrow limits, I have not hesitated to do all in my little power to aid our old comrades of the Gulf Squadron.

The coal that Captain Birch thought would be here in three or four days has not arrived, though fifteen days have elapsed. I pre-

sume some of them higher up the river thought that they wanted it more than we do. I know, admiral, that you are making every possible effort to send down coal to us, and that fact establishes its correlative, that the obstacles to even a moderate supply are insuperable. I therefore make the best of the inevitable Providence, and supply my division with wood, as required, wherever it can be procured. In this connection I must not forget to ask you to remind Fleet Paymaster Dunn to send, too, the \$10,000 required for some time since.

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

ROBERT TOWNSEND,

Commander, U. S. Navy, Comdg. 1st Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

P. S.—The communications for Commodore Bell and General Banks, brought by the *New National*, will go forward to New Orleans to-night by the *St. Clair*, in charge of Captain Gregory. As I have already mentioned, General Banks is now at Brownsville, Tex., General Stone, chief of staff, remaining in New Orleans.

R. T.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding Fourth District, of various attacks upon vessels between Natchez and Rodney, Miss.

U. S. S. BENTON,

Off Natchez, November 24, 1863.

SIR: I have the honor to inform you that the *Forest Rose* has returned to this district and is now guarding from Grand Gulf to St. Joseph.

I have been informed by the commanding officer of the *Pittsburg* that a citizen told him of about 12,000 bales of C. S. A. cotton within from 12 to 25 miles of Grand Gulf, in different lots.

Since my last report the rebels have shown themselves three times between this and Rodney. They fired upon the *St. Louis* and *Nebraska* with musketry, doing no damage. On the 21st they fired into the *Welcome*, just above Waterproof, with artillery (6-pounder) and musketry, cutting the boat up a good deal, but hurting no one. The *Curlew* went to her assistance, but saw nothing of the rebels.

On Sunday General Gresham, who was on his way to Vicksburg with his brigade under convoy of the *Curlew*, landed a regiment at Duncan's, and, marching over to Waterproof, captured 9 rebel soldiers; the artillery, I understand, made their escape. A large part of the garrison at this place has been removed. General Smith is now in command with one brigade and one regiment. They are, I understand, to be relieved in a day or two by a small force of troops, not veterans. This is an important point, and should be well garrisoned. If there is not a larger force there, I understand it is to be left. There will be an attack made by the rebels, who are in force some miles back.

Please inform me what disposition shall be made of the effects of the men of the *Rattler*, captured at Rodney.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieutenant-Commander, Comdg. 4th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from the Secretary of the Navy to the Secretary of the Treasury, recommending that surveys be made of the Western rivers and maps prepared by the Coast Survey.

NAVY DEPARTMENT, *November 25, 1863.*

SIR: Rear-Admiral D. D. Porter, commanding the Mississippi Squadron, has urged upon this Department the importance of having surveys made of the Western rivers in which he is operating, the Mississippi and its tributaries, and, having derived great assistance from a coast-survey party attached to this command during the siege of Vicksburg and other operations, he recommends that the attention of the Department having charge of the Coast Survey be drawn to the necessity of having the large interior rivers mapped, which have become lines of attack and defense.

Upon the request of Acting Rear-Admiral S. P. Lee, commanding the North Atlantic Blockading Squadron, several coast-survey parties have been detailed to survey rivers emptying into the sounds of North Carolina, and this Department hopes that a similar course may be pursued in regard to the Western rivers, whereby the operations of the squadron and transport fleet would doubtless be greatly facilitated and rendered more certain. This Department will cheerfully render all the assistance in its power, outside of pure naval operation, in the prosecution of the desired surveys. In expressing the hope that this matter will have the favorable consideration of the Treasury Department, I take this opportunity of acknowledging my appreciation of the valuable aid in naval operations derived from the zealous cooperation of the Superintendent of the Coast Survey.

I have the honor to be, etc.,

GIDEON WELLES,
Secretary of the Navy.

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

Letter from the Commandant of Marine Corps to Rear-Admiral Porter, U. S. Navy, regarding the attempt to furnish marines as requested.

HEADQUARTERS MARINE CORPS,
Washington, November 25, 1863.

DEAR ADMIRAL: I duly received your letter asking for an increase of men and officers for the Cairo station, and regret it is not in my power at present to comply with your request.

The call for marines to supply guards for vessels is so frequent that it keeps our numbers very much reduced at all the different stations. I have finally succeeded in getting the Department to give an

order to fill up the guards of the different vessels of the squadron from the battalion at Charleston, and to send the remainder north to Philadelphia. On their arrival, if there is a sufficient number to admit of it, I will comply with your request as far as possible.

It is a pleasure to send marines to an officer that appreciates them as I know you do.

Very truly, yours,

JNO. C. HARRIS,
Colonel Commandant.

Rear-Admiral DAVID D. PORTER,
*Commanding Mississippi Squadron,
U. S. Flagship Black Hawk, Cairo, Ill.*

General report of Lieutenant-Commander Selfridge, U. S. Navy, commanding Third District.

U. S. S. CONESTOGA,
Skipwith's Landing, November 26, 1863.

SIR: The Squadron Orders from 115 to 122, inclusive, and General Orders 22 and 23 have been received.

I arrived at this point yesterday to effect a few slight repairs and to become acquainted with the condition of the lower part of this division.

The enemy have not made any diversion within this division, though there are several bands prowling about a short way in the interior.

There being rumors of an attack upon Goodrich's Landing, Captain Wilson proceeded to that point in the *Mound City*. The scare being over, she has returned here to finish her repairs, which are nearly completed.

I send up on the *New National* several mechanics whose times have expired. They are willing to return upon being paid off. Mr. Sawyer, master carpenter, also goes up to get requisitions filled.

I would respectfully call your attention to the total want of material in the carpenter's department at this point. Mr. Sawyer informs me he has sent up three different requisitions, none of which has been filled.

The supply of coal in this division is entirely exhausted.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Wright, U. S. Navy, commanding U. S. S. Forest Rose, requesting additional howitzers for that vessel.

U. S. S. FOREST ROSE,
St. Joseph, La., November 26, 1863.

SIR: I have the honor to report the following: The armament of this vessel consists of 2 30-pounder Parrott's, 2 32-pounders, and 4 24-pounder boat howitzers. Should I have to engage a battery, would do so at a broadside, when, by shifting one of the Parrotts,

could bring four guns to bear, viz: 1 Parrott, 1 32-pounder, and 2 24-pounders. This vessel requires greater weight forward, about the boilers, and as there is plenty of room abreast the boiler bulkhead, I would respectfully ask an addition to her battery of two 24-pounder boat howitzers. It will be necessary under any circumstances to put an extra weight there to keep the vessel in trim.

The guerrilla force along this river is increasing rapidly, and it will be necessary to engage such at short range. My men are very efficient in drill, and with five guns on a broadside could make it very warm work to the attacking party.

We are lying above St. Joseph, 50 miles from Natchez. The *New National* will be up to-day, and, as I deem this addition to my battery necessary at the earliest moment, I take the liberty to forward this direct to avoid the delay of sending it through Captain Greer.

Hoping this will meet with your approbation, I have the honor to be, very respectfully, your obedient servant,

CHARLES A. WRIGHT,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding conveying in the Cumberland River.

U. S. S. MOOSE,
Ingram's Shoals, November 26, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 22d, also a copy of a communication from General Meigs.

In answer, I would respectfully state that I left Cincinnati on the 21st of October with the first boat that I know of being loaded for the Cumberland, for at this time there was but about 26 inches of water out of the Ohio, scarcely enough for the very lightest mail boats to run. On the way down I passed several transports from Louisville loaded with Government stores. Some of these I was obliged to tow down to Evansville, they having become disabled in trying to get down over very shoal and narrow channels. I believe one or two boats got ahead of me and reached Smithland perhaps eight or ten hours before I did, as I had to stop at Caseyville to get coal, but these boats that did get down first were not detained at Smithland, but moved on up, knowing that I would soon follow.

I arrived at Smithland on the 5th of November and found one boat there, the *Dove*. The quartermaster asked convoy for her (see inclosed copy of note). I told him there would be a convoy start up at 7 a. m. the next morning, and that during the night more boats would arrive.

The next morning I started up the river at the time with the gun-boats *Moose*, *Reindeer*, *Silver Lake*, and five transports, four of them having arrived during the night.

The *Victory* and *Brilliant* were at this time unable to move, and the *Fairplay* had not yet been able to get down the river.

Having taken the convoy through, I got back to Smithland about 1 a. m., the 10th, and early in the morning three boats reported for

convoy and were started up the river immediately, with the gunboats *Reindeer* and *Silver Lake*.

From the 10th forward, there has not been a boat waiting for convoy ten minutes, all have been sent through as fast as they arrived, and if the quartermaster at Clarksville or General Allen says that boats have been detained by us six days, our log books and the testimony of the officers will prove their statements to be incorrect. Even had a boat reached Smithland one hour after the fleet had left, she could not have been detained over four days, as we left on the 6th, and got back and started up again on the 10th.

The army quartermaster seems to forget that there are nearly fifty transports to one gunboat, and sending them down as they do, with no regularity, one at a time or perhaps one every two hours, it is impossible always to have a gunboat in waiting to give them immediate convoy. Besides, I would respectfully state that through the bad management or want of knowledge of some one, transports are started up the river drawing more water than there is in the channel, and have perhaps two or three heavy barges to tow, as heavy as themselves, so that even if there was water enough in the channel, it is not wide enough at the present time for such boats to get through. They are consequently detained, and have to lay over four or five days till boats can be unloaded and sent down to light them over the shoals. This causes me much trouble and delay, for I not only have to leave gunboats to guard them, but must stop and detain other boats to unload them.

In some instances boats have been started up this river drawing more water, light, than there was in the channels, besides having barges in tow drawing as much water as themselves.

I should have thought that as boats were detained at Smithland a week waiting convoy, that the quartermaster at Clarksville would have sent a gunboat down to convoy them up, instead of waiting, as he has had two at Clarksville all the time belonging to the army and subject to his orders. It is certainly very discouraging to work as hard as we have, to aid and assist the army, and to receive, on their part, only complaints in acknowledgment.

I will, as I have heretofore, do all and everything in my power for the promotion of the public interests, and will leave it to time to show whether we have been blamed justly or not by the army.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Enclosure.]

ASSISTANT QUARTERMASTER'S OFFICE,
Smithland, Ky., November 5, 1863.

I would respectfully ask for a convoy of one gunboat for the purpose of conveying the steamer *Dove* from this place to Fort Donelson and if necessary to Nashville.

Very respectfully, your obedient servant,

H. RASIN,
Captain and A. Quartermaster,

Lieutenant FITCH,
Commanding Fleet.

[Endorsement.]

You will see by this that on my arrival there was but one boat waiting and that I got here before the fleet. Boats that arrived the night of the 5th were started up under convoy early on the morning of the 6th.

LE ROY FITCH,
Lieutenant-Commander.

[Enclosure.]

No. 2.]

ASSISTANT QUARTERMASTER'S OFFICE,
Smithland, Ky., November 5, 1863.

SIR: There are now five boats ready for convoy. They will be in readiness at 7 a. m. I would suggest that the steamer *Nightingale* be lashed to the first convoy, as it will be impossible for her to follow in the wake. There may be other transports arrive to-night; if so, they also will be in readiness at the specified time.

Very respectfully,

H. KASIN,
Captain and A. Quartermaster.

Lieutenant-Commander LE ROY FITCH,
Smithland, Ky.

[Telegram.]

SMITHLAND, *November 27, 1863.*

Have just got down from Harpeth Shoals; all quiet again. I chased a guerrilla party from the banks about 5 miles back toward Waverly; could not get up with them; had not force to follow farther. The river is rising again rapidly. I must start up with one or two coal barges to-day for the boats above. Will stop below Ingram's and have boats there to convoy fleet from the Tennessee; am ready at any moment.

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding encounters with Confederates on the Cumberland River.

U. S. S. MOOSE,
Smithland, Ky., November 27, 1863.

SIR: I have the honor to report that I have just returned from Harpeth Shoals, having taken through a number of transports that had just got over Ingram's Shoals. I left the *Victory* to guard the rest. While most of the fleet was detained below the shoals, some boats got over and waited above for the convoy to come up. One of the boats, the *Duke*, was at anchor off Canton, usually a safe place, but the Third Kentucky Cavalry chased in a small guerrilla party

from Hopkinsville, who struck the river at Canton, just before I got up. The wind had blown the *Duke's* stern into the bank, so the guerrillas jumped on board and got across the river. They were pursued so closely that the only damage they did was to take what money was on the boat and a part of a barrel of sugar.

I came up very shortly after and took the *Duke*, with the rest of the convoy, on up.

Had I not been unexpectedly detained by shoals during the night, I would have caught the rascals. As it was, we cut off part of the gang from crossing. On arriving at Line Island, I found the *Fair-play* shelling another or a party of the same gang of guerrillas. I at once landed a detachment from each boat, and chased them back about 5 miles in the direction of Waverly. I had not force to follow them farther.

The *Duke* is the boat that charged us such exorbitant prices for towing the *Pet* last year, and had it not been for the Government freight I would not have cared much, only for the name of the thing, if she had been destroyed. I think, though, she is too good a guerrilla herself to be destroyed by them. Unfortunately nothing can be proven just now, but I may catch her yet.

It is absolutely necessary for me to move up the river again right off to relieve the *Victory* as guard boat over the transports yet below Ingram's Shoals and let her run on her convoy. I take the coal up with me this trip.

Some guerrillas came into Ingram yesterday to see what prospects there were, but soon left after the *Victory* threw a few shots at them.

This guerrilla party passed within a mile of Fort Donelson the other morning, and nothing was known of them till we got the news from Clarksville, 60 miles above. A bright picket guard must be kept at Dover to let the guerrillas come so near and not know it.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Rear-Admiral Porter, U. S. Navy, promising eight light-drafts in response to request of Rear-Admiral Farragut, U. S. Navy.

No. 217.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, Ill., November 27, 1863.

SIR: In answer to your communication of November 23, I have the honor to inform you that in the course of a month I shall be able to supply Admiral Farragut with eight good light-drafts, each carrying two 30-pounder rifles and four 24-pound howitzers.

I am strengthening those now fitting and altering and fastening boilers and machinery for salt water. They can, perhaps, by watching their time, slip over to Lake Pontchartrain, and when there do good service. They will draw 3 feet. In a week I could commence sending them down if I had the officers and men to man them. My

own squadron is only half manned, and these with a large portion of negroes who, if properly managed, do very well.

I could send the admiral the boats half manned with whites, and he could make up the crews from blacks, as we do here.

The vessels I am now fitting are well protected, except in the hull, with an inch of iron all around the boilers, and an inch on the bulwarks abreast and in front of the boilers, making 2 inches of iron and 8 inches of wood, besides the coal, between a shot and the boilers. They are in every other respect musket-proof.

With regard to the ironclads building up river, I do not know what may be their capacity for venturing in a moderate sea, but neither of those that have come here would stand it without great risk of losing the vessels.

The vessels I am fitting will be preferable.

In six weeks from to-day I could have ten vessels sent to Admiral Farragut, if I can only get the officers and men; the former I think should be from the seacoast, as the river men know very little about salt water.

I would respectfully suggest the propriety of permitting me to build eight light-draft seagoing vessels for Admiral Farragut's squadron. I will have them finished in three months from the time I finish the specifications, and ready for him.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsement.]

Order Commodore P. to send eight acting ensigns for commands to Cairo to report to Admiral Porter.

Write to Admiral Porter that the commanding officers of the eight boats will be sent to report to him at Cairo.

Ask if he can not furnish engineers and the crews, etc., proper to fit the same.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, to send the U. S. S. Curlew to Cairo, Ill.

MISSISSIPPI SQUADRON,

Flagship Black Hawk, Cairo, November 28, 1863.

SIR: Will you please send the *Curlew* up to me here at once? I will soon supply her place with another vessel. Tell me what kind of a person is her present commander.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,

Comdg. 4th Dist., Miss. Squadron,

U. S. S. Benton, off Natchez, Miss.

Seizure of steamer Volunteer off Natchez Island, Miss., November 25, 1863.

Report of Lieutenant-Commander Ramsay, U. S. Navy, commanding Third District.

U. S. S. CHOCTAW,
Off Mouth of Red River, November 28, 1863.

SIR: I have the honor to report that on the 25th instant the steamer *Volunteer* was found by Acting Volunteer Lieutenant Pearce, commanding U. S. S. *Fort Hindman*, foraging at a plantation near the head of Natchez Island, and in obedience to my order of the 11th of September last, referred to in my communication to you of September 20, he brought her to this place, arriving at 11.20 p. m.

The next morning (November 26), upon examination, I found that neither the officer (Captain John Potter, commanding Company F, Fifty-third Illinois Infantry) in charge of the detachment of soldiers nor the forage master (Private G. W. Ellis, of Company D, Forty-first Illinois Infantry) had any written orders whatever authorizing them to go on any such expedition.

Captain Potter stated that he knew nothing about the foraging party, that he only had orders to protect the train, and his orders were verbal.

Private Ellis (the forage master) stated that he was ordered to go to the plantation (where the *Volunteer* was found) and get the corn, and that his orders were verbal.

I asked the captain of the *Volunteer* (Lewis Vandergrift) if he had any orders, and he handed me a written order from Lieutenant J. E. Jones, acting assistant quartermaster, dated "Depot Quartermaster's Office, Natchez, Miss., November 23, 1863," to "take on board the teams and proceed to Mary Plantation for the purpose of procuring forage."

Seeing that the order was correct, I was about releasing the *Volunteer*, when I asked Captain Vandergrift in the presence of Acting Volunteer Lieutenants Jos. P. Couthouy and John Pearce and Captain Potter, if anything had been taken on board of the vessel besides the corn.

He said nothing else had been taken on board, and then told me he would like to have a private conversation with me and Acting Volunteer Lieutenants Couthouy and Pearce. He then told me in the presence of Acting Volunteer Lieutenant Pearce that there were 11 bales of cotton on board of the *Volunteer* at that time, that the Army officers and soldiers knew nothing about it, that he had found it hid in the cottonwood on the bar near the head of Natchez Island, and that he swore he would steal that cotton if he had to go to Natchez jail for it at 12 o'clock the next day. He said he saw it was new cotton, and he supposed someone stole it from the Government and hid it there.

I told him I should seize his boat, and immediately sent Acting Ensign W. C. Bennett, of this vessel, accompanied by Acting Volunteer Lieutenant Pearce, to take a list of everything on board of her.

I immediately informed Captain Potter that I had seized the *Volunteer*, and that I would send him, with his detachment, wagons, mules, and the contrabands, to Natchez on the *Fort Hindman*.

This I did in conformity with section 7, article 25, of the act for the better government of the Navy, approved July 17, 1862, said wagons, mules, etc., being absolutely necessary for the use of the Army of the United States.

Captain Potter, with his detachment, wagons, etc., were transferred to the *Fort Hindman* as soon as possible and left for Natchez on the afternoon of the 26th.

Between 4 and 5 o'clock on the afternoon of November 26 I went on board of the *Volunteer*, and, while standing in the clerk's office, Captain Vandergrift made the same statements to me, in the presence of Acting Volunteer Lieutenant Couthouy, in regard to his having taken the cotton on board, that he made to me in the morning in the presence of Acting Volunteer Lieutenant Pearce.

I have the honor to enclose herewith the certificate of Lewis Vandergrift, captain of the steamer *Volunteer*, statement of Acting Volunteer Lieutenant Jos. P. Couthouy, commanding U. S. S. *Osage*, list of officers, crew, and passengers of the *Volunteer* at the time of seizure, inventory of articles found on board of her, list of officers, soldiers, teamsters, and number of contrabands, wagons, horses, and mules transferred from the *Volunteer* to the U. S. S. *Fort Hindman*, and I transmit herewith all the papers and writings found on board of the *Volunteer*.

At the time of the seizure of the *Volunteer* by this vessel, the U. S. steamers *Osage*, *Fort Hindman*, and *Champion* were in company.

I have ordered Acting Ensign Ezra Beaman to take charge of the *Volunteer* and proceed with her to Cairo, Ill.

I respectfully request that Mr. Beaman and the prize crew may be returned to their respective vessels as soon as possible.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant-Commander,

Comdg. Choctaw and 3d Dist. Miss. River.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Ensign Beaman, U. S. Navy, in charge of steamer *Volunteer*, when chased by the ram *Horner* and ordered to surrender the vessel.

PRIZE STEAMER VOLUNTEER,
Off Cairo, Ill., December 16, 1863.

SIR: In obedience to your order I have the honor to make the following report:

I passed Vicksburg, Miss., on the 30th day of November last, at 1.45 p. m., with the prize steamer *Volunteer*. At 4.30 p. m. of the same day I saw a steamer astern and heard the report of a gun fired from said steamer, and she continued firing until I reached the U. S. S. *Louisville*, lying off Milliken's Bend. During the time of said steamer appearing in sight and my arrival alongside of the U. S. S. *Louisville*, eight shots were fired, the last one falling about 100 yards astern of the prize steamer *Volunteer*.

I arrived alongside the U. S. S. *Louisville* at 6 p. m. on the day in question, and at 6.15 the steamer in pursuit came alongside and

she proved to be the ram *Horner*. I was immediately boarded by a company of soldiers with fixed bayonets, and I was immediately ordered to surrender the steamer *Volunteer* by Captain Dyer, commanding the ram *Horner*, he presenting an order from Major-General McPherson to that effect (a copy of which is enclosed, marked "A.")

I informed Captain Dyer that I could not recognize his authority, nor any order emanating from the Army authorities. I informed him that my orders were from Lieutenant-Commander Frank M. Ramsay, U. S. Navy, and that the steamer was a prize to the U. S. Navy. I furnished Captain Dyer with a copy of my orders, but that would not satisfy him, and he expressed his determination to take the steamer at all hazards, and that, too, in a very boisterous manner. At this stage of the proceedings I accompanied Captain Dyer on board the U. S. S. *Louisville*, to consult with her commanding officer, who advised Captain Dyer that he had better allow me to proceed. He, Captain Dyer, did finally; in a very reluctant manner, conclude to allow me to proceed, at the same time avowing that if he had overhauled me before he reached the U. S. S. *Louisville* he would have taken the steamer *Volunteer* back to Vicksburg in defiance of all orders I held.

I would respectfully refer you to Mr. Fulton, acting chief engineer of the U. S. S. *Louisville*, and also Mr. Gray, first-class pilot, U. S. S. *Osage*, both of these gentlemen being present during all the time that Captain Dyer was on board the prize steamer *Volunteer*, and heard all that passed between us.

Very respectfully, your obedient servant,

EZRA BEAMAN,

Acting Ensign, U. S. N., Comdg. Prize Steamer Volunteer.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron Flagship Black Hawk.

[Enclosure.]

A.

VICKSBURG, MISS., *November 30, 1863.*

Major-General McPherson, commanding, directs that you pursue the steamer *Volunteer*, just passed up, and bring her back to this port.

G. L. FORT,

Captain, Assistant Quartermaster.

MASTER, STEAMER HORNER.

Report of Lieutenant-Commander Owen, U. S. Navy, transmitting statement of the engineer of the U. S. S. *Louisville* regarding the boarding of the steamer *Volunteer* by the ram *Horner*.

U. S. S. LOUISVILLE,

Off Skipwith's Landing, December 26, 1863.

SIR: I enclose a statement from Mr. Fulton descriptive of the conversation between Mr. Beaman, commanding the prize *Volunteer*, and the commanding officer (Dyer) of the *Horner*. Hearing

that Mr. Beaman had been reported for disrespect to General McPherson, I thought you would like to know the nature and extent of it. The *Volunteer* was made fast to this vessel when boarded by the *Horner*, yet the commanding officer of the *Horner* ignored the presence of this vessel. Acting Ensign Blatchford was then in command of this vessel.

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

E. K. OWEN,

Lieutenant-Commander, Comdg. 5th Dist. Miss. Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. LOUISVILLE,

Off Skipwith's Landing, December 26, 1863.

SIR: In compliance with your request, I make the following statement:

I heard the conversation on board the steamer *Volunteer* between the officers of the ram *Horner* and Ensign Beaman. The *Horner* ran up alongside of the *Volunteer* and an officer and some 20 or 30 men boarded her. The officer of the ram *Horner* said: "I am going to take you back to Vicksburg." Mr. Beaman said: "I am very sorry, gentlemen, but I am on my way to Cairo under orders from Captain Ramsay." The officer in charge of the *Horner* said he did not care for his orders. Mr. Beaman replied to him, saying he did not care a ——— for his orders, as he did not recognize any orders but Admiral Porter's on this river. I was present when Mr. Beaman showed the officer in charge of the *Horner* his orders from Captain Ramsay and asked the officer of the *Horner* if that satisfied him. The officer replied he would have to be satisfied, as he could not take her from under the guns of the *Louisville*, but if he had caught her before she got to the *Louisville*, he would have taken her back and paid no attention to his orders from Captain Ramsay.

Very respectfully, your obedient servant,

JAS. B. FULTON,

Acting Chief Engineer, U. S. Navy.

Lieutenant Commander E. K. OWEN, U. S. Navy,

Commanding Fifth District, Mississippi Squadron.

Letter from the district court to Rear-Admiral Porter, U. S. Navy, regarding the proposed disposition of the steamer *Volunteer*.

OFFICE OF CLERK DISTRICT COURT OF THE UNITED STATES,
SOUTHERN DISTRICT OF ILLINOIS,
Springfield, December 19, 1863.

SIR: I am directed by his Honor Judge Treat to acknowledge the receipt of your communication of the 15th instant, reporting the seizure of the steamer *Volunteer*. I have also to acknowledge the receipt of a communication from Lieutenant-Commander Frank M. Ramsay, commanding U. S. S. *Choctaw*, transmitting a copy of his report to you of the circumstances attending the seizure.

The *Volunteer* will be libeled and taken charge of by the marshal at once, and a decree of condemnation will be pronounced against her on the second Monday of January next, if no defense is interposed.

You will please deliver to the prize commissioners the books and papers and notify them of any witnesses to be examined in the case.

Very respectfully, your obedient servant,

GEO. P. BOWEN, *Clerk.*

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Rear-Admiral Porter, U. S. Navy, stating the amount of appraisement of steamer *Volunteer*, and advising that she be taken into the service.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, February 20, 1864.

SIR: I send you the appraisement of the steamer *Volunteer*, captured some time since for illicit trading, robbing plantations, etc. Owing to the scarcity of transports, I obtained permission from the judge of the district to use her for Government service.

She is worth about \$36,000, and I would recommend that the Government deposit the amount of appraisement and take her into the service until the pressure is over.

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

DAVID D. PORTER,
Rear-Admiral.

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

Report of Rear-Admiral Porter, U. S. Navy, transmitting an opinion regarding assimilated rank in the Navy.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, November 29, 1863.

SIR: I have the honor to enclose a report in relation to assimilated rank, sent to me for endorsement, etc., also the opinion of the paymaster of fleet.

I have written out my views on the subject more fully perhaps than the Department expected or desired, and can hardly have the conscience to suppose they would read it; but if the matter of rank is to be submitted to a board, my ideas on the subject may perhaps be entitled to their consideration.

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

DAVID D. PORTER,
Rear-Admiral.

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

[Enclosure.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, Ill., November 27, 1863.

SIR: Your communication of November 21, enclosing certain rules and regulations on which it is requested that I endorse my opinion, has been received.

In a matter of such vital importance to the best interests, harmony, and discipline of the Navy, no officer would be justified in expressing a hasty opinion or endorsing one formed without due consideration of all the interests involved.

In the matter of relative rank I am not at present personally interested, as the rank of staff officers will not affect my grade; though, from the encroachments made by enactments from time to time, it is uncertain how long this state of things may last. I may be considered as expressing an opinion regardless of everything but the best interests of the service to which I belong.

I have always been in favor of giving to noncombatants a certain amount of assimilated rank when it would not interfere with the discipline of the Navy. I would do it to gratify a set of estimable gentlemen, among whom I have many personal friends, and to elevate their grades in their own eyes and that of others. Every grade in the Navy should be placed on a footing where the members would feel a pride in their position; such feelings always elevate the general service.

An active experience of thirty-seven years in and with the naval service has convinced me that great discretion should be observed in changing an old established order of things for the convenience or wishes of any one class of officers; and I am also of opinion that it would be unjust to the service, and to those officers who have grown up with it from boyhood, to make innovations by which staff officers may claim the authority in maintaining the discipline of the Navy or help to execute the laws for its better government.

Their intelligence is unquestionable upon subjects connected with their immediate duties, their gentlemanly deportment and sense of honor beyond reproach; but with all these good qualities they do not possess the attributes that will entitle them to assist in maintaining the discipline of the Navy or to exercise any authority except in their own appropriate sphere.

The subject of admitting noncombatants to sit as members of courts-martial or on courts of enquiry has been discussed by some of the ablest military jurists, and I nowhere discover anyone who has advocated the system of noncombatants or staff officers sitting as members of courts-martial. On the contrary, it is strongly deprecated. I do not expect to offer anything new or original in relation to the subject, nor advance any arguments as strong as some already expressed, but I can give facts which are frequently stronger than arguments.

There was a case occurred in this squadron where a paymaster was to be tried by court-martial, and I appointed two assistant paymasters as members of the court. It was immediately brought to my notice that the presiding officer of the court, who had been engaged two weeks in trying certain cases, would be outranked by one of the paymasters, who would thus become the presiding officer.

Looking further into the matter, I found that the paymaster had only been two years and four months in the Navy, and one year and six months afloat in active service, while the senior naval officer, third in rank from myself, had been twenty-three years in the Navy and fifteen years and four months at sea. Here was a striking commentary on rank, and I can offer no stronger illustration of the impropriety and injustice of attempting to assimilate rank between the line and staff officers by allowing the latter, after two years of service, to take a position above an officer who had served twenty-three years in all the various positions which an officer is called upon to fill. Yet this is the practical working of the regulation as it now exists in the Navy; and no one can wonder that it gives so much dissatisfaction to the line officers, while the staff officers, on the other hand, are very well pleased with the arrangement that gives them precedence in almost all cases over officers who entered service fifteen or twenty years before them.

In the instance I have mentioned it could not be reasonably supposed that the paymaster was as well acquainted with all the rules of military law as the sea officer, nor could he appreciate the necessity for that rigid discipline which is the life and soul of the Navy, a discipline which, though irksome to a staff officer, is second nature to a line officer, who, educated from early boyhood to all the requirements of the law, has a lively sense of what is due to the interests of the service, and recognizes the absolute necessity of never swerving from the rules of discipline laid down for the government of the Navy.

It has so long been the custom to exclude as members of court-martial noncombatants or staff officers, and all those having no actual military or naval rank, and no inherent right to command, that it becomes a difficult matter to lay aside the well-formed prejudices of a lifetime, and it could not but do harm to any branch of military service to make a sudden and complete revolution in the customs of the corps, merely for the gratification of a certain grade, without it can be shown that a certain good-will arise from so doing, and that the administration of justice will be more perfect.

Arguments could be piled on arguments to show the impolicy of deranging a system of military jurisprudence which has so far worked so admirably in maintaining the discipline of the Navy.

No one could argue reasonably who would insist that it was proper to place staff officers as judges of military or naval courts to try a matter of discipline, of the violation of which they can not have a proper appreciation, or to try a case of life and death, which, from previous pursuits and habits of education, they are in nowise suited to judge; they can have but doubtful views and limited knowledge of military conduct.

To debar such persons from the privileges of sitting on courts (if it be a privilege) could only be urged as partial and unequal by those who are excluded. For though they may assert that the rule is obnoxious, inasmuch as it effects them as members of a military body while they are debarred the privilege of being considered in one respect as one of the component elements. The objections can be met at once and have no weight at all. The arguments of all military writers founded on the actual necessities of military service are adverse to any pretensions of the kind.

A gunner, boatswain, sailmaker, or carpenter, in fine, the whole rank and file of the Navy, might make the same objections, yet no one would sustain them in their demands, nor would any one (who understands that naval courts-martial are instituted solely for the regulation of naval matters and totally irrespective of persons) for a moment decide on the propriety of subverting an order of things under which our Navy has advanced to a system of discipline unequalled by any service that I am acquainted with.

The object of a court-martial being the maintenance of discipline, it is natural that the authority to judge should be placed in the hands of those who have that discipline to maintain, and not in the hands of those who do not feel the inconvenience of the violations of law, which are constantly occurring in a large squadron. Those persons who are now aiming to change the order of military or naval precedence are in some cases those who have been averse to the rules of discipline where they interfere with their convenience and comfort, claiming as noncombatants or civilians that the rules of discipline should not apply so strictly to them, their peculiar duties not requiring that they should come so immediately under military rules.

With such sentiments, no one could have the discipline of the service at heart. I have heard the arguments advanced and know what the feeling is on that subject.

If the interests involved in courts-martial were of a personal nature, the question might bear a different aspect, and perhaps the staff officers or noncombatants might with some justice claim that a different state of things should exist. But courts-martial relate only to matters touching discipline in which the line officer is more interested and from associations more competent of forming an opinion than one whose pursuits are of a civil and unmilitary nature altogether.

In courts-martial technical knowledge and opinions are required, which can only be possessed by persons who have had a long and intimate connection with the service.

It would evidently be unwise to place two classes of officers on courts-martial with opinions totally at variance with each other on points of discipline and military propriety. The decisions of such courts could only have the effect of reducing the standard of discipline heretofore existing in the Navy. But in the present state of organization, where a very large majority of the officers are just from civil life, without any knowledge whatever of military or naval matters, the chances are that the discipline would be broken down altogether and that those officers of the line who attempted to maintain it would find themselves in a very small minority and very unpopular at that.

If staff officers claim the right to sit on courts-martial, and it is granted to them, they may, with like propriety, claim an eligibility to any other duty, such as boards of examination at Naval Academy, boards for revising and correcting ordnance manual, or boards convened to promote the efficiency of the Navy, or to draw up rules and regulations of the Navy, none of which does it seem to me proper that they should have any connection with.

I do not think I am stating anything against staff officers when I say that they have urged many claims on the score of rank which

they were no way entitled to, and from small beginnings their claims have assumed such proportions that they seriously threaten the harmony and discipline of the service.

In relation to this matter of staff officers or noncombatants sitting as members of courts-martial, I could have covered the whole ground by quoting an opinion of Hon. John [M.] Berrien, Attorney-General, under date of November 6, 1829, viz:

As to the right of chaplains, surgeons, etc., or noncombatants to sit on courts-martial, if we look to the origin of courts-martial in England, from which we borrow them, it would be difficult to believe that a tribunal which has succeeded there to the ancient court of chivalry could be composed of others than military men, and if we consider the nature of the subjects which are generally submitted to the decision of these tribunals, the knowledge of military discipline or usage and frequently of tactics (which is indispensable to those who preside there) it would seem that noncombatants whose duties do not lead them to acquire this species of information, and who have no rank (or had not then), real or assimilated, could not be deemed competent to sit on a court-martial.

This is an impartial view taken by an able lawyer, who was supposed to be capable of giving an unbiased opinion.

That opinion has up to within a few years been considered so binding, and there was so much good sound sense and reason expressed in it, that the authorities have endeavored to adhere to the spirit of it.

If printed rules were laid down by which every man could guide himself in relation to the administration of public justice, rules so fixed as never to bend or yield to the necessities of the service, then anyone might sit in judgment as members of courts-martial, but there are so many shades in the matter of discipline, nice parallels to be drawn, proper and minute distinctions to be made, that the ends of justice could not possibly be met if a court-martial should be composed of any but men of military or naval education.

I would respectfully enquire, What chance would there be of having the proper punishment inflicted by a court of chaplains in a matter of life and death? Their errand is one of mercy and consolation, and they would be the last to contend for a vindication of the law when it affected life or limb. And what chance of obtaining a correct verdict from a court of noncombatants, generally without a proper appreciation of the necessity of discipline, which their duties do not render them familiar with.

There is something in the dignity of a court-martial when properly constituted which has its weight. Part of that dignity is lost when a court-martial is composed partly of members who are not reckoned as among the vigilant for suppressing violations of law and order. The higher the actual rank of the members, the more imposing is the effect on the accused, witnesses, and observers. As the Supreme Court exceeds in dignity of character the smaller courts for the trial of petty offenses, so a naval court-martial, composed of naval officers of actual rank, is more imposing than one made up of line and staff officers mixed together. This can be said without meaning any disrespect to staff officers any more than is meant toward minor courts.

All matters are better managed by experts than by novices, and this applies to courts-martial more than to anything else.

In the numberless sudden and unforeseen contingencies which may arise to affect military and naval services, in technical points, nau-

tical phraseology, etc., may be seen why courts should only be presided over by naval and military commanders.

If there could be a single instance adduced, where noncombatants have failed to be dealt fairly with by any naval court-martial, there might be a plea for the admission of noncombatants, but it has rather been an advantage to them than to their prejudices that naval courts have been hitherto conducted by naval commanders. Their position is one that does not lay them open to the chance of official gratification, jealousy, or ill feeling which might naturally arise between officers in the line.

I am not disposed to deprive the staff officers of anything that will add to the respectability of the corps, for, as the grades are elevated in their own estimation, so is the respectability of the Navy increased. Nor would I place them in a position where they could feel humbled by comparing the condition of their own corps with that of another. I would, above all things, though, consult the interests of the service and the time-honored customs which have made the Navy what it is.

I would never advocate raising any grade of officers to a position which reason tells me it was never intended they should fill. With all my friendly feelings for the different grades mentioned as eligible to sit on courts-martial, I would oppose them on the ground of a sense of injustice toward officers of the line, who, after ten or fifteen years of sea service, would have a noncombatant of one year's standing claiming seniority over him, when he feels that he has an inherent right to his place, the right of long service, right of vigilance in upholding the law, right of knowledge of naval usage, also for their love of good order, which it is their ambition should be maintained in every condition where they may be placed.

I do not feel the least objection, nor do I believe there is any objection on the part of line officers to the staff officers holding an assimilated rank for purposes purely unofficial, such as precedence at certain ceremonies to be named. It would be, and has been granted to elder staff officers, as matter of courtesy, before there was a rule on the subject, as a tribute of respect to their age and merits. But I myself would not be willing to concede anything, no matter how trifling, if I thought it would in the least affect the discipline of the service.

The executive officer of a ship is the soul and spirit of the commander. He should be looked upon as the representative of the captain on all occasions. He can never be considered as off duty while on board the ship; his importance should never be lessened in the eyes of officers or crew, and next to the commander he should take precedence over all others. Since, on two or three occasions, the position of executives has been somewhat reduced, the discipline of the Navy has been much impaired. Efforts have been made time after time by the staff officers to break down the prestige of the executive officer, but no commander who had any regard for the service would encourage anything of the kind. The force of executive authority on board ship has been much weakened, and extra labor thrown upon the commander. The line officers are much to blame for being so supine on those matters affecting so deeply the discipline of the Navy. Those who had reached positions where their own

rank could not be affected became indifferent on the subject and averse to entering into a controversy where so much persistency was displayed by the staff officers in obtaining their desires. The junior officers of the Navy, seeing seniors so indifferent about the matter, gradually submitted to what seemed to them an act of great injustice.

The line officers of the Navy are willing to allow to staff officers assimilated rank (unofficially) up to the rank of captain, provided it gives them no naval or military authority, nor right to sit on naval boards or courts-martial, nor right to quarters or precedence on duty, provided their rank keeps pace with the grade with which they assimilated when they entered the service.

The line officers do not object to their having any uniform the Department may think proper to give them, distinctive of their rank, provided it does not assimilate with their own. Neither do they object to staff officers receiving such honors on entering or leaving a vessel as are bestowed on an officer of assimilated rank (not above the executive officer), with the exception of guards, which is an honor shown only to actual line officers.

In these discussions I have never hitherto mixed, never having been so situated that I have ever felt any inconvenience from the assimilated rank, and having always been of opinion that whatever my Government sanctioned was right and proper and admitted of no discussion.

My opinion having been asked on this occasion, I take the opportunity to express it frankly, and though I have no expectation that anything I may say will influence the matter one way or the other, I sincerely hope that some one may possess eloquence enough to have the subject of rank settled for the best interests of the Navy.

The Navy was created to serve the country and not to subserve the interests of any particular grade or any class of officers, and it seems to me that no grade can have the good of the service at heart who arrogate to themselves privileges in matters where they are not competent to act.

I would suggest in the assimilated rank the constructors should at least come before professors and chaplains. Construction is a high branch of science, and in other countries constructors have high rank. It is in my opinion a branch of science which entitles experts to the highest consideration. Engineering is a mere mechanical science compared to construction, while the latter is often carried to a high degree of art.

I would beg leave to suggest that in addition to the petty officers now allowed, the rate of seaman gunner be added to rank with captain of tops, to be well trained in gunnery, previous to being put on board a vessel, and one to be allowed to every gun the vessel carries.

I have no idea that the regulations submitted will meet the approval of staff officers even in the liberal form in which they are framed. There is great rivalry existing between them all in regard to relative rank amongst themselves, and I would recommend that the interests of the service be considered without regard to anyone.

I hope the Department will not consider me prolix in my communication. Merely to endorse my name on the regulations would have been to disapprove of them without assigning any reasons, and I think it the duty of everyone to throw all the light on the subject he can.

I think the manner in which they are drawn up is rather obscure in some cases and may admit of misconstruction hereafter.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral.

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

Letter from Quartermaster Brooks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding transfer of rams building at New Albany, Ind.

NEW ALBANY, December 1, 1863.

SIR: I am to-day in receipt of an order from the War Department under date of November 25, instructing me to turn over to you two steam rams in course of construction at this place, with orders to pay the indebtedness on them to date of transfer, and send to the Quartermaster-General a list [of] all payments that have been or shall be made on account of them.

The boats are progressing rapidly to completion.

I shall start to Mound City to-morrow night, unless unavoidably detained, to consult your wishes as to the manner of finishing them and receive any suggestions you may be pleased to make concerning them.

Respectfully, yours,

JAMES BROOKS,
Acting Quartermaster.

Rear-Admiral D. D. PORTER,
Mound City, Ill.

Report of Lieutenant-Commander Fitch, U. S. Navy, transmitting monthly report of convoys for November, 1863.

U. S. S. MOOSE,
Cumberland River, December 1, 1863.

SIR: I have the honor to enclose herein a monthly report of the number of vessels sent through to Nashville during the month of November.

The following reports will be more perfect than this one in regard to dates of departures and arrivals.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

Monthly report of convoys up the Cumberland River for the month of November, 1863.

Date.	Number of boats.	Number of barges.	Pontoons.
From Nov. 6 to 10.....	12	3	40
From 10th, every day on up to the 30th.....	96	21	20
Total.....	108	24	60

The *Imperial* was fired into at Jackson's wood yard, 1½ miles below Donelson, on her day down. No damage done.

The river was very low most of the time, and boats were detained some days at the shoals, till lighted over by other boats.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

List of vessels of the Mississippi Squadron, with their commanding officers and stations, December 1, 1863, Rear-Admiral David D. Porter, U. S. Navy, commanding.

Vessel.	Commander.	Where stationed.
Argosy.....	Acting Ensign J. C. Morong.....	Below Donaldsonville.
Abraham.....	Acting Ensign Wm. Wagner.....	Cairo, Ill.
Alexandria.....	.....	Dispatch boat.
Black Hawk.....	Lieut. Commander K. R. Breesee.....	Cairo.
Benton.....	Lieut. Commander Jas. A. Greer.....	Natchez.
Brilliant.....	Acting Volunteer Lieut. C. G. Perkins.....	On the ways.
Brown.....	Acting Volunteer Lieut. J. A. French.....	Repairing.
Chillicothe.....	Acting Volunteer Lieut. J. P. Couthouy.....	Fort Adams.
Choctaw.....	Lieut. Commander Frank M. Ramsay.....	Red River.
Carondelet.....	Acting Master J. C. Gipson.....	Carthage.
Conestoga.....	Lieut. Commander T. O. Selfridge.....	Napoleon.
Cricket.....	Acting Master H. H. Gorrings.....	Tennessee River.
Covington.....	Acting Volunteer Lieut. G. P. Lord.....	Below Island No. 65.
Clara Dolsen.....	Acting Volunteer Lieut. John Scott.....	Cairo, Ill.
Champion.....	Acting Master A. Phelps.....	Below Red River.
Curlw.....	Acting Ensign H. B. O'Neill.....	Cole's Creek.
Cincinnati.....	.....	Waiting for repairs.
Eastport.....	Lieut. Commander S. L. Phelps.....	Laconia.
Exchange.....	Acting Volunteer Lieut. J. S. Hurd.....	Above Memphis.
Essex.....	Commander R. Townsend.....	Donaldsonville.
Forest Rose.....	Acting Volunteer Lieut. Chas. A. Wright.....	Below Natchez and Cole's Creek.
Fairplay.....	Acting Master G. J. Groves.....	Up Cumberland River.
Fawn.....	Acting Master John R. Grace.....	White River.
General Price.....	Acting Volunteer Lieut. J. F. Richardson.....	Below Donaldsonville.
General Bragg.....	.....	Red River.
Great Western.....	Acting Master Thos. Bates.....	Goodrich's Landing.
General Lyon.....	Pilot R. E. Birch.....	Below.
General Pillow.....	Acting Master J. C. Bunner.....	Guarding powder boats.
Hastings.....	Acting Volunteer Lieut. A. R. Langthorne.....	White River.
Judge Torrence.....	Acting Master J. Irwin.....	Natchez.
Juliet.....	Acting Ensign M. K. Haines.....	Cairo, repairing.
Key West.....	Acting Volunteer Lieut. E. M. King.....	Tennessee River.
Kenwood.....	Acting Master J. Swaney.....	Port Hudson and Baton Rouge.
Lafayette.....	Lieut. Commander J. P. Foster.....	Bayou Sara.
Louisville.....	Lieut. Commander E. K. Owen.....	Skipwith's Landing.
Lexington.....	Lieut. G. M. Bache.....	Memphis.
Linden.....	Acting Master T. M. Farrell.....	Greenville.
Little Rebel.....	Acting Ensign N. T. Rennell.....	Cairo.
Mound City.....	Lieut. Commander Byron Wilson.....	Providence.
Fort Hindman.....	Acting Volunteer Lieut. John Pearce.....	Ellis Cliffs.
Marmora.....	Acting Master Thos. Gibson.....	Island No. 70.
Moose.....	Lieut. Commander Le Roy Fitch.....	Cumberland River.
New National.....	Pilot A. M. Grant.....	Below.
Naumkeag.....	Acting Master J. Rogers.....	White River.
Neosho.....	Acting Volunteer Lieut. Samuel Howard.....	Morganza.
Osage.....	Acting Master Thomas Wright.....	Between Fort Adams and Red River.
Onachita.....	.....	Undergoing alterations.
Pittsburg.....	Acting Volunteer Lieut. Wm. R. Hoel.....	Grand Gulf.
Petrel.....	Acting Master T. McElroy.....	Cypress Bend.
Prairie Bird.....	.....	Skipwith's Landing.
Paw Paw.....	Acting Master A. F. Thompson.....	Tennessee River.
Peosta.....	Acting Volunteer Lieut. Thos. E. Smith.....	Do.
Queen City.....	Acting Volunteer Lieut. Geo. W. Brown.....	White River.
Romeo.....	Acting Volunteer Lieut. J. V. Johnston.....	Below Napoleon.
Rattler.....	Acting Volunteer Lieut. Jas. Laning.....	Rodney.
Red Rover.....	Acting Master W. R. Wells.....	Cairo.

List of vessels of the Mississippi Squadron, etc.—Continued.

Vessel.	Commander.	Where stationed.
Robb.....	Acting Ensign Robt. Wilkinson.....	Tennessee River.
Reindeer.....	Acting Volunteer Lieut. H. A. Glassford.....	Cumberland River.
Signal.....	Acting Volunteer Lieut. C. Dominy.....	Below Port Gibson.
Springfield.....	Acting Master Jos. Watson.....	Cumberland River.
St. Clair.....	Acting Volunteer Lieut. T. B. Gregory.....	Donaldsonville.
Sovereign.....		Laid up.
Silver Lake.....	Acting Ensign J. C. Coyle.....	Cumberland River.
Silver Cloud.....	Acting Volunteer Lieut. A. F. O'Neil.....	Below Island No. 10.
Sampson.....	Acting Ensign J. D. Buckley.....	Blacksmith's shop.
Tuscumbia.....	Lieut. Commander J. W. Shirk.....	Laid up.
Tyler.....	Lieut. Commander J. M. Prichett.....	Below Memphis.
Tawah.....	Acting Volunteer Lieut. J. Goudy.....	Tennessee River.
Texas.....	Acting Master E. C. Van Pelt.....	Cairo.
Victory.....	Acting Ensign Fred. Read.....	Cumberland.
New Era.....	Acting Master Jas. Marshall.....	Island No. 10, etc.

Tabulated report of Ohio River, from mouth to Louisville, Ky.

Towns, landings, shoals, etc.	Dis- tance.	Dis- tance from mouth.	Depth of water.	Banks.	Remarks.
	Miles.	Miles.	Inches.		
Cairo.....				Right bank...	Population floating.
Mound City.....	7	7		do.....	
Catche Island Bar.....			36		
Caledonia.....	9	16		do.....	Small town.
Chain Rock.....	2	18	30	do.....	Very crooked, 15 miles long.
Metropolis.....	22	40		do.....	Population 400.
Brooklyn.....	7	47			
Paducah, Ky.....	3	60		Left bank.....	Population 4,000; very few loyal citizens.
Indiana Bar.....	4	54	30		Bad to run.
Cottonwood Bar.....	1	55	30		
New Liberty.....	3	58		Right bank...	
Cumberland Bar.....			20		
Smithland.....	4	62			Mouth of Cumberland.
Dog Island.....	4	66	30		
Stewart Island.....	4	70	30		
The Sisters.....	7	77	30		
Prior Island.....	2	79	30		
Golconda and Island.....	3	82		Right bank...	
Carrsville.....	7	89		Left bank...	
Rasa Clove [Rosciare].....	4	93		Right bank...	
Elizabethtown.....	4	97		do.....	
Walker Bar, Hurricane Island.....			28		
Cave in Rock.....	3	100			
Ford's Ferry.....	3	103			
Weston Flinn's Bar.....	2	105		Left bank...	
Tradewater, Island and Bar.....	1	106	30		
Caseyville and Coal mines.....	2	108		Left bank...	Guerrillas live in vicinity.
Kentucky Coal mines, Shotwell.....	1	109		do.....	
Curlew.....	1	110			
Cincinnati Bar and Tow Head.....	2	112			
Shawneetown Mines, below.....	5	117		Right bank...	
Shawneetown, bend and bar.....	6	123	28		
Rolla [Raleigh] and bar.....	3	126	30	Left bank...	
Wabash Island.....	4	130			
Highland Rocks.....	4	134			
Uniontown.....	1	135		Left bank...	Very disloyal.
Mississippi Bend.....	5	140	30		
Foot Slim Island.....	2	142	28		
Mount Vernon.....	8	150		Right bank...	
Fayette Bar.....	2	152	31	Right bank...	
Long's Landing.....	3	155	28		
Diamond Island and Bar.....	3	158	28		
West Franklin.....	5	163		Right bank...	
Henderson Bar.....	6	166			
Henderson.....	2	171		Left bank...	
Evansville.....	12	193		Right bank...	Requires watching.
Mouth Green River.....	9	192			
Three-Mile Island.....	3	195	24		
Newburg.....	3	198		Right bank...	
Scuffletown Bar.....	2	200	22		
Foot French Islands.....	8	208	24		
Head French Islands.....	2	210	28		
Enterprise.....	2	212		Right bank...	

Tabulated report of Ohio River, etc.—Continued.

Towns, landings, shoals, etc.	Dis- tance.	Dis- tance from mouth.	Depth of water.	Banks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>	<i>Inches.</i>		
Owensboro.....	6	218		Left bank....	Very disloyal and smuggle goods.
Puppy Creek Bar.....	7	225			
Rockport.....	4	230		Right bank....	
Grandview.....	3	232		Right bank....	
Lewisport.....	4	236		Left bank....	
Anderson's Bar.....	3	239			
Troy.....	3	242		Right bank....	
Tell City.....	4	246		Right bank....	
Cannelton.....	2	248		Right bank....	
Hawesville.....	2	248		Left bank....	
Cloverport.....	10	258		Left bank....	
Holt Bar.....	6	264			
Rome, [Ind.].....	4	268		Right bank....	
Stephensport, [Ky.].....	4			Left bank....	
Derby Landing.....	7	275		Right bank....	
Oil Creek.....	1	276			
Flint Island.....	2	278			
Concordia.....	2	280		Left bank....	
Alton.....	5	285		Right bank....	
Pechspaugh's Bar.....	5	290	26		
Fredonia, [Ind.].....	15	305			
Leavenworth, [Ind.].....	5	310			
Amsterdam, [New].....	10	320			
Haunted House Bar.....	5	325			
Manokport.....	3	328		Right bank....	
Brandenburg.....	3	331		Left bank....	
Rock Haven.....	12	343		Left bank....	
Mouth Salt River.....	8	351		Left bank....	
New Albany.....	16	367		Right bank....	
Albany Bar.....	16	367	24		
Louisville.....	2	369		Left bank....	

The Ohio at low water has an average depth of 30 inches over the bars, but most are sandy, and not dangerous.

The majority of the towns and villages on the left bank are disloyal, and many of those on the right bank below Shawneetown. Evansville is a place that needs watching, in consequence of contraband trade.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from the Commandant, Marine Corps, to Rear-Admiral Porter, U. S. Navy, requesting an opinion regarding the necessity for and efficiency of marines in connection with the Navy.

HEADQUARTERS MARINE CORPS,
Washington, December 1, 1863.

SIR: In consequence of an effort which I understand is about to be repeated at an early day during the ensuing session of Congress, viz, to transfer the Marine Corps to the Army as an additional regiment, I am desirous of obtaining the opinion and wishes of some officers of high standing in the Navy. Will you be so good as to give me your opinion as to the necessity for and the efficiency of marines on shore and afloat in connection with the Navy? Whether

they have not generally been effective wherever employed; and if, in your opinion, they are not a necessary part of the crew of a vessel of war; also if an increase of numbers is not required by the exigencies of the service.

I am, very respectfully, your obedient servant,

JNO. HARRIS,
Colonel, Commandant.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Pattison, U. S. Navy, explaining the movements of the U. S. S. Lexington.

U. S. NAVAL STATION,
Memphis, Tenn., December 1, 1863.

SIR: Your communication of November 28, referring to the *Lexington's* being ordered from this place, has been received. Had Ensign Booby, in charge of the *Lexington*, informed me upon his arrival here, as he has done since the receipt of your communication, that the engines of the vessel were in bad condition, and that he had positive orders not to leave this place, she never would have been ordered from here by me. The written orders shown me were for the *Lexington* to remain here until further orders from you. I supposed she was sent here for the protection of the city and vicinity. I was called out of bed by two respectable gentlemen, who informed me that two steamers had been fired into that afternoon, 40 miles above here, and that they had positive information of a plan laid by a hundred guerrillas to capture the first steamer that landed at the wood yard on Island No. 37, and with the captured steamer to capture all boats passing up or down.

Possessed of this information, and ignorant of your positive orders in relation to the *Lexington*, I should have considered myself derelict in duty had I not sent the vessel to that point.

Respectfully, your obedient servant,

T. PATTISON,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

SMITHLAND, *December 2, 1863.*

Your telegram just received. Have just returned from Nashville. Got coal up to Donelson. Expedition about Nashville abandoned for the present. Have brought the boats to Clarksville to convoy and patrol. All quiet just now. River at a good stage, falling slowly.

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding conditions in the Cumberland River, making reference to abandonment of project to send supplies above Nashville.

U. S. S. MOOSE,
Smithland, Ky., December 2, 1863.

SIR: I have the honor to report that I have just returned from Nashville. I took up with me to Donelson two coal barges, partially loaded with coal for our use above.

As the project of sending supplies above Nashville has for the present been abandoned, I removed the two boats in waiting there below, to partol and convoy above Donelson.

All is quiet just now along the river. It is reported, though, that Wheeler has crossed the Tennessee and is moving in the direction of the Cumberland. If this is true, he may give us some trouble.

I shall watch the river very closely. I will need the *Brilliant* very much in a short time.

There are a great many scattering guerrillas between Donelson and Clarksville, also some below Donelson. As yet they have not been able to do us any damage.

The river is now at a fine stage for navigation; it is falling again to-day. Yesterday there was about 10 feet on the shoals.

I return to Ingram's Shoals and Donelson again immediately.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Acting Volunteer Lieutenant Richardson, U. S. Navy, commanding U. S. S. General Sterling Price, of arrival at Memphis, Tenn.

U. S. S. GENERAL STERLING PRICE,
Memphis, Tenn., December 2, 1863.

SIR: I have the honor to report that at last I am at Memphis, after using all the precautions in my power by sounding, etc., to keep clear of the bars.

The pilots ran the *Price* upon a wreck (a coal boat) off Point Pleasant, which detained us two days. The *Omaha*, *Commercial*, and *Cheeseman* assisted us in getting off; they were detained about one hour. Having but one pilot that has ever piloted on this upper river, we were very fortunate in making a good run by following the steamer *Julia* until night, when we came to, above Fort Pillow.

The next day, when near Memphis, we ran aground a great distance from the channel. I called the steamers *Omaha* and *White Cloud* to help get us off, but found they could do us no good. I then sent to Memphis for a towboat and succeeded in getting off this morning at 9 o'clock.

I shall try to get a pilot who knows something about the river; the one we have, Mr. Wilson, so far having shown that he was no pilot, and I have lost all confidence in him. I trust that this measure will meet your approval.

The *Price* is in first-rate order, and in every way, so far, has been satisfactory to her officers.

The object I have in naming the boats that assisted this vessel is, that they wished for pay for so doing; they were detained only about two hours. I think that men who would ask pay for assistance rendered to Government boats, should be known. The captains of the *Omaha* and *White Cloud* requested me to refer the matter to yourself and to give you the time they were detained, which was about one hour.

I am, very respectfully, your obedient servant,

J. F. RICHARDSON,

Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, regarding operations in the Tennessee River and conditions in the lower Mississippi.

No. 221.]

MISSISSIPPI SQUADRON,

Flagship Black Hawk, Cairo, December 2, 1863.

SIR: In the operations lately carried on up the Tennessee and Cumberland rivers, the gunboats have been extremely active and have achieved with perfect success all that was desired or required of them. As soon as I heard of General Sherman's move from Memphis for Corinth, I commenced assembling the most suitable vessels at the mouths of the Cumberland and Tennessee rivers. The water was very low in the Ohio, and Lieutenant-Commander LeRoy Fitch was obliged to force his vessels drawing 30 inches over bars where there were only 26 inches of water. He succeeded in getting over (though with some damage to the vessels) in time to convoy any transports that might be ready, and despite the guerrillas on the banks, has taken through safely all the steamers and stores so much needed by our army.

A fortunate rise of water enabled me to get the gunboats under Lieutenant-Commander Phelps up the Tennessee as far as Eastport, a few hours after General Sherman arrived at Iuka.

With the help of our barges, General Sherman's troops were all ferried over in an incredibly short time by the gunboats, and he was enabled to bring his formidable corps into action in the late battle at Chattanooga, which has resulted so gloriously for our arms.

Later we got the transports all up with provisions, and have held Eastport and thereabouts, threatening any party that might attempt to cut our communications.

I have just received a telegraph from General Grant, desiring that Eastport should be evacuated and the troops conveyed to Columbus, Ky. I have made all the necessary arrangements for this move, and 16 transports left Paducah to-day at 4 o'clock to bring down the troops. I have been obliged to employ 18 gunboats on this duty (which has weakened other points), and now will be able to dispense with some of them, and employ them elsewhere to great advantage. The rebels are evidently making a move toward the river, on both sides, with numerous artillery to carry out their plan of stopping transportation. They attacked the gunboat *Signal* a few days ago

with six pieces of artillery, and after a smart fight wounded 5 of her men, putting 8 shots through and through her. The *Choctaw* opened on them and soon drove them away, since which time they have not been heard from.

Having so few troops on the river at this moment emboldens the guerrillas, and they are assembling about Port Hudson evidently with the intention of getting into it again if they can.

I would earnestly recommend that every large gun be dismounted from that place; they are of no use there, and are in the same position they occupied when the fort capitulated, commanding the water only. I will promise that the gunboats will keep all field batteries at a respectful distance, but with the small garrison at Port Hudson, an energetic enemy might get possession, and we would for a time be blocked again, though it would be for a short time.

Port Hudson is the only place on the river where the rebels would have a chance of success. A surprise is feasible, and the only way to prevent it is to move the guns, which only command the water, when no foes can be expected.

General Sherman recommended me to urge upon General Banks the propriety of pursuing this course, but as he is not within reach, I earnestly recommend it to the Department.

With the water a little higher, and some more gunboats below, we will make the banks of the river uncomfortable for field artillerists.

Now, that General Banks has gone to Texas with a majority of the troops, the entire length of the river, with the exception of points garrisoned by our troops, is open to the raids of the guerrillas, and between Natchez and Port Hudson, on both sides, there are assembling now about 25,000 men, with 30 or 40 pieces of artillery, the deserters say 75 pieces, and Lieutenant-Commander Foster reports 75 pieces between Red River and Bayou Sara. The latter report I have no confidence in, but am sure that the rebels will make a bold push, in the absence of so many troops, to get possession of this river again.

I am sure they meditate an attack on Columbus.

I have the honor to be, very respectfully, your obedient servant,
 DAVID D. PORTER,
Rear-Admiral.

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

Report of Rear-Admiral Porter, U. S. Navy, transmitting report from the Second District regarding Confederate movements in Louisiana.

No. 225.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, December 2, 1863.

SIR: Knowing that all movements of the rebels and accounts of their situation are interesting to the Department, I have the honor to enclose herewith a letter received from Lieutenant-Commander James P. Foster, commanding U. S. S. *Lafayette*.

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

DAVID D. PORTER,
Rear-Admiral.

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

[Enclosure.]

U. S. S. LAFAYETTE, OFF BAYOU SARA, LA.,
November 22, 1863.

SIR: I have just had an interview with a scout, known as Colonel Carpenter, chief of the Jessie Scouts, who has escaped from Shreveport, La., and brings information to the 16th October, which I deem important and transmit to you.

The entire rebel force south of Arkansas is now between Bayou Sara and Shreveport, under the command of Kirby Smith (with Generals Mouton, Taylor, and Green; Majors, Maxey and Walker, commanders of brigades or divisions), amounting to about 25,000 men, with 42 pieces of artillery.

There are 500 men at Shreveport and 7,000 negroes working on fortifications; they have already 20 guns mounted.

The fortifications are in the bend of the river, and they have 125 rowboats, capable of carrying from 15 to 20 men each, and a pontoon bridge over the river.

From a deserter who came on board at the mouth of Red River, I learn that the forces in that immediate vicinity are now in command of Generals Mouton and Walker, and number about 6,000. General Dick Taylor had been in command, but is now gone toward Berwick Bay. This deserter reports great dissatisfaction in the rebel army.

Since writing the above, 2 deserters and 2 prisoners have come in. They give little that is new, but corroborate Colonel Carpenter's statement, with the exception of the number of men the rebels have in the West. They give a conversation of Governor Moore, as putting the effective force of the rebels west of the river at less than 10,000. These men give very strong evidence of the destitution of the army and the disaffection of the men, and think it will greatly impair its efficiency.

I am, very respectfully, your obedient servant,

JAMES P. FOSTER,

Lieutenant-Commander, Commanding 2d District.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Pattison, U. S. Navy, regarding attempt to secure machinery from wrecked steamers below Memphis.

U. S. NAVAL STATION,
Memphis, Tenn., December 2, 1863.

SIR: In obedience to your order of November 28, I sent the *Lexington* with an empty coal barge down to the wrecked steamers below the city to obtain their machinery. She has returned, and the commanding officer reports the machinery all under water, and it is impossible to get at it at present.

The *General Price* has just arrived here from Cairo. The *Wilson* has also arrived with empty barges, bound up.

Respectfully, your obedient servant,

T. PATTISON,

Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

CAIRO, [ILL.], December 3, 1863.

General Sherman telegraphs from Odin, [Ill.], that he will be here to-night. I have detailed the *Pansy* to take him up.

A. M. PENNOCK,
Fleet Captain and Commandant Station.

Rear-Admiral D. D. PORTER.

Report of Acting Master Marshall, U. S. Navy, regarding operations of a Confederate force near Tiptonville, Tenn.

U. S. GUNBOAT NEW ERA,
Mississippi Squadron, December 3, 1863.

SIR: I have the honor to report to you that I had information on the afternoon of December 2 of Colonel Street's (rebel) command being in the bend near Tiptonville, conscripting and taking horses, mules, and cattle. I immediately went down below Tiptonville and threw shell along a road where they must go, but with what effect I can not say, but thinking it might drive them back from the river at all events.

Very respectfully, your obedient servant,

JAS. MARSHALL,
Acting Master, Commanding.

Lieutenant-Commander S. LEDYARD PHELPS, U. S. Navy,
Commanding 6th and 7th Divisions, Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, for the restriction of illegal trade at Natchez.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, December 4, 1863.

SIR: I am under the impression that Messrs. Scott & Co. are trading to Natchez and shipping goods there on a permit I once gave them to supply the navy vessels solely with stores. You will take such steps as you may deem necessary to find out all about this, and if any goods, stores, merchandise, or anything has been shipped and landed at Natchez on any supposed permit of mine, or for the pretended use of the navy, it is contraband, and you will take the proper steps to have it seized.

I have no idea, after the kindness I showed these men, to allow the navy to be made a catspaw for defrauding the revenue and feeding rebels, which is about the amount of the business. Please find out if these people are not engaged in speculating in cotton. I am disposed to think they are carrying on a big business and making more money than they have a right to.

I may be doing them injustice, but I don't fancy the way they do things.

It seems to me our dispatch boats take down more private stores than we can use in the squadron semimonthly. Will you ascertain if stores of any kind are landed at Natchez from the dispatch vessels? There is so much chance to make money in that way that the temptation to take advantage of it may be too strong for ordinary honesty.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAMES A. GREER,
Comdg. 4th Dist., Miss. Squadron, Natchez, Miss.

General order of Rear-Admiral Porter, U. S. Navy, regarding pilots.

GENERAL ORDER, }
No. 133. }

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
Cairo, Ill., December 4, 1863.

The efficiency of pilots in the ironclads being much impaired by remaining so long inactive, the commanders will send them down river in the dispatch boats, leaving one pilot on board; or change them every now and then to a light-draft that is moving about.

Their accounts are always to remain on board the vessels to which they belong, and their names are to be sent in on the monthly return, only stating what vessel they have been temporarily exchanged to.

The commanders of districts will attend to this. The object is to give the pilots change and let them know the river.

DAVID D. PORTER,
Rear-Admiral, Comdg. Mississippi Squadron.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding the detail of eight ensigns to command light-drafts intended for the West Gulf Squadron.

NAVY DEPARTMENT, *December 4, 1863.*

SIR: Yours of the 27th ultimo (No. 217) is received.

Eight acting ensigns have been detailed to report to you for the command of the light-draft vessels.

The Department desires that you will furnish the engineers if possible. A small crew for each can take the vessels to the Western Gulf Blockading Squadron and deliver them to Commodore Bell at New Orleans, where they can rejoin your command. If this can be accomplished, you can send them down as fast as ready, and notify Commodore Bell, making the necessary transfers.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Acting Volunteer Lieutenant Couthouy, U. S. Navy, commanding U. S. S. Osage, regarding vessels boarded.

U. S. S. OSAGE,
Off Point Pleasant, December 6, 1863.

SIR: I have the honor, in obedience to your General Order No. 111, to report that since its receipt the following steamers have been boarded by me, viz:

November 11, 11:20 a. m.—*Yankee*, bound down, to put on board dispatches for the commanding officer of this (third) district, and also, by free consent of her captain, to put on board for passage to the U. S. S. *Choctaw* three deserters from the rebel forces near Alexandria.

November 19, 11 p. m.—*Rocket*, bound up, to learn the cause of heavy firing heard on the afternoon previous in the direction of Red River.

December 2, 8:20 a. m.—*Sultana*, bound up, to put on board letters received for officers of this ship at U. S. naval hospital, Memphis, and procure, at request of the acting assistant surgeon, a bottle of whisky to bathe the back of Acting Assistant Paymaster John R. Bowler, severely injured by a fall through slipping on our icy deck.

December 4, 5 p. m.—*Albert Pearce*, bound down, to enquire what she was doing tied up to the bank without any gunboat in sight, and assist in towing her off, she having, as it proved, got aground while wooding.

Very respectfully, your obedient servant,

JOS. P. COUTHOUY,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding U. S. Mississippi Squadron, Flagship *Black Hawk*.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, commanding U. S. S. Rattler, to return to station off Rodney, Miss.

U. S. S. BENTON,
Off Natchez, December 5, 1863.

SIR: Return to your station off Rodney, starting at daylight tomorrow. As you pass the *Curlaw*, direct Captain O'Neill to come down here on Monday afternoon; he will return on Wednesday. Until that time look out for his beat in addition to your own.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Mississippi River.

Acting Volunteer Lieutenant J. LANING,
Commanding U. S. S. *Rattler*.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, commanding U. S. S. Rattler, regarding cruising ground.

U. S. S. BENTON,
Off Natchez, December 6, 1863.

SIR: Your beat in future will be from Grand Gulf to 5 miles below Rodney, making Rodney your principal station.

You will please tell Captain O'Neill, of the *Curllew*, to come to Natchez to-night with his vessel.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist. Mississippi Squadron.

Acting Volunteer Lieutenant J. LANING,
Commanding U. S. S. Rattler.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, commanding U. S. S. Forest Rose, regarding station.

U. S. S. BENTON,
Off Natchez, December 6, 1863.

SIR: Your beat in future will be from 5 miles below Rodney to the bend above Natchez, making Cole's Creek Point your principal station.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist. Mississippi Squadron.

Acting Volunteer Lieutenant C. A. WRIGHT,
Commanding U. S. S. Forest Rose.

Report of Lieutenant-Commander Ramsay, U. S. Navy, regarding affairs in and about Red River.

U. S. S. CHOCTAW,
Off Mouth of Red River, December 7, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 18th ultimo.

I have had the negroes cutting wood, and for some time made the tinclads go without any coal. I was obliged to send the negroes away, as it is not safe to keep them on the bank now.

The people on the river who have wood have no teams to haul it to the bank, so that now we are using coal alone. For three weeks I had to convoy every vessel that went down the river, which, of course, used a great deal of coal. I have now 8,000 bushels on hand, which will not last long, however, as all the vessels in the district will have to coal within ten days.

The rebels have left the bend below my anchorage, but I received information last night that they had cut a road on the Mississippi side, which comes into the river about 3 miles this side of Fort Adams, and intended bringing field batteries in to fire at transports.

I learn from deserters and refugees that two chains have been stretched across the mouth of the Atchafalaya, and a field battery is stationed there.

Fort De Russy is being rebuilt and piles are to be driven in Red River just below the fort, and a raft placed across it. As far as I can learn there are no heavy guns as yet this side of Alexandria.

I enclose a sketch of the fortifications around Shreveport, made by Colonel Carpenter, an escaped prisoner.

There are now 7 feet of water on the bar at the mouth of Red River, which makes about $2\frac{1}{2}$ feet on the bar near the head of the island. The current is setting up Red River. In my communication of the 23d ultimo, I stated there was 9 feet at the mouth.

The pilot has since informed me that he made a mistake in reporting to me, as there was only 7 feet.

If you can spare the *Lexington*, I should like very much to have her down here. The *Champion's* boilers are in a very bad state, and she ought to have a new deck.

I should send her up to Skipwith's Landing immediately, but Captain Birch informed me that the blacksmith shop was going up the river to repair the *Eastport*.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,

Lieutenant-Commander, Comdg. 3d Dist. Miss. Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

The Mississippi has risen 2 feet 9 inches at this place in four days.

*Report of Acting Volunteer Lieutenant Pearce, U. S. Navy,
commanding U. S. S. Fort Hindman, off Ellis Cliffs, Miss.*

U. S. S. FORT HINDMAN,

Off Ellis Cliffs, December 7, 1863.

SIR: I have the honor to acknowledge the receipt of General Orders 123, 124, 125, 126, 127, 128, 130, and 131, also a circular from the Bureau of Ordnance and three books (in pamphlet form) of internal rules and regulations of this fleet; also a communication in [as] regards pilots, and your order to forward the body servant of Dr. Mercer, which I have not yet complied with, as at present I have no communication with Dr. Mercer's place, on account of the guerrillas, which has been reported to me by the negroes from shore. Last evening two negroes came on board from shore and reported the rebels being up at the plantation, conscripting all the men, and the negroes said they heard them say they were going to plant their battery on the cliffs. They say there are about 300 of them. However, I am on the lookout for them, and I am prepared to give them a warm reception when they show themselves. As soon as I can possibly do so I will send for that negro and forward him as per your order.

On the 4th instant, I boarded the steamer *Continental*, bound up, for the purpose of putting on board a Mr. Foster, who has leased a plantation below here, and he came on board her to get transporta-

tion up to Natchez, as steamboats will not stop along the bank. On the same day I boarded the steamer *Albert Pearce*, bound down, for the purpose of sending a dispatch to Captain Ramsay.

General Order No. 129 was not among the orders I received from you, and have not as yet received it.

Very respectfully, your obedient servant,

JOHN PEARCE,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

This morning I boarded the steamer *Atlantic*, for the purpose of sending a dispatch to Captain Ramsay.

General report of Lieutenant-Commander Owen, U. S. Navy, commanding Fifth District.

U. S. S. LOUISVILLE,
Off Skipwith's Landing, December [7?], 1863.

SIR: I arrived here by the *General Lyon*, finding the *Mound City* still undergoing repairs. She will soon be ready.

The court-martial you ordered will finish the business before it to-morrow. Since I left, this point has been made a permanent military post, under command of Colonel Osband. The majority of the troops are negroes. Owing to the great quantity of drift in the river I have had the shops taken to the bank again. The coal that was left here by the *V. F. Wilson* was taken down the river by the *Champion No. 5*.

There is not one bushel of coal in the district, and but few vessels have a week's supply on hand. This vessel is entirely out, getting coal from other vessels to use in the cooking and warming stoves. The *Ike Hammitt* has just arrived with three large barges of coal, one of which I have detained for reasons assigned above, which I hope will receive your approval.

Twelve refugees and deserters, with their arms, 8 double-barreled and 1 single-barreled gun, 1 Enfield and 1 Remington rifle, came in at Greenville and delivered themselves up to the *Bragg*. The men, horses, and mules were brought down to this post in the steamer *Metropolitan*, and the arms were brought down in the *Bragg* and delivered to me. As the men are refugees and are anxious of ever remaining in our lines and fulfilling the obligations of the law, I will return their property to them, except the Enfield and Remington rifles, as on a former occasion, which met with your approval.

Three contrabands also came to the *Bragg* on mules, the property of one Courtney, a rebel. The three mules I will send up in the *General Lyon*.

The *Bragg* has gone down the river. Owing to the scarcity of coal, the want of barges, and my being employed on the court-martial, I have made no movements toward getting chains under the sunken tug in the Yazoo. Owing to the great rise here, she must be lying

in 40 feet of water, as she was in 24 feet in dead low water in November.

The *Sampson* is coaling for the purpose of going to the *Eastport* at Island No. 65. Guerrillas still hover about on both sides of the river from Egg's Point to Napoleon. Acting Volunteer Lieutenant Dominy reported for command of the *General Bragg*. The *Bragg* having gone south, I gave him permission to go to the *New National*, having all his mess stores, etc., with him.

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

E. K. OWEN,

Lieutenant-Commander, Commanding 5th District.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

P. S.—I do not remember if you told me to send your tugboat up or keep her here until you came down.

Respectfully,

E. K. O.,

Lieutenant-Commander.

[Endorsement.]

When arms are brought in any amount, they must be taken away from the refugees. These refugees are nothing more than guerrillas, who are likely intent on capturing some boats. Do not send any of these prisoners up unless they are few in number. Examine all such for papers, arms, and take every precaution that they have no chance to commit mischief. Do not send any in the dispatch boat.

D. D. PORTER.

Report of Rear-Admiral Porter, U. S. Navy, regarding the acceptance of the rams building at New Albany, Ind., intended for the Marine Brigade.

No. 230.]

MISSISSIPPI SQUADRON,

Flagship Black Hawk, Cairo, December 7, 1863.

SIR: I have the honor to inform you that I have taken possession of the two rams at New Albany, and with your permission will name one of them the *Avenger*, the other the *Vindicator*.

The contract having been made, they will be completed under the directions of Captain Brooks, U. S. Army, who is superintending them, making such alterations as will render them efficient as vessels of war. Either of them will sink anything they may run into, no matter how strong; and no doubt they will be very serviceable vessels.

The contract is \$85,000, paid from the money saved from the outfit of the Marine Brigade. Quartermaster-General Meigs has given the necessary orders for their delivery and equipment.

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

DAVID D. PORTER,

Rear-Admiral.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Instructions from General Halleck, U. S. Army, to Major-General Banks, U. S. Army, regarding cooperation of the Navy.

WASHINGTON, D. C., December 7, 1863.

GENERAL: I have just received your letter of November 18, "off Aransas Pass." * * *

In regard to the gunboats for your department, we must rely upon the navy. Admiral Porter has been requested to give you all possible assistance in this matter. You may not be aware that by a law of last Congress, the building, purchasing, and commanding of gunboats are placed exclusively under the Navy Department. I will again ask that admirals commanding in the Gulf and in the Mississippi be directed to cooperate with you and render you all the aid in their power. You will also communicate with them, asking their assistance in any way you desire. * * *

Very respectfully, your obedient servant,

H. W. HALLECK,
General-in-Chief.

Major-General BANKS,
Commanding Department of the Gulf, New Orleans, La.

Report of Rear-Admiral Porter, U. S. Navy, transmitting information regarding affairs in the lower Mississippi, including Confederate attacks on steamers Henry Von Phul, December 8, Brazil, December 11, and attempted destruction of the Indianola, December 11, 1863.

No. 259.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, December 31, 1863.

SIR: I have the honor to enclose herewith copies of communications from Lieutenant-Commander James A. Greer, Lieutenant-Commander James P. Foster, and Acting Ensign E. F. Brooks, in relation to the state of affairs on the lower Mississippi, and remain, sir,

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

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

[Enclosures.]

U. S. S. BENTON,
Off Natchez, December 22, 1863.

SIR: I have the honor to inform you that since my last report the rebels have fired upon one boat in my district, viz, the *Brazil*, on the 11th instant, from the Mississippi side in Rodney Bend; 2 women were killed and 4 men wounded. The men firing belonged to Wirt Adams' force, and had 4 guns, in addition to muskets.

The *Rattler* went immediately to the point and drove the rebels off, they not firing a shot at her.

On the 11th instant a force of 60 rebels, under a Major Bradford, came in to attempt to destroy the *Indianola*. The *Carondelet* opened

fire on them and drove them off. Acting Master Gipson, hearing that the rebels were coming back, went on shore with 30 men; the rebels were there again, but on his approach retreated without firing a gun. There are now some negro soldiers stationed at Davis's place.

In a letter found in a captured mail there were some statements about the intention of the rebel naval authorities at Mobile to attack the blockading vessels in a few days. I immediately sent the letter to the officer commanding the U. S. naval forces at New Orleans.

Colonel Higgins is now a brigadier-general, and is in command of Fort Morgan and the water defenses of Mobile.

Very respectfully, your obedient servant,

JAMES A. GREER,

Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

U. S. S. LAFAYETTE,

Off Bayou Sara, La., December 22, 1863.

SIR: I send you the reports of Acting Ensign E. F. Brooks, in the command of the *Neosho*, and William P. Lee, acting ensign, commanding U. S. S. *Signal*, of the 10th instant, in relation to what was done in regard to the firing into the *Von Phul*. I can not approve of the course these vessels pursued upon their return, inasmuch as they did not see an enemy to fire at, but shelled the banks where the enemy was last seen. My orders have been explicit to the officers of my command not to fire without seeing an enemy.

From the above reports you will see what was done on the occasion.

The *Von Phul* was first fired into within sight of this vessel, and upon my arriving at the scene of action I was met at all points with flags of truce, and the enemy had withdrawn their batteries. I notified them that upon a repetition of such an occurrence I would destroy every house in the neighborhood if I was not promptly informed when the enemy was in the neighborhood.

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

JAMES P. FOSTER,

Lieutenant-Commander, Comdg. 2d Dist., Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Subenclosures.]

U. S. S. NEOSHO,

Off Bayou Sara, La., December 12, 1863.

SIR: I have the honor to submit the following report:

At 2:30 p. m. December 8, the steamer *Von Phul* came alongside (at our anchorage off Morganza) and reported she had been fired into by a rebel battery 5 miles below that point, killing the captain and mortally wounding the barkeeper. At 4:25 got underway and steamed up the river, having in convoy the steamer *Von Phul*. When about 3 miles above Morganza the rebels opened on the steamer with four pieces of artillery. 12-pounder smoothbores and 20-pounder rifled guns. She was struck twenty times, three of the shot passing through her hull below the water line, one cutting off her supply

pipe, another penetrating her port boiler. I opened on the battery immediately and silenced it, after firing fifteen rounds, one from the howitzer, and fourteen from the great guns. I have since ascertained from a reliable source that the rebel loss was 5 killed and several wounded. After driving the battery from the levee, I proceeded up the river to the assistance of the disabled steamer and found her tied up to the opposite bank.

The steamer *Atlantic*, Captain Harry McDougal, on her way to New Orleans, finding the *Von Phul* in a disabled condition, layed alongside and made fast to her. Every credit is due to Captain McDougal, who, on learning that the rebels were seen to limber up their pieces and start up stream, generously volunteered to tow the disabled boat to Red River, and at the risk of his own boat afforded protection to the *Von Phul* and her passengers.

The ladies, for better safety, were received on board the *Neosho*. I am happy to state that both boats, convoyed by the *Neosho*, reached the mouth of Red River without further interruption. M. A. Miller, surgeon of the *Neosho*, was sent on board of the *Von Phul* and accompanied her to Red River; he reported to me the following list of casualties as occurring on board, viz: Killed, Captain Gorman; mortally wounded, Murray, barkeeper (since dead), and deck hand (name unknown) severely wounded; deck hand (name unknown) thigh amputated (since dead); Hamlin (of St. Louis), and two other passengers. Slightly wounded four other passengers. At 9:20 a. m., December 9, got underway and steamed down the river in company with the U. S. S. *Signal*, convoying the following boats, viz: *Atlantic*, *John J. Roe*, *Diligent*, and *Sunshine*. When off the point where rebel battery was stationed, we commenced shelling the shore and kept it up until we had passed the rebel position of the day before.

Leaving the *Signal* at Morganza I proceeded with convoy to report to you at this point.

Very respectfully, your obedient servant,

E. F. BROOKS,

Acting Ensign, Commanding Pro tem.

Lieutenant-Commander J. P. FOSTER,

Commanding Second District, Mississippi Squadron.

U. S. S. SIGNAL, December 10, 1863.

SIR: Several transports having been fired into and the *Von Phul* disabled at Morganza [Morgan] Bend, I, in company with the *Neosho*, got underway and convoyed the *Atlantic*, *Sunshine*, and one or two other boats, as far as the foot of Morganza [Morgan] Bend.

When in sight of the head of the bend, I opened fire with my bow guns and when in range I opened with my starboard after battery, firing altogether 64 rounds.

We received no fire from the enemy.

Very respectfully, your obedient servant,

WM. P. LEE,

Acting Ensign, Commanding.

Lieutenant-Commander JAMES P. FOSTER,

Commanding Second District, Mississippi Squadron.

Letter from the Secretary of the Navy to the Secretary of War, requesting that the removal of guns from Port Hudson be ordered.

NAVY DEPARTMENT, *December 8, 1863.*

SIR: I have the honor to enclose herewith an extract * from a dispatch dated the 2d instant, received from Rear-Admiral Porter, relative to rebel movements in the vicinity of Port Hudson. As the guns to which Rear-Admiral Porter refers appear to be of no use except against vessels passing up and down the river, and would give us much trouble if in the hands of the rebels, I earnestly request that an order may be given for their removal.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

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

Report of Acting Master Sells, U. S. Navy, regarding the completion of vessels under construction at Cincinnati.

U. S. RECEIVING SHIP GRAMPUS,
Cincinnati, Ohio, December 8, 1863.

SIR: Your order of the 5th instant was received by this morning's mail, since which time I have ascertained that the U. S. S. *Nyanza* can not be ready to leave here before, probably, Saturday morning, and the *Stockdale*, Tuesday or Wednesday of next week. I will use every exertion to secure their early departure.

The *Nyanza* will go to Cairo in command of Acting Master Charles Thatcher. Mr. Ross will pilot her. I will be able to furnish men from the receiving ship. She already has her complement of engineers.

The *Stockdale* will leave at the earliest possible moment, say Tuesday or Wednesday of next week, in command of Acting Volunteer Lieutenant Benj. W. Loring, piloted by Joseph McCammant. The *Stockdale* has first, second, and third assistant engineers, and I will furnish men sufficient to take her to Cairo.

I can not now give you any definite time when you may expect other boats, but will take speedy measures to ascertain and report [to] you.

No effort upon my part will be unemployed in hastening the boats to Cairo as soon as completed by the contractor.

I am, very respectfully, your obedient servant,

ELIJAH SELLS,
Acting Master, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

* See p. 615.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding Fourth District, referring to the presence of Confederate forces at Waterproof, La., and Natchez, Miss.

U. S. S. BENTON,
Off Natchez, December 8, 1863.

SIR: I have the honor to inform you that since my last report the rebels have appeared in the vicinity of Waterproof, La., and have fired upon the *Welcome* and *Fanny*. The latter vessel had three men wounded. Convoy was afforded to all passing steamers as long as the danger existed.

General Wirt Adams, with a force of 2,000 men, has been threatening Natchez. Information to that effect was furnished General Gresham (who was on board boats, ready to act when needed) by Captain Hoel, of the *Pittsburg*. He came at once to this point, and has driven the rebels off.

The *Rattler* is patrolling between Grand Gulf and a point 5 miles below Rodney, making Rodney her principal station.

The *Forest Rose* between a point 5 miles below Rodney and the bend above Natchez, making Cole's Creek Point [Cole's Point] her principal station.

The tug *Fern* is almost useless for want of a propeller; there is but one blade left on the one she has. I have sent a requisition for one to Captain Pennock.

Enclosed I send you copies of two orders which I have given to the commanders of vessels in this district.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

P. S.—The *Forest Rose* captured a lieutenant and a mail last night near St. Joseph. There was nothing in the mail.

JAS. A. GREER.

Report of Lieutenant-Commander Foster, U. S. Navy, commanding Second District, regarding Confederate operations.

U. S. S. LAFAYETTE,
Off Bayou Sara, La., December 8, 1863.

SIR: Since my last letter to you, very little change has taken place in the movements of the rebels. General Dick Taylor moved part of his force back into the country to Rossdale [Rosedale], where they are now encamped. The river banks are still infested by guerrillas, but they have not fired into any vessels within the last week, and have not used any artillery since the attack upon the *Black Hawk*. Generals Walker and Mouton are opposite Bayou Sara, about 6 miles from where I am now anchored, and I have just learned have a force

of 8,000 or 10,000 men felling timber, and have stopped all communication with their lines. I suppose their object is to build rafts or scows to cross the river with. I am closely watching their movements and do not think they can make an attempt to cross without my being informed of it.

I am told by a very good Union lady that 15 pieces of artillery left Walker's command on the 6th instant for the purpose of fortifying some point on the river between Morganza and Red River.

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

JAS. P. FOSTER,

Lieutenant-Commander, Comdg. 2d Dist., Miss. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding the movement of private freight in the Cumberland River.

U. S. S. MOOSE,

Fort Donelson, December 9, 1863.

SIR: I moved up here to-day with the three boats carrying private freight, as I had no other boat to send with them.

According to your telegram to the masters of them, I overhauled their papers. Two of them had some small packages for the garrison or sutler at Hopkinsville. Thinking it would meet your approval, I overhauled them and permitted them to be landed. The rest of the freight for Canton and other points I would not permit to be landed, but made them take it on to Nashville with them.

There are quite a number of boats at St. Louis, Cairo, and other points, loading for this river on private account. I shall, of course, stop them all till further orders from you. I have sent notice to that effect to Cincinnati and Louisville, and would respectfully suggest that shippers in Cairo and St. Louis also be notified that they may not send steamers to this river loaded, if it is your intention to stop them permanently.

I would respectfully ask if, by your telegram of the 5th, it was your intention to modify your letter of instructions to me and permit private vessels to carry through freight to Nashville under our convoy, or whether it was only private or special permit granted to the three boats above mentioned.

If you conclude to permit boats to run through to Nashville with private freight, I would suggest that Clarksville also be included, as it is a military post and garrisoned.

Very respectfully, your obedient servant,

LEROY FITCH,

Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

Letter from Major-General Grant, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding method of safe and prompt movement of Army supplies to Nashville, Tenn.

HDQRS. MILITARY DIVISION OF THE MISSISSIPPI,
Chattanooga, Tenn., December 9, 1863.

ADMIRAL: During the season of navigation on the Tennessee River, I am anxious to get to Nashville a very large supply of provisions, forage, and quartermaster stores. To do this it is highly important that full protection should be given transports, and at the same time that they should not be delayed. I do not know the best way to accomplish both these objects, but believe the course you are pursuing on the Mississippi River the most advisable; that is, to divide the river into beats and each boat to patrol its beat every day. Boats, I think, would then be safe in passing without convoy. I do not think any regular boat will be required below Fort Donelson.

Colonel Parsons, of the Quartermaster Department, will deliver this in person, and consult with you in this matter.

Very truly, your obedient servant,

U. S. GRANT,
Major-General.

Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding the need of additional howitzers for the vessels of his command.

U. S. S. MOOSE,
Smithland, December 10, 1863.

SIR: I would respectfully state that I have ordered the *Springfield* down here to do guard duty, so that I can go above.

There are a great many small squads of guerrillas now hovering along the river, and collecting. We shall have trouble soon again. This is why I am anxious about the two additional howitzers for the boats, that I may be able to follow them up.

I need the *Brilliant* very much, as I have to leave one boat here as guard boat to stop private steamers, and have a great number of boats to send through, carrying Government freight. I hope you will send her up at the earliest possible moment.

The river is getting down pretty low again, but will not probably remain so over a week, if that long.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding the gathering of evidence against the steamer Duke as giving aid to Confederates.

U. S. S. MOOSE,
Fort Donelson, December 10, 1863.

SIR: I have just learned that there has been sufficient evidence gathered to implicate the steamer *Duke* in the crossing of the guerillas spoken of in my letter of November 27. There were two other boats over the bar with the *Duke* at anchor off Canton. Some of the citizens of Canton went down to them and told them that the guerillas might strike to cross the river there before morning, and that they had better move away. The other two boats at once dropped back to the head of the shoals and in sight of the *Victory* and waited till I came up. The *Duke* instead of dropping back with them remained and was ready to help the guerrillas over.

I was told this morning that the captain, clerk, and mate of the *Duke* are now under arrest in Nashville, and that the authorities have taken possession of the boat.

Had the captains of either of the other two boats told me this at the time, I would have seized the *Duke* at once, instead of taking her on up to Nashville.

I shall take good care not to listen to any of their cock and bull stories in future.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

REAR-ADMIRAL DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Telegram.]

NAVY DEPARTMENT, December 11, 1863.

The Secretary approves the arrangement you propose. Heap will leave shortly.

G. V. FOX,
Assistant Secretary.

REAR-ADMIRAL DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Letter from General Halleck, U. S. Army, to Major-General Banks, U. S. Army, regarding the removal of guns from Port Hudson to New Orleans.

WASHINGTON, D. C., December 11, 1863.

GENERAL: I enclose herewith a copy of memorandum from the Navy Department to the Secretary of War in regard to guns left at Port Hudson.

In my dispatch to you of August 24 it was directed that the fortifications at New Orleans should be supplied by removing to that

place the heavy ordnance at Port Hudson and Vicksburg. It appears from Admiral Porter's dispatch that this has not been done, and that there is danger of the water batteries at Port Hudson falling into the hands of the enemy. Major-General Reynolds has been directed, in your absence, to remove these water batteries to New Orleans. As we control the waters of the Mississippi River, we require only land batteries on its banks between New Orleans and Memphis, especially in places which are liable to fall into rebel hands. * * *

Very respectfully, your obedient servant,

H. W. HALLECK,
General-in-Chief.

Major-General BANKS,
Commanding Department of the Gulf.

Order of Acting Volunteer Lieutenant Goudy, U. S. Navy, to Acting Ensign Thomas, U. S. Navy, commanding U. S. S. Robb, to proceed to Mound City, Ill.

U. S. S. TAWAH,
Off Paducah, Ky., December 12, 1863.

SIR: You will proceed without delay with the vessel under your command to Mound City and report to David D. Porter, rear-admiral, commanding Mississippi Squadron.

Your obedient servant,

JASON GOUDY,
Commanding Tawah.

Acting Ensign LLOYD THOMAS,
Commanding U. S. S. Robb.

Letter from Major-General Hurlbut, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding John Turner, having information of sunken craft in the Yazoo River.

HEADQUARTERS SIXTEENTH ARMY CORPS,
Memphis, December 12, 1863.

ADMIRAL: I send you the bearer, John Turner, who has information in relation to the sunken craft in the Yazoo. He seems intelligent and, I think, is honest.

Your obedient servant,

S. A. HURLBUT,
Major-General.

Rear-Admiral DAVID D. PORTER.

[Enclosure.]

This is to certify that I was on the Yazoo River in the capacity of naval constructor at the time of the evacuation of that place by the Confederates, and that I was ordered by Captain Brown, of the Navy, to sink all of the transports on the Yazoo River, to the best

of my knowledge, so that they could be raised again if the place was ever in possession of that force again, and I do know the place where every boat was sunk and how they [were] scuttled.

JOHN TURNER.

Order of the President of the United States giving protection and safe conduct to Hon. S. L. Casey, of Kentucky, from Cairo, Ill., to the Red River.

EXECUTIVE MANSION,
Washington, December 14, 1863.

All military and naval commanders will please give to the Hon. Samuel L. Casey, of Kentucky, with any number of inferior stern-wheel steamboats, not exceeding three, taking in tow any number of barges, scows, flats, and the like, not having steam power, which they may be able to take without money and without cargoes outgoing, and only with crews to navigate the whole, and necessary provisions for himself and said crews, protection and safe conduct from Cairo to Red River, and up said river and its tributaries till he shall pass beyond our military lines; and also give him such protection and safe conduct on his return to our lines back to Cairo with any cargoes he may bring, and on his safe return from beyond our lines with said boats and tows, allow him to report once or twice, if he shall desire.

A. LINCOLN.

[Endorsement No. 1.]

All naval officers will respect this order, and carry out the wishes of the President as far as it is in their power to do so.

DAVID D. PORTER,
Rear-Admiral.

[Endorsement No. 2.]

GRAND ECORE, April 19, 1864.

Officers and soldiers of the Army of the United States in the Department of the Gulf will respect the orders of the President and carry out his wishes. They will not molest the boats on Red River used in accordance with privileges within stated.

N. P. BANKS,
Major-General, Commanding.

Report of Acting Ensign O'Neill, U. S. Navy, commanding U. S. S. Curlew, regarding assistance rendered to steamer Lady Pike.

U. S. S. CURLEW, December 14, 1863.

SIR: I have the honor to report to you that early this morning on my upward trip, at Brigley's [Brinkley] Bar, I was hailed by the steamer *Lady Pike*, which was aground, asking assistance. Not certainly knowing whether it was my duty or not to aid him, I spent an hour in attempting to pull him off. During the effort I lost the

anchor and about 10 fathoms of chain belonging to this vessel in the river. I made out a bill for them, thinking that it was but right that the Government should be reimbursed for the loss, which was promptly paid.

The amount, \$134, is now in my possession, awaiting your orders.

I am, very respectfully, your obedient servant,

H. B. O'NEILL,

Acting Ensign, Commanding, U. S. S. Curlew.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

[Endorsement.]

It is always your duty to help any vessel in distress, and not your duty to charge them for any loss your vessel may sustain. You have not had General Order No. —, or you would understand your duty better. Return the money you have for the anchor, that I may return it to the owner.

Report of Lieutenant-Commander Foster, U. S. Navy, regarding the necessity for his presence between Port Hudson and Red River, in view of the presence of Confederate troops.

U. S. S. LAFAYETTE,

Off Bayou Sara, La., December 14, 1863.

SIR: The *Ike Hammitt* has just arrived and delivered to me a coal barge containing 9,000 bushels of coal. * * *

My whole district, from Port Hudson to Red River, is lined with troops and guerrillas. I can not consistently leave this portion of the river at present, without endangering the loyal citizens and probably Port Hudson. I have written to Captain Ramsay to order my boats, *Neosho* and *Signal*, to his assistance should it be necessary. Red River is now rising pretty fast, but I think it is from the back water of the Mississippi and not from the upper Red River.

Very respectfully, your obedient servant,

JAS. P. FOSTER,

Lieut. Commander, U. S. Navy, Comdg. 2d District

Rear-Admiral DAVID D. PORTER, U. S. Navy,

Commanding Mississippi Squadron, Cairo, Ill.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, regarding seizure of cotton.

MISSISSIPPI SQUADRON,

Flagship Black Hawk, Cairo, December 15, 1863.

SIR: Your communication of the 9th instant has been received.

I wonder that any captain should hesitate a moment about seizing rebel cotton under these circumstances, or the rebel officer; also no

general has a right to grant a permit to any rebel officer to trade or sell or take cotton. The cotton and all marked "C. S. A.," wherever found, seize and send up. Instruct your commanders that they are not to take the word or permit of any rebel. At least hold on to all until I am heard from.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAS. A. GREER,
Comdg. U. S. S. Benton, and 4th Dist. Miss. Squadron.

[Endorsement.]

This letter is in answer to a report about action of one of my commanding officers.

J. A. G.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding expedition to Des Arc, in the White River, for the restriction of trade.

U. S. GUNBOAT HASTINGS, *December 15, 1863.*

SIR: I proceeded up White River to Des Arc and might have ascended to as high as Jacksonport but for the want of fuel. Two barges of coal reached the mouth of the river the day after I returned from Des Arc. In accordance with your instructions, I ordered all trading vessels out of White River and directed that none were to be permitted to enter it or the Arkansas through the Cut-off. The boats employed in conveying in that stream are considerably injured by the difficulties in the navigation. The water had risen some, making this risk considerably less. Colonel Parsons, with several hundred men, has been threatening the station at the mouth of the river and has actually been in it with a force. It appears that he found the gunboats in such position and so well prepared that he left without effecting his purpose. The idea appears to be that the contraband camp established there for the purpose of cutting wood for White River transports is of importance to the Government, and the rebels seek to destroy it and capture the negroes. A refuge is provided for them in case of attack in some barges, moored for the purpose where they would be under cover of the gunboat and out of line of fire. The *Exchange* landed for wood a short time since and threw out a small guard. The men discovered seven mounted guerrillas, waylaid them, and wounded three of the number; among them, and seriously wounded, was the notorious Captain Mott. The rebels, mounted and more than our people in number, escaped, carrying their wounded captain.

The *New Era* appears to have broken up quite an encampment of rebels near Tiptonville.

I have enclosed for your information a communication concerning the goods permitted by the Memphis custom authorities to rebels sent to that city as prisoners of war. The aggregate amount is at

least \$20,000; among which are 200 barrels of salt, now held by the *Queen City*, it having been loaded on a barge while the other goods were on board the *Allen Collier* and were burned with her by the rebels.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, regarding operations of Confederates near Natchez and the Red River, and requesting assistance.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, December 15, 1863.

DEAR GENERAL: If I have not sooner congratulated you on your splendid victory at Chattanooga, it was not because I did not share in the joy of your triumph, for you have no greater well-wisher than myself.

I congratulate you now with all my heart, and now that you have finished that business so well, I must tell you that the guerrillas are kicking up the mischief on the river, especially about Natchez, and down about Red River. Dick Taylor has come in with 4,000 men and 22 pieces of artillery, and has planted them behind the levee to great advantage. He does not trouble the gunboats, which have driven him away twice, but the transports get badly cut up, even when they are convoyed. Natchez is threatened by a large force, and I think they must have had a hard fight there three or four days ago, as our dispatch boat, just arrived to-day, reports heavy firing after she left there on the way up. Banks has left the country about Red River without any troops, and the rebels have it all their own way. Can't you send to our assistance some of your good fellows? The Red River may be blocked again if we don't look out. The troops arrived at Natchez as the transports left, bound to the mouth of Red River, but they were stopped at Natchez owing to the troubles there.

The *Von Phul* has just arrived, with 40 shot holes in her; captain and clerk killed; some of the light clads are badly cut up, but held their own. The whole party can be bagged with 4,000 troops.

Wishing you continued success, I remain, respectfully, your obedient servant,

D. D. PORTER,
Rear-Admiral.

Major-General U. S. GRANT,
Commanding Mil. Division of the Miss., Chattanooga.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Porter, U. S. Navy, expressing satisfaction at the promised reinforcement by gunboats.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, December 15, 1863.

ADMIRAL: It gave me very great satisfaction to receive, on my return from Texas, your letter of November 5, with copy of your letter to the honorable Secretary of the Navy enclosed.

I was especially gratified to know that I might expect to hear of your gunboats in the Atchafalaya and on Berwick Bay as soon as the rise in the former would permit, and that you intended to provide so efficient an addition to that portion of your fleet serving within the limits of this department as that which you mention. That number of gunboats of such class as you mention will very greatly facilitate all operations in this region, and will render it impossible for the enemy to annoy us, as they have heretofore done, by using against us the wonderful network of navigable waters west of the Mississippi River.

At this moment a large force of the enemy is established between the Atchafalaya and the Mississippi River, near Morgan's Ferry, and the mouth of Red River. The recent rise in the latter renders it and the Atchafalaya navigable by the gunboats, and, should they arrive soon, a little active work of the Navy, in cooperation with the land forces at my disposition, will place that force at our mercy.

I earnestly hope that you will find it convenient to dispatch the intended reinforcements without delay, and that another fortnight may witness the capture or dispersion of the rebel forces now so seriously impeding the navigation of the Mississippi.

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

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, transmitting list of vessels of the Mississippi Squadron, with their commanding officers and stations.

No. 241.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, December 16, 1863.

SIR: I have the honor to enclose herewith semimonthly report of the vessels of this squadron, with their commanders and stations, and remain, sir,

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

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

[Enclosure.]

CAIRO, ILL., December 16, 1863.

The following are the present stations of the vessels in the Mississippi Squadron, Rear-Admiral David D. Porter, commanding:

Vessel.	Commander.	Where stationed.
Argosy.....	Acting Ensign John C. Morong.....	Below Donaldsonville.
Abraham.....	Acting Ensign Wm. Wagner.....	Cairo, Ill.
Alexandria.....	Acting Master D. P. Rosenmiller.....	Dipatch Boat.
Black Hawk.....	Lieut. Commander K. R. Breese.....	Cairo.
Benton.....	Lieut. Commander Jas. A. Greer.....	Natchez.
Brilliant.....	Acting Volunteer Lieut. Chas. G. Perkins.....	Cumberland River.
Brown.....	Acting Volunteer Lieut. J. A. French.....	Repairing.
Chillicothe.....	Acting Volunteer Lieut. J. P. Couthouy.....	Fort Adams.
Choctaw.....	Lieut. Commander Frank M. Ramsay.....	Red River.
Carondelet.....	Acting Master J. C. Gilson.....	Carthage.
Cometoga.....	Lieut. Commander Thos. O. Selfridge.....	Napoleon.
Cricket.....	Acting Master H. H. Gorrings.....	Tennessee River.
Covington.....	Acting Volunteer Lieut. Geo. P. Lord.....	Below Island No. 65.
Clara Dolsen.....	Acting Volunteer Lieut. John Scott.....	Cairo, Ill.
Champion.....	Acting Master A. Phelps.....	Below Red River.
Curlew.....	Acting Ensign H. B. O'Neill.....	Cole's Creek.
Cincinnati.....		Waiting orders.
Eastport.....	Lieut. Commander S. L. Phelps.....	Laconie.
Exchange.....	Acting Volunteer Lieut. J. S. Hurd.....	Above Memphis.
Essex.....	Commander Robt. Townsend.....	Donaldsonville.
Forest Rose.....	Acting Volunteer Lieut. Chas. A. Wright.....	Below Natchez and Cole's Creek.
Fairplay.....	Acting Master G. J. Groves.....	Up Cumberland River.
Fawn.....	Acting Master John R. Grace.....	White River.
General Price.....	Acting Volunteer Lieut. J. F. Richardson.....	Below Donaldsonville.
General Bragg.....	Acting Volunteer Lieut. C. Dornay.....	Red River.
Great Western.....	Acting Master Thomas Bates.....	Goodrich's Landing.
General Lyon.....	Pilot R. E. Birch.....	Below Cairo.
General Pillow.....	Acting Master J. C. Bunner.....	Guarding powder boats.
Hastings.....	Acting Volunteer Lieut. A. R. Langthorne.....	Cairo.
Judge Torrence.....	Acting Master Jeremiah Irwin.....	Natchez.
Juliet.....	Acting Master John S. Watson.....	Cairo, repairing.
Key West.....	Acting Volunteer Lieut. E. M. King.....	Tennessee River.
Kenwood.....	Acting Master John Swaney.....	Port Hudson and Baton Rouge.
Lafayette.....	Lieut. Commander J. P. Foster.....	Bayou Sara.
Louisville.....	Lieut. Commander E. K. Owen.....	Skipwith's Landing.
Lexington.....	Lieut. Geo. M. Bache.....	Red River.
Linden.....	Acting Master Thos. M. Farrell.....	Greenville.
Little Rebel.....	Acting Ensign N. T. Rennell.....	Red River.
Mound City.....	Lieut. Commander Byron Wilson.....	(Lake) Providence.
Fort Hindman.....	Acting Volunteer Lieut. John Pearce.....	Elks Cliffs.
Marmora.....	Acting Master Thos. Gibson.....	Island No. 70.
Moose.....	Lieut. Commander LeRoy Fitch.....	Cumberland River.
New National.....	Pilot A. M. Grant.....	Below.
Naumkeag.....	Acting Master John Rogers.....	White River.
Neosho.....	Acting Volunteer Lieut. Saml. Howard.....	Morganza.
Osage.....	Acting Master Thos. Wright.....	Between Fort Adams and Red River.
Ouachita.....		Undergoing alterations.
Pittsburg.....	Acting Volunteer Lieut. Wm. R. Hoel.....	Grand Gulf.
Petrel.....	Acting Master Thos. McElroy.....	Cypress Bend.
Prairie Bird.....		Skipwith's Landing.
Paw Paw.....	Acting Master A. F. Thompson.....	Tennessee River.
Peosta.....	Acting Volunteer Lieut. Thos. E. Smith.....	Do.
Queen City.....	Acting Volunteer Lieut. Geo. W. Brown.....	White River.
Romeo.....	Acting Volunteer Lieut. J. V. Johnston.....	Below Napoleon.
Rattler.....	Acting Volunteer Lieut. Jas. Laning.....	Rodney.
Red Rover.....	Acting Volunteer Lieut. W. R. Wells.....	Cairo.
Robb.....	Acting Ensign Lloyd Thomas.....	Below.
Reindeer.....	Acting Volunteer Lieut. Henry A. Glassford.....	Cumberland River.
Signal.....		Below Port Hudson.
Springfield.....	Acting Master Jos. Watson.....	Cumberland River.
St. Clair.....	Acting Volunteer Lieut. Thos. B. Gregory.....	Donaldsonville.
Sovereign.....		Laid up.
Silver Lake.....	Acting Ensign J. C. Coyle.....	Cumberland River.
Silver Cloud.....	Acting Volunteer Lieut. A. F. O'Neil.....	Below Island No. 10.
Sampson.....	Acting Ensign Jos. D. Buckley.....	Blacksmith shop.
Tuscumbia.....	Lieut. Commander Jas. W. Shirk.....	Laid up.
Tyler.....	Lieut. Commander Jas. M. Prichett.....	Below Memphis.
Tawah.....	Acting Volunteer Lieut. Jason Goudy.....	Tennessee River.
Tensas.....	Acting Master E. C. Van Pelt.....	Cairo.
Victory.....	Acting Ensign Frederick Reed.....	Cumberland River.
New Era.....	Acting Master Jas. Marshall.....	Island No. 10, etc.

Letter from Captain Talmage, provost-marshal, to Commander Breese, U. S. Navy, regarding the arrest of John S. Turner for disloyal expressions.

PROVOST-MARSHAL'S OFFICE,
Cairo, Ill., December 17, 1863.

SIR: I have in custody one John S. Turner, arrested this morning for using disloyal expressions.

On his examination a few moments since, he states that he has been in the rebel service from April, 1861, to September, 1863, and was captured at Yazoo City.

That he planted the torpedo which blew up the *De Kalb*, and that he scuttled all the boats on the Yazoo River.

His arrest was for boasting of these exploits and saying that he was "as big a rebel as ever."

He states that he is in the secret employ of Admiral Porter to raise the scuttled boats above mentioned, etc.

Will you please communicate with the admiral and inform me what is the proper disposition to make of the case?

I am, very respectfully, your obedient servant,

ISAAC M. TALMAGE,
Captain and District Provost-Marshal.

COMMANDER K. R. BREESE,
Commanding Naval Station, Cairo, Ill.

Report of Rear-Admiral Porter, U. S. Navy, regarding donation of water front for repairs to vessels by the town of Mound City, Ill.

No. 244.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, December 17, 1863.

SIR: Not having any place to lay our vessels up while undergoing repairs, etc., without great danger of being burned up by steamers coming alongside night and day, I applied to the mayor of Mound City for water front enough to enable us to have the exclusive use of one place. The town donated 2,400 feet water front for the use of the Government as long as they may need it, to be returned when no longer required.

This gives us, with the ways, etc., 4,000 feet fronting the water, with sufficient land for all present purposes. I enclose the deed, and hope the Department will approve.

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

DAVID D. PORTER,
Rear-Admiral.

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

Report of Fleet Captain Pennock, U. S. Navy, regarding Ohio River pilots.

OFFICE MISSISSIPPI SQUADRON,
Cincinnati, December 17, 1863.

MY DEAR ADMIRAL: I reached here in good time yesterday and will leave for Pittsburg in the morning.

I find that some of the pilots who were drafted by Major-General Burnside some time since for the gunboats went to the doctor then at rendezvous and were excused by him on account of disability. These same pilots, I am informed, went to work on outside boats a few days afterwards.

I have ignored the authority of the doctor to examine pilots without orders, and have so informed the secretary of the pilot association and the Government inspector at this place. The latter informs me that if they do not report to you he will revoke their licenses, and they will not be permitted to pilot on the river. If an example is made of these men, it is believed much trouble in obtaining pilots in the future will be avoided. I enclose a copy of a letter I have to-day written to the secretary of the association. I have also directed the secretary of the association at Louisville to order the pilots who were drafted there to report at once.

All the pilots are enrolled subject to the draft which will take place early in January, and it is believed that if you can so arrange it as that all who may be employed in the naval service shall be excused from draft, on presentation of a certificate from you or your authorized agent to the provost-marshals of their districts that they are in that service, and are to be credited with the time they may serve in it, that many will volunteer. They wish to be exempted from afterwards serving in the Army.

No guns in sight yet. Telegrams have been sent all along the Ohio and Mississippi line.

Sincerely, your friend,

A. M. PENNOCK.

Admiral PORTER, *Cairo.*

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, to supply ordnance stores to the vessels at Red River.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, December 17, 1863.

SIR: You will send the *Judge Torrence* down to Red River under convoy and let her fill up all the vessels wanting ordnance stores. When she has given them an ample supply, let her return to Natchez.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAMES A. GREER,
Commanding Benton and 4th Dist., Mississippi Squadron.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, to avoid collision with the Marine Brigade.

U. S. S. BENTON,
Off Natchez, December 17, 1863.

SIR: Avoid having a collision with the Marine Brigade until further orders. Keep me informed of their bad actions.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist. Mississippi River.
Acting Volunteer Lieutenant C. A. WRIGHT,
U. S. S. Forest Rose.

Report of Acting Master Sells, U. S. Navy, regarding assignment of commanding officers to certain vessels constructed at Cincinnati.

U. S. RECEIVING SHIP GRAMPUS.
Cincinnati, Ohio, December 17, 1863.

SIR: The *Glide* is now ready to take her departure for Cairo. After everything was in readiness and orders were made out, Acting Ensign William S. Romme reported for duty, and by your order is to be assigned the command of one of the new gunboats being constructed at this place. I had already issued an order to Acting Ensign Charles W. Litherbury to take temporary command and proceed to Cairo without delay, reporting his arrival to you, and could not well change the order, furnish an invoice, etc., without some delay, hence the *Glide* will be sent down in charge of said Acting Ensign Charles W. Litherbury. Among the new light-draft boats, there is one sidewheel, *Emma Brown*, and Acting Ensign Romme is anxious to have command of her. I told him I would refer the matter to your decision; the *Emma Brown* will not be completed for some time. The *Argosy* [No. 2] and the *Sciota* will both be ready for departure before the *Emma Brown*. If you leave it to my decision I will send Acting Ensign Romme with the first boat, which will probably be the *Argosy*.

Enclosed please find oath of office of the two young men promoted to acting master's mates on board this vessel.

I am, very truly, your obedient servant,

ELIJAH SELLS,
Acting Master, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding the destruction of distilleries on the Cumberland River.

U. S. S. MOOSE,
Dover, December 17, 1863.

SIR: I have the honor to report that on my way down the river I landed at Seven-Mile Island and went out back about 2 miles with

a force and destroyed a distillery belonging to Dr. Lyle. This distillery has been the means of causing boats to be fired into, being a sort of rendezvous for guerrillas. There were several guerrillas at the distillery at the time, but, being mounted, they escaped us.

At Palmyra I also landed with a force and destroyed another distillery about 5 miles back. Guerrillas had staid here the night before we got there.

The latter distillery was owned by a man by the name of Nolan.

Very respectfully,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER.

Report of Lieutenant-Commander Owen, U. S. Navy, regarding operations of the Marine Brigade at Rodney, Miss.

U. S. S. LOUISVILLE,
Off Skipwith's, December 18, 1863.

SIR: I herewith forward an application endorsed by Major-General McPherson and Captain Noyleson from Private Jamison, of the Fourth Iowa Infantry Volunteers, also his letter to yourself. I know nothing whatever of the applicant. The Marine Brigade has succeeded in scattering the rebel force that fired into vessels at Rodney, capturing about twenty. Refugees report rebels (5,000) crossing the Yazoo above Yazoo City to attack this place. As soon as I got coal I dispatched the *Sampson* to the *Eastport*.

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

E. K. OWEN,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

General order of Rear-Admiral Porter, U. S. Navy, designating the vessels of each district.

GENERAL ORDER, } U. S. MISSISSIPPI SQUADRON,
No. 141. } *Flagship Black Hawk, December 19, 1863.*

Until further orders the following vessels will belong to the districts in which they are named:

First district.—*Essex, St. Clair, Alexandria, Argosy.*

Second district.—*Lafayette, Kenwood, Signal, Neosho, Conestoga, Cricket, Vindicator.*

Third district.—*Choctaw, Osage, Fort Hindman, Champion, Lexington, Chillicothe, General Bragg, Little Rebel, Ouachita, Juliet, Avenger, General Price.*

Fourth district.—*Benton, Curlew, Rattler, Pittsburg, Mound City, Forest Rose, Torrence.*

Fifth district.—*Louisville, Carondelet, Great Western, Marmora, Romeo, Prairie Bird, Petrel.*

Sixth district.—*Eastport, Tyler, Silver Cloud, Hastings, Queen City, Covington, Linden, New Era, Naumkeag, Fawn, Exchange.*

Seventh district.—*Peosta, Paw Paw, Tawah, Key West, Robb.*

Eighth district.—*Brilliant, Fairplay, Reindeer, Moose, Springfield, Silver Lake, Victory.*

DAVID D. PORTER,
Rear-Admiral, Comdg. Miss. Squadron.

Report of Major-General McPherson, U. S. Army, transmitting information regarding proposed movements of the enemy at Mobile and in Red River, and operations against New Orleans.

HDQRS. 17TH ARMY CORPS, DEPT. OF THE TENNESSEE,
Vicksburg, December 19, 1863.

ADMIRAL: I enclose herewith copy of a letter which I have received, giving some information in relation to rebel plans, preparations making for carrying them out, etc. There is no doubt the rebels have the gunboats and rams which the writer describes, as I have information from other sources corroborating it, though I do not think those at Selma and Montgomery are in as great a state of forwardness as he represents.

The writer is a young fellow, about 18 years of age; has numerous relatives in Washington as well as in the rebel service. He was a volunteer aid-de-camp on Brigadier-General Shoup's staff during the siege of Vicksburg, and has acted in various capacities in the rebel service, though never sworn in. His statement that the enemy intend to make an effort to capture New Orleans I give for what it is worth.

The rebel foundries and machine shops at Selma are large and being worked to their utmost capacity.

They have recently been making 7 rifled guns, Brooke's pattern, and are also making 6 rifled guns of the Brooke and Blakely patterns. Most probably these heavy guns are intended for their rams and gunboats.

Very respectfully, your obedient servant,

JAS. B. MCPHERSON,
Major-General.

Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

VICKSBURG, *December 18, 1863.*

SIR: During the last 12 months I have been a traveling agent for the Confederate States. While acting in this capacity I have enjoyed abundant opportunities to view the various preparations they made to attack the Federal arms and likewise to discover a great many of their future plans.

One of them is a plan for the capture of New Orleans in the ensuing spring. Admiral Buchanan, who is now commanding at

Mobile, has succeeded during the last year in building a considerable fleet. It consists of the following vessels: The *Tennessee*, a gunboat and ram, carrying 6 guns, 2 Brookes and 4 Blakelys, and is calculated to run 16 knots an hour.

There is likewise another vessel building at Selma, which will be completed by the 1st March, and is said to be even stronger than the *Tennessee*, being destined to carry 10 guns.

There is likewise completed the *Baltic*, a ram and gunboat, carrying 4 guns; very slow. The *Tuscaloosa*, ditto. The *Gaines*, the *Powhatan*, and another vessel, each a very powerful wooden ram, carrying a magnificent armanent, and very fast. Besides this there are two vessels in the Tombigbee, to be 4-inch iron plated, one beside the above mentioned in process of completion at Selma, and another at Montgomery. All these vessels are to be finished by the ensuing spring.

It is Admiral Buchanan's intention to move with this fleet and break the blockade at Mobile and move round to New Orleans, take the city by surprise, assisted by a land force under Generals D. [R.] Taylor and Johnston.

There is, besides these, a fleet to move down the Red River and engage the attention of the boats thereabout stationed.

General, I respectfully submit the above report to your consideration.

Your obedient servant,

EUGENE HILL.

General McPHERSON.

[Telegram.]

DOVER, [TENN.], *December 19, 1863.*
(Via Smithland, [Ky.], 20th.)

I have commenced bringing the iron down as you ordered; will stow it in our barges to go below as soon as coal is out. I landed yesterday and day before and destroyed two distilleries used as rendezvous by guerrillas. All quiet now. River at good stage. Will send reports by first opportunity.

LE ROY FITCH,
Lieutenant-Commander.

Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

SMITHLAND, [KY.], *December 20, 1863.*

Your letter of the 17th received. Am now sending private boats under strict convoy.

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER.

Letter from Major-General Sherman, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding future operations in the Yazoo and Red rivers.

HDQRS, DEPARTMENT AND ARMY OF THE TENNESSEE,
Nashville, Tenn., December 21, 1863.

DEAR ADMIRAL: I have succeeded in relieving Chattanooga and Knoxville and have left my army on the Tennessee below Bridgeport, ready for the next move; but as some time will be consumed in the preliminary preparations, I propose to avail myself of a short respite and go home (Lancaster, Ohio) for Christmas, but I will come to Cairo about January 3 to confer with you and concert some plan to stop the firing on our transports on the great river.

I want to visit Paducah for a few hours; then go to Memphis to regulate matters, and then for work. I think a short time will enable us to make a combined movement up Yazoo River to, say, Yazoo City or Tchula, where a land force moving inland could reach the Grenada road and make a finished job of it and of Grenada also. I did this last summer, but in an effort to save locomotives and cars for the Memphis road we made a mistake and did only partially what should have been done effectually. Grenada and its road destroyed, Memphis would no longer be threatened from that quarter. Then I think I would send a force across to Monroe and the Ouachita, levying a contribution to pay damages to boats on the river. Then, if you will, I will take all the force I can collect at Memphis and Vicksburg and go up the Red River as high as Shreveport and make that rich country pay in gold or cotton for all depredations on our river commerce.

Please think of these things; and if you agree with me, collect information as to boats burned, fired on, etc., that we may let people remote from the river see that we hold them responsible for the acts of Dick Taylor and kindred spirits. I must be back so as to command the army in the field in all February, so no time can be lost. Forrest (at Jackson, Tenn.) is not hurting us. We are not interested in the fate of the people he is harassing. I propose to strike at large armies and large interests and let the smaller ones work out their salvation. Should you wish to communicate with me, telegraph at Lancaster, Ohio.

Your friend,

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

Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo.

Letter from Brigadier-General Gorman, U. S. Army, to Rear-Admiral Porter, U. S. Navy, requesting cooperation of gunboats in Arkansas.

HEADQUARTERS DISTRICT OF EAST ARKANSAS,
Helena, December 21, 1863.

SIR: I regret that I did not know of your arrival at this post until after you had left, that I might have paid my respects to you. But now I write to say that I deem it quite important, owing to my

very reduced force here, that I have at least two light-draft and small gunboats.

I am expecting orders to move this command to Napoleon at an early day, perhaps by the time General Sherman's transport fleet gets back here, and that I proceed to Arkansas Post by land and by the Arkansas River, expecting cooperation from your fleet, all of which I have fully communicated to General Sherman.

But it may be that I may be ordered to cooperate with General Sherman below. I should be glad to be advised whether I may reasonably expect the two light-draft gunboats at this point.

I am, admiral, your obedient servant,

W. A. GORMAN,
Brigadier-General, Commanding.

Rear-Admiral PORTER, U. S. Navy,
Commanding, etc.

Report of Rear-Admiral Porter, U. S. Navy, regarding the forwarding of vessels to the West Gulf Squadron.

No. 246.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, December 21, 1863.

SIR: I have the honor to inform you that I have sent the steamer *Nyanza*, 6 guns (24-pounder howitzers), down to-day to Commodore Bell, with an ensign, paymaster, 3 master's mates, 3 engineers, and 16 men. The master's mates and men were ordered to return here by our dispatch vessel from Donaldsonville.

The *Stockdale* has arrived and will go down day after to-morrow.

The *Glide*, also furnished, will have to wait for her guns, which have not arrived; as also will the *Sciota* and *Argosy*, which will be finished this week.

I beg leave to ask permission to change the name of the *Argosy* to *Wave*, and the *Sciota* to *Meteor*, as we have two vessels of the name of *Argosy* and *Sciota*.

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

DAVID D. PORTER,
Rear-Admiral.

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

Expedition of U. S. S. Reindeer, Acting Volunteer Lieutenant Glassford, U. S. Navy, commanding, up the Cumberland River to Greelsboro, Ky., December 22, 1863, to January 3, 1864.

Report of Lieutenant-Commander Fitch, U. S. Navy, transmitting request of Major-General Grant, U. S. Army, for a reconnoissance.

U. S. S. MOOSE,
Cumberland River, December 23, 1863.

SIR: I have the honor to report that at the request of General Grant, I sent the U. S. S. *Reindeer* on a reconnoissance above Nashville.

Enclosed I send copies of the telegrams relating thereto.

I gave Acting Volunteer Lieutenant Glassford positive instructions to be very cautious, not to venture where there was not enough water, and above all not to be caught above shoals.

I also directed him to hurry back as soon as possible. I could have sent another boat with him, but at the time could not possibly spare one without great risk and detention to the transports under convoy.

I do not apprehend that he will have the least trouble, as he has a full crew, good pilots, and an excellent working boat.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Enclosures.—Telegrams.]

NASHVILLE, DECEMBER 22, 1863.
(Forwarded from Clarksville.)

General Grant wants a gunboat to go up the Cumberland on a reconnoissance as far as Big South Fork. Can you spare one?

J. L. DONALDSON,
Chief-Quartermaster.

Lieutenant-Commander LE ROY FITCH.

DOVER, December 22, 1863.

Your dispatch received. Will send a gunboat up to-night in compliance with General Grant's request.

LE ROY FITCH,
Lieutenant-Commander, Comdg. 8th District Miss. Squadron.
Chief Quartermaster J. L. DONALDSON,
Nashville, Tenn.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report of the commanding officer of the U. S. S. Reindeer.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, January 27, 1864.

SIR: I beg leave to enclose herewith copy of a communication received from Lieutenant-Commander Le Roy Fitch, regarding a reconnoissance up the Cumberland River.

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

DAVID D. PORTER,
Rear-Admiral.

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

[Enclosure.]

U. S. S. REINDEER, 8TH DISTRICT MISS. SQUADRON,
Off Nashville, Tenn., January 3, 1864.

SIR: I have the honor to submit the following report:

In obedience to your order of 22d ultimo, I at once proceeded to Nashville and on arrival called upon Major-General Grant to learn his wishes.

The objects of the expedition as stated by the general were—

- 1st. To convoy some steamers with army supplies to Carthage.
- 2d. To ascertain if any coal was upon the river in condition for shipment, and the prospects for getting it to Nashville.
- 3d. To reconnoiter the river if possible as far up as Big South Fork, the head of steamboat navigation.

The army gunboat *Silver Lake No. 2* was put under my command and accompanied me.

On the 26th ultimo at daylight, I got the convoy underway at Nashville, and on the 28th ultimo, at 12.45 p. m., reached Carthage safely and without interruption from the enemy.

On the 29th ultimo, at daylight, with *Silver Lake No. 2* in company, I proceeded up the river, which during the night previous had shown indications of a considerable rise.

Jackson County was represented to me as the seat of operations of several guerrilla bands, and it fully merits its reputation, for we had scarcely touched the county line before guerrillas were discovered on the lookout for us. From the windings of the river news of our departure and direction from Carthage could easily be sent in advance of us, and no doubt was so, for the whole region seemed roused. During the day we were attacked at the following places:

At Ray's Ferry by a party of 10 or 12 men.

At Flynn's Lick by a party of 15 or 20 men.

At Gainesboro by a party of 40 or 50 men.

At Ferris wood yard by a party of 15 or 20 men.

At Celina (2 miles below) by a party of 80 or 100 men. (Bennett's Ferry.)

In every instance positions were selected on the tops of precipitous bluffs or cliffs, inaccessible by attack in front, and requiring a long detour to reach them in the rear with a land force. Their positions availed them nothing, however, against the guns of this vessel and those of the *Silver Lake No. 2*; they were completely shelled out of them whenever they let us see them after a few volleys.

At the mouth of Obey's River I found a small quantity of coal, partly burned by the rebels. The *Silver Lake No. 2* being out of fuel, I directed her to take it, and took a position to cover her. Soon after I observed some uneasiness among the people on shore and backed off and about half a mile downstream discovered the head of what I have since ascertained was a body of guerrillas, all mounted. These I dispersed with a few rounds of shrapnel and canister. Their intention was to surprise us, thinking both gunboats were in the Obey's River jammed among the branches of the trees which overhang the banks. I have reason to believe that several were killed by our fire.

From the Obey's River to Creelsboro I saw no rebels in arms. The citizens exhibited considerable gladness at the sight of the gunboats, cheering for the Union, etc.

We reached Creelsboro at 12.30 p. m. on 30th ultimo, and there the river gave unmistakable signs of a fall. The weather set in cold immediately, and by morning a fall of 4 feet had taken place; under these circumstances I thought it unwise to proceed farther, though I would have liked to go as far as Big South Fork, so as fully to satisfy the desire of General Grant in regard to coal. I can not think, however, that anything was lost, as from all accounts

I can gather there were no coal barges ready to come down if the stage of the river allowed, which it did not. There is no doubt whatever but that a large quantity can be brought out from this source by proper arrangements on the February rise, which was the one usually selected by coal men in peaceful times.

On the Obey's River, about 50 miles up, near Olympus, is a coal mine partly worked by the rebels in 1861, who mined about 500,000 bushels and left it on the bank. This could be got to Nashville on the same February rise if barges were built and the work protected by the troops.

On my up trip I destroyed several flatboats (used for ferry purposes) in Jackson County, but have reason to think that many more are concealed in the numerous creeks tributary to the Cumberland.

In obedience to the orders of Rear-Admiral Porter I would have destroyed Gainesboro, which is a rendezvous of these roving bands of robbers, but Governor Johnson purposes to establish a military post there and will need the buildings.

On the 1st I left Creelsboro and on the 2d reached Carthage, meeting with no interruption whatever, the inhabitants seeming to have deserted the river banks altogether.

I have expended of ammunition on this expedition 57 rounds of shell, 62 rounds of shrapnel, 3 rounds of canister, and have in the magazine 81 rounds of shell, 75 rounds of shrapnel, 48 rounds of canister.

The bulkheading on boiler deck was always weak and defective, and the firing on 29th has almost destroyed it. I fear it will require considerable repairs, if not complete renewal, to make officers' quarters fit for occupation.

In the several skirmishes reported above, as well as in the other duties of the vessel, it gives me great pleasure to speak in high terms of the courage and efficiency of Mr. A. C. Sears, acting ensign, executive officer, and of the other officers of this vessel, all of whom performed their several duties zealously and well.

The army gunboat *Silver Lake No. 2* was well handled, and the cooperation of her commanding officer, Lieutenant Roberts, U. S. Army, was hearty and complete.

Acting Ensign William H. Hall, as soon as the rebels opened their fire, sent a request to be permitted to take charge of any division I might designate. I acceded to his desire and put him in charge of Acting Master's Mate (Thomas M.) Lewis's, absent on duty. I am glad to be able to report favorably of his conduct on this occasion, as he is now under arrest and this statement may benefit him.

I omitted to mention that 140 sharpshooters, under Lieutenant-Colonel Andrew J. Cropsey, were put on board the transports and the army gunboat.

On my arrival at Carthage from Creelsboro I found the steamers still loaded. Apprehending that the objects of the expedition had been accomplished as far as possible under the circumstances, and bearing in mind your order to rejoin you as soon as I could, I left all three there with the *Silver Lake No. 2* to guard and convoy them back to Nashville when discharged.

I reached Nashville at 5 p. m. to-day.

Colonel Cropsey will report to General Grant particulars of the information obtained on the reconnoissance in so far as they refer

to the interior of the counties bordering on the river, their military wants, etc.

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

H. A. GLASSFORD,

Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander LE ROY FITCH,

Comdg. 8th Dist., U. S. Miss. Squadron, U. S. S. Moose.

Distances.—Nashville to Carthage, 150 miles; Carthage to Creelsboro, 185 miles; Creelsboro to Big South Fork, 65 miles; Nashville to Big South Fork, 400 miles.

Report of Lieutenant-Colonel Cropsey, One hundred and twenty-ninth Illinois Infantry.

HEADQUARTERS 129TH ILLINOIS VOLUNTEER INFANTRY,

Nashville, Tenn., January 4, 1864.

COLONEL: In obedience to orders from you and General Grant, with 140 sharpshooters and 3 commissioned officers, on the morning of the 28th of December I proceeded up the Cumberland River with two gunboats and three transports. The transports, with 100 of the sharpshooters, were left at Carthage. We then continued up the river until we arrived, on the evening of the 31st of December, 1863, at Creelsboro, Ky. This place is 325 miles from Nashville and 75 miles below the mouth of Big South Fork, the head of navigation.

On the way up we were fired upon by guerrillas five different times. The bands seemed to vary in number from 10 to 15 up to 75 or 100, but they were so high up on the bluffs and concealed so well in the thick timber, behind rocks and trees, that their number could not to a certainty be ascertained; neither could the 40 sharpshooters have much effect upon them, though they manifested much zeal and skill, but the gunboats with shell and shrapnel quickly dislodged them, and this was done in fine style under the supervision of Captain Glassford, the commanding officer. Some of them were seen to fall, but we did not ascertain that any were killed. They did no damage, though two on the boat were hit with spent balls. As the bluffs were so high and steep, and they could overlook our movements, I did not think anything could be effected by making pursuit, and did not land the sharpshooters.

The only county on the river now under the control of the guerrillas is Jackson, or that part of it south of the Cumberland and Overton, as far east as the Obey's River; beyond that the country was reported loyal, and the people from the banks greeted us with unmistakable demonstrations of joy.

From various sources we ascertained that there were no coal barges loaded with coal below the rapids at the mouth of the Big South Fork, and that barges could not come over them with safety except on very high water. Some is being mined and loaded above to come down on the spring floods, but as we could not see the coal men more definite information can be obtained by a correspondence with Governor Thomas E. Bramlette, of Kentucky, who is said to be well acquainted in that region. . . . There is also a large coal mine on Obey's River, some 50 miles from its mouth, that is at least 150 miles nearer Nashville and much more accessible than that on the Upper Cumberland, as it frequently can be brought [out] of the Obey's on barges when they can not come over the rapids at the mouth of Big

South Fork. The rebel authorities began working this mine just before their sudden departure from Nashville. That region is now in the possession of the guerrillas, and, of course, no preparation being made for shipping coal. If the general desires any more definite information concerning this coal mine, it can be had through Major A. E. Garrett, First Tennessee (Union) Guards. He is now stationed at Carthage, and is engaged in raising a battalion for special service in that locality. He lived, before being driven from home, within 3 miles of the coal mine, and he is especially anxious for permission to move his present command, something over 200 men, into that region, being sanguine that he could make the navigation of the Cumberland perfectly safe in a few weeks. The guerrilla bands under [Oliver P.] Hamilton, [John M.] Hughs, [Champ] Ferguson, and [Robert V.] Richardson number some 200 fighting men, and about twice that number for robbing raids.

As the river was falling rapidly, we were compelled to turn back at Creelsboro. At Carthage I left 40 of the sharpshooters as guard for the unloaded boats. With the other 100, on the transport *Emma Boyd*, we started for this city on the morning of the 2d instant, but had come only 3 miles from Carthage when, by the bursting of her pumps, the *Emma Boyd* was compelled to stop, and will have to be towed down by the other boats when unloaded. As this might detain them several days, and the general seems anxious to get information about affairs up the Cumberland, I deemed it most conducive to his wishes and the service to come on here at once, which I did in the gunboat *Reindeer*.

All of which is most respectfully submitted.

A. J. CROPSEY,

Lieutenant-Colonel, 129th Illinois Volunteers.

Lieutenant-Colonel T. S. BOWERS,

Assistant Adjutant-General.

Report of Rear-Admiral Porter, U. S. Navy, transmitting communication showing that persons captured by the gunboats and released return with supplies for the Confederates.

No. 249]

MISSISSIPPI SQUADRON,

Flagship Black Hawk, Cairo, December 22, 1863.

SIR: To show you the difficulties in the way of keeping guerrillas from getting supplies and ammunition, I enclose you two communications showing where persons captured by the gunboats were released at Memphis and permitted to bring down a large amount of supplies. Fortunately the steamer carrying them was the one burned up by the rebels (the *Allen Collier*) when the executive officer of the *Eastport* was captured.

She had \$20,000 worth of rebel stores on board, which the guerrillas did not know of.

The permits recklessly granted along this river would keep the war going twenty years.

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

DAVID D. PORTER,

Rear-Admiral.

HON. GIDEON WELLES,

Secretary of Navy, Washington, D. C.

[Enclosure.]

U. S. S. QUEEN CITY,
White River Station, Ark., Tuesday, December 8, 1863.

SIR: The following persons were taken as prisoners by Colonel Milton Montgomery and myself and sent to Helena, and from thence to Memphis, and returned on the steamboat *Allen Collier*, with supplies as follows:

Robert Mathews. When taken he had with him his orders to act as a scout at Friar's Point; is a member of Porter's company in Chalmers' battalion; he brought down supplies valued at \$396.05; he was the owner of 4 bales of the cotton sent up on the steamboat *Hambleton Belle*.

P. Bates. Also of Porter's company; brought down supplies valued at \$810.75.

B. M. Mooney. Also of Porter's company; brought down supplies valued at \$641.80.

George W. Miller. A well-known rebel, and the owner of 52 bales of the cotton sent up on the steamboat *Hambleton Belle*, and most of which were marked "C. S. A."; brought down supplies valued at \$630.45.

J. H. Brown, who was conscripted, but afterwards discharged; brought down supplies valued at \$1,377.70.

I have the honor to be your obedient servant,

GEORGE W. BROWN,
Acting Lieutenant, U. S. Navy, commanding in White River.

Lieutenant-Commander S. L. PHELPS,
Commanding 6th and 7th Districts, Mississippi Squadron.

[A list of twenty-four others dealing in supplies to the value of \$10,486.96 is appended.—COMPILER.]

Letter from Acting Master Farrell, U. S. Navy, commanding U. S. S. Linden, to Major-General Steele, U. S. Army, requesting instructions as to movements.

DEVALL'S BLUFF, ARK., December 22, 1863.

Your dispatch has been received. There is no other gunboat here but mine. It is practicable as far as I am concerned, but it remains for you to say whether it is safe for me to leave the Bluff or safe for the steamer *Rose Hambleton* to go to Jacksonport without convoy, as my orders are to assist in the protection of this post, never leaving it unless to cooperate with some movement of the army and by your request; and not to permit any vessel to ply on the river without convoy. Please answer.

I am, very respectfully, your obedient servant,

THOS. M. FARRELL,
Acting Master, Commanding U. S. S. Linden.

Major-General FRED. STEELE,
Commanding Army of Arkansas, Little Rock.

Letter from Colonel Osband, U. S. Army, to Lieutenant-Commander Owen, U. S. Navy, regarding Confederate vessels at Mobile, Ala.

HEADQUARTERS OF THE POST,
Skipwith's Landing, Miss., December 22, 1863.

CAPTAIN: I have the honor to state that from information thoroughly reliable, given me by an intelligent gentleman who spent some days in Mobile three weeks since, that at that time two formidable ironclads were within two weeks of completion: The *Tennessee*, side-wheel, carrying ten 300-pounder Blake's [Blakely] guns—hull new; machinery from one of the Mississippi steamers sunk last winter in the Yazoo. *Nashville*, propeller—very large; new hull; boilers from sunken Yazoo steamers; but the propeller machinery made at Mobile, and a portion of it wood; carries 6 Blake's [Blakely] 300-pounder guns. Gun carriages on board both boats. Guns not yet in position. Each are plated 6 inches thick, iron, on 18 inches of wood. The plates are 6 feet long, 6 inches wide, and 2 inches thick; three layers, bolted, with heads countersunk. Boilers of boats below water line.

Both would then be ready for steam in about twenty days, and draw 10 feet of water each.

Commodore Buchanan would command the *Tennessee*. Pilot houses are on the gun deck, with an opening 1 inch wide outside and 12 inches wide inside, extending across the boat for use of pilot. Rate of speed, 3 miles up current and 5 down. Each have a ram 1 foot under, 8 feet in length.

Six thousand soldiers are stationed there, and only one earthwork of importance has been erected, in the rear of the city. This commands the approach by the way of Spanish River, but is too low down in the swamp to be seen.

I am, very respectfully, your obedient servant,

E. D. OSBAND,
Colonel, Commanding Post.

Captain OWEN,
Commanding Naval Division, Mississippi River.

*Report of Lieutenant-Commander Ramsay, U. S. Navy, asking if steamer *Ida May* should be seized for infringement of permit.*

U. S. S. CHOCTAW,
Off Mouth of Red River, December 22, 1863.

SIR: All the permits at Natchez to ship cotton read, "provided it is taken off under protection of the guns of a gunboat."

If a steamer having such a permit should land and take off cotton when a gunboat is not in sight, shall I seize her as a prize?

On the 3d day of December the steamer *Ida May* stopped at Surget plantation and took on board 20 bales of cotton, and there was not a gunboat in sight.

I have since then seen the permit and it has the clause in above referred to. The permit was given to a Mr. Hodges. Mr. Surget is in the rebel Army.

On the same day the *Ida May* stopped at another plantation and took on 130 bales and there was not a gunboat in sight.

The *Ida May* is a stern-wheel boat about the size of the *Volunteer*.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,

Lieutenant-Commander, Comdg. 3d Dist., Miss. Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

[Telegram.]

PADUCAH, December 23, 1863.

I have received [information] from intelligent persons in the last twelve hours informing me that a raid on this place [is to be made] in the Christmas holidays—to look out for it. A deserter came in this a. m. He said he was right from Jackson; that Forrest, in a speech to his men a few days since, said he intended to take dinner in Paducah on Christmas; that he had 10,000 men and as many more within twelve hours' reach. I am putting everything in order to receive him. No gunboat here; if you could spare me one or two it would afford me pleasure to see them.

S. G. HICKS,

Colonel, Commanding Post.

Admiral D. D. PORTER.

Report of Lieutenant-Commander Foster, U. S. Navy, commanding Second District.

U. S. S. LAFAYETTE,

Off Bayou Sara, La., December 23, 1863.

SIR: Since I last wrote you everything has been quiet on the river. I find it impossible to comply with your order in relation to convoys, as there are from five to ten vessels passing up and down daily. For the last three or four weeks I have had my forces concentrated between Red River and Baton Rouge, and found it difficult until the last eight or ten days to give protection to the many steamers plying up and down the river. As soon as Red River rises I shall shift my quarters to its mouth. At the present time I deem it proper that I should remain here, inasmuch as the Confederate general has issued an order to all Union people to leave within 20 days, and I have offered them protection; but, nevertheless, will go to Red River as soon as I find it necessary. In the absence of the *Kenwood* from the lower river, Commander Townsend has seen fit to order one of his vessels into my district near Plaquemine, for which I feel much obliged, if it should meet with your approval, as I can make my boats more useful in the upper part of my district.

From all that I can learn I think the rebels have left the river, fearing a flank movement, as the interior streams are rising. I hear of them now beyond the Atchafalaya.

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

JAS. P. FOSTER,

Lieutenant-Commander, Commanding Second District.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, commanding U. S. S. Forest Rose, to report to Major-General McPherson, U. S. Army, the actions of the Marine Brigade.

U. S. S. BENTON,
Off Natchez, December 23, 1863.

SIR: You will proceed to Vicksburg without delay and will report to General McPherson all you know about the late actions of the Marine Brigade in this district. Inform the general that I sent you up for this express purpose. As you go up, gain all the information can from the commanding officer of the *Rattler*. If coal for the squadron should pass you, you can take from the *Carondelet* enough to bring you here; otherwise obtain from her 400 bushels.

Return as soon as you have finished your business with General McPherson.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist. Miss. Squadron.

Acting Volunteer Lieutenant C. A. WRIGHT,
Commanding U. S. S. *Forest Rose*.

Report of Major-General Banks, U. S. Navy, regarding the promise of naval cooperation in the Atchafalaya and Berwick Bay, La.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, December 23, 1863.

GENERAL: Your dispatch of December 9 [7] I received yesterday.

* * * * *

I know there is great difficulty in obtaining light-draft sea-boats; yet, from the necessities of the service, I feel called upon to urge, as far as may be proper, the want of vessels of this character. We have had very serious difficulty in obtaining the use of such vessels when in this department and in the possession of the Government. I am very glad that you have called the attention of Admiral Porter again to the subject of light-draft boats for the Atchafalaya and Berwick Bay. He has promised that as soon as the state of the water will admit the passage of his boats he will send some of them into that river. I was not aware of the existence of the law to which you refer, but I appreciate the embarrassment which it throws upon the administration of the War Department. I will, as you suggest, communicate with the naval authorities, and request their assistance in all enterprises which I may undertake.

I have the honor to be, with much respect,

Your obedient servant,

N. P. BANKS,
Major-General, Commanding.

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

Report of Lieutenant-Commander Pattison, U. S. Navy, regarding Confederate attacks near Memphis, Tenn.

U. S. NAVAL STATION,
Memphis, Tenn., December 23, 1863.

SIB: The guerrillas are becoming very troublesome in this vicinity. Yesterday morning they attacked a party on a flatboat at Hopefield, opposite the navy yard, killed 1 man and wounded 2. Last night at 1 o'clock an attack was made upon a hundred and fifty Government woodchoppers encamped on the north side of Wolf River. I opened fire upon the attacking party with fieldpieces I borrowed from the army. The gunboats *Exchange* and *Little Rebel* steamed into position and opened their batteries also. At 2 o'clock the guerrillas were driven off and the woodchoppers returned to their camp. At 4 o'clock this morning they were again attacked, but were quickly driven off by the *Exchange*. I think it is necessary to have a gunboat stationed here for the present. The *Exchange* is detained here at present for the want of coal. The *Little Rebel* burned nearly all her grate bars out in the passage from Cairo. I have supplied her with new ones we had on hand, and she will leave here this afternoon.

I would like very much to have two 24-pounder howitzers mounted on field carriages sent to this yard.

Very respectfully, your obedient servant,

T. PATTISON,
Lieutenant-Commander, Commanding Naval Station.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Letter from Brigadier-General Gorman, U. S. Army, to Rear-Admiral Porter, U. S. Navy, requesting cooperation in movement on Little Rock, Ark.

HEADQUARTERS DISTRICT OF EASTERN ARKANSAS,
Helena, December 24, 1863.—Midnight.

ADMIRAL: I have just received orders from General Curtis, based on dispatches from the general-in-chief to move on Little Rock. I am also requested to ask your cooperation.

I am directed to attract the attention of General Holmes, that he may not send forces to help General Hindman or to Vicksburg. General Curtis has ordered movements from the east toward Little Rock, which makes it highly important that I should move on Post Arkansas with my land force, and by gunboats and transports by water up the Arkansas River, at once.

At Post Arkansas there are 5,000 infantry and some sort of earthworks, with 8 guns, 2 large and 6 small, the large ones said to be hundred pounders. I hope it may be consistent with your inclination and ability under the circumstances, to send to Napoleon such a number of gunboats as you may judge necessary to take the post with my land force, and then move on Little Rock, if the water will justify it. I will be in Napoleon in ten days or less from this date.

You will perceive that this combination of movements is such as to suggest the importance of your cooperation to the extent deemed by you advisable.

I trust, admiral, I may receive your reply by the hands of the bearer of dispatches and by the return boat, that I may shape my course accordingly.

The bearer can give you any further information on the subject that I may have omitted.

I am, admiral, your obedient servant,

W. A. GORMAN,
*Brigadier-General, Commanding
Eastern District, Arkansas.*

Rear-Admiral D. D. PORTER.

Report of Acting Ensign O'Neill, U. S. Navy, commanding U. S. S. Curlew, of arrival at Paducah, Ky., bearing dispatch.

U. S. S. CURLEW,
Off Paducah, December 24, 1863.

SIR: I have the honor to report to you that we arrived here this morning at 1:30 a. m., all safe.

Upon enquiry, found that Lieutenant-Commander James W. Shirk was up Tennessee River, consequently was unable to deliver your dispatch to him.

Very respectfully, your obedient servant,

H. B. O'NEILL,
Acting Ensign, Commanding Curlew.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding seizure of steamer General Sigel.

U. S. S. MOOSE,
Smithland, Ky., December 25, 1863.

SIR: I wrote you to-day by the *S. C. Baker* in regard to ordering the seizure of the steamer *General Sigel*. It was reported to me that the *Sigel* had on board a lot of brandies, wines, etc., not on her manifest, nor mentioned in any collector's permit.

I ordered her seizure till I could more fully investigate it personally. If I find that all is not correct, I will send her to Cairo to report to you.

Very respectfully, your obedient servant,

LIE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding suggestion of Major-General Grant, U. S. Army, in the matter of protection to transports.

U. S. S. MOOSE,
Smithland, December 25, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 19th and 22d instant, also a copy of a letter from General Grant to yourself. I would respectfully state that there has not, since the first of the season, been a boat detained one hour by waiting for us—to give them convoy—but all have been sent through just as fast as they arrived, but as the army seems to wish boats to go through entirely independent of us, I am very willing for them to try their plan, as we will not then be held responsible.

I do not think General Grant fully understands the shape and condition of this river, else he would not make such a request, when boats are already convoyed through without a moment's delay. Of course, the new arrangement will be less trouble to us, as we will then have only the patrols to run and private boats to convoy, but the river being so narrow and crooked there may be some boats lost, run the patrols as often as we may.

The gunboats, of course, are relieved from the responsibility as long as we follow General Grant's ideas and not our own.

I trust, though, this arrangement will last long enough without accident to enable me to get our men more perfectly drilled in exercise on shore, and to enable us to get our iron out of the river.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Telegram.]

MOUND CITY, ILL., *December 25, 1863.*

The gunboat you mentioned was ordered to proceed yesterday with the transport to Savannah. Captain Shirk is at Savannah.

D. D. PORTER,
Rear-Admiral.

Major-General GRANT.

Report of Lieutenant-Commander Fitch, U. S. Navy, transmitting skeleton organization of landing party of the Eighth District.

U. S. S. MOOSE,
Cumberland River, December 26, 1863.

SIR: I have the honor to inclose herein skeleton organization of the landing party or small-arms men in this district.

This organization is not yet complete, in consequence of the deficiency in men.

I can do very well with the number of howitzers I now have, viz, four. These, with the small-arms men, will, for the present, and during the great scarcity of men, be sufficient, yet I should like to have a sufficient number to complete this arrangement. I have been

using every exertion to recruit men along the river, but have met with very little success.

When the quarterly muster rolls come in, I can then report the exact number of men required on each boat to complete this organization. At present some of the boats are unable to land over ten or fifteen able-bodied men.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Enclosure.]

ORGANIZATION OF LANDING PARTY, EIGHTH DISTRICT.

Infantry.

In charge of infantry companies, Acting Volunteer Lieutenant H. A. Glassford.
To act as adjutant, Acting Master's Mate [Nathan F. ?] Vaughn.

Name of boat.	Number of company.	Number of men.	Name of officer in command of company.
Moose.....	1	30	Acting Master's Mate [C. W.] Spooner.
Reindeer.....	2	30	Acting Master's Mate [J. E.] Wright.
Brilliant.....	3	30	Acting Ensign John J. Perkins.
Fairplay.....	4	30	Acting Ensign W. C. Coulson.
Silver Lake.....	5	30	Acting Ensign F. G. Jobson.
Victory.....	6	30	Acting Ensign Fred. Read.
Springfield.....	7	30	Acting Master Joseph Watson.
Total.....	7	210	

Artillery.

In charge of Acting Master George J. Groves.
In charge of second section, Acting Ensign George D. Little.

Name of boat.	Number of guns.	Number of men.	Commanding officer of pieces.
Fairplay.....	2	24	Acting Master's Mate Disarens.
Brilliant.....	2	24	Acting Master's Mate Herron.
Total.....	4	48	

With the officer in command of the entire force to help and assist.
Acting Ensign John Revell to superintend formations, etc.

Acting Assistant Paymaster George D. Rand to attend to getting provisions, etc., and to see that each boat furnishes a suitable number of rations to her men.

Surgeons.

W. Waldo Howard, George W. Shields.
Left in charge of the boats, Acting Volunteer Lieutenant [C. G.] Perkins.

Scouts and skirmishers, John Ferrol (pilot) in command.

Name of vessel.	Name and rank.
Moose.....	Charles McMillan, acting second assistant engineer.
Reindeer.....	George M. Hayman, acting second assistant engineer.
Brilliant.....	Not yet selected.
Fairplay.....	George S. Collins, acting second assistant engineer.
Silver Lake.....	[W. N.] Chapman, paymaster's steward.
Victory.....	[John] Molony, acting master's mate.
Springfield.....	Not yet selected.

[Telegram.]

NASHVILLE, [TENN.], *December 26, 1863.*
 (Received 8.15 p. m., 28th.)

The boats required to ferry my command across the Tennessee were directed to await further orders at Paducah, [Ky.]. A gunboat was asked as a convoy. My command can not reach the Tennessee before the 1st proximo. Can not the boats await a dispatch from me at Paducah? We have a quantity of ammunition at Paducah and supplies and forage and rations, which will have to go up with me.

WM. [S.] SMITH,
Brigadier-General, Chief of Cavalry.

Rear-Admiral D. D. PORTER.

Report of Lieutenant-Commander Shirk, U. S. Navy, regarding three prisoners turned over to provost-marshal at Cairo, Ill.

U. S. S. PEOSTA,
Cairo, Ill., December 26, 1863.

SIR: I have the honor to report that I have turned over to the provost-marshal of this military post 3 prisoners, captured in Henderson County, Tenn., by the citizens and delivered to me at Craven's Landing, viz, D. S. Wardlow, who claims to be a lieutenant in Sharp's company, Forrest's regiment (and I believe that that is his rank). John C. Coombs, who has in his possession a parole without date, signed by him as a private in Company F, Biffle's regiment of cavalry, Tennessee Volunteers. It is a notorious fact that he has been engaged in robbing Union families of supplies, horses, etc., and when he was captured it was in the company of others who were actually in arms against the United States. I have inclosed his parole to the provost-marshal. John W. Hale, a guerrilla, lately from Kentucky, had joined Lieutenant Wardlow and was taken with arms in his possession. Wardlow and Hale were on the day preceding their capture engaged in stealing horses and salt in that neighborhood.

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

JAMES W. SHIRK,
Lieutenant-Commander, Comdg. 7th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding U. S. Mississippi Squadron.
Flagship Black Hawk.

Report of Rear-Admiral Porter, U. S. Navy, requesting authority from the Department for the purchase of additional vessels.

No. 251]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, December 26, 1863.

SIR: Such are the demands on me for gunboats that I am constrained to ask the Department to allow me to purchase from time

to time (as I can procure new ones) enough vessels to enable me to command the large extent of river coast entrusted to my care. The protection of the river since the fall of Vicksburg has been left entirely to the navy; the army only occupying a few prominent points on the Mississippi, making no expeditions away from those points.

Active operations on the Cumberland and Tennessee have called off a large portion of my command for that duty, leaving parts of the Mississippi unprotected.

The Louisiana coast about Red River having been left by General Banks without troops when he went into Texas, and failing to obtain cooperation from the army in blocking up Red River (which could have been done with 500 soldiers posted at Union Point), the rebel general, Dick Taylor, succeeded in getting down with 12,000 men, and 22 pieces of artillery (some quite heavy pieces), and for a few days gave us a great deal of trouble. I pushed a large force of gunboats to that point without delay from the different stations and succeeded in driving away their batteries and keeping the river open. Boats pass now unmolested, though two transports have been much cut up in running the batteries with a convoy. There are 18 gunboats now at Red River, and in the vicinity of the rebel batteries, and as they have a distance of 46 miles to defend, it requires all or more to perform the duty properly.

When Captain Pennock went east I requested him to bring this matter of scarcity of boats to the notice of the Department. He informed me on his return that the Department was willing that I should get what was required. I would like something more definite, and would like to purchase ten more light-drafts. If the Department will reflect that I have 3,060 miles of river coast to look after, without a soldier at any point on the river except at Columbus, Fort Pillow, Memphis, Helena, Vicksburg, Natchez, and Port Hudson, and no troops at any points on the tributaries, it will see that the entire police of the rivers devolves on the Navy, and that to the gunboats you will have to look for the prevention of contraband smuggling, passage of munitions of war, and rebel troops, and the prevention of mail communication. This duty is performed perfectly in the districts where boats are 15 miles apart, but it can not be done in places where I have been obliged to reduce the force.

I respectfully request your consideration of this matter, and permission to increase the number of vessels. Our whole squadron of light-drafts only cost, to purchase, the price of three or four good-sized sea steamers.

I never ask the Department for anything that can be dispensed with, and only ask when the necessity becomes absolute.

By the middle of next week Commodore Bell will have three of his light clads with him, well armed and equipped, and two more will be ready in a few days. By the end of January, or before, he will have them all, and they will not be wanted sooner. I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

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

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, regarding matters in the Tennessee and lower Mississippi Rivers.

MISSISSIPPI SQUADRON,

Flag-Ship Black Hawk, Cairo, Ill., December 26, 1863.

DEAR GENERAL: I was glad to receive yours of the 20th [21st] instant, and to hear that I was soon to see my old friend Sherman, whom I esteem as you do. Indeed, we have been so much together and in so many hard places that we look upon him as the property of the Navy.

I must make you an apology for not getting the two steamers up to Savannah sooner, but they arrived there in full time. Lieutenant-Commander Shirk had been there a week waiting for the troops which had not arrived on the 23d. The two boats arrived at Paducah, and Colonel Hicks did not report it to me by telegraph. Shirk left them there, as he did not get my telegraphic dispatch, and did not know that it was intended that he should convoy the boats up, and the people on board told him nothing. It all turned out right. Shirk could have ferried them all over, having four gunboats with him.

Matters are getting quiet below. I sent a crowd of gunboats to Red River, and they have driven General Dick Taylor back from the levee. The latter has 12,000 men in and about the country, and 22 pieces of artillery, but is in want of ammunition.

General Dick Taylor has just returned from Mobile, where he went to arrange a system of couriers and signal corps. He left Alexandria on September 1 and crossed the river at Bruinsburg on a float with an ambulance and two horses. With these he traveled to Brandon, where he took the cars. He returned three weeks ago last Thursday, and, finding his float broken up, crossed over himself in a dugout, when one of the gunboats captured his ambulance, horses, papers, arms, and his body servant, who is now my valet. General Dick Taylor had a narrow escape, as did also Colonel Patton, Colonel Ward, and Colonel Ruth, of the rebel Army. They had to foot it without clothes back to their troops at Red River. I have not heard of General Dick Taylor having arrived there yet.

I have not yet received the papers, and hope they may contain some valuable news. The boy, who is very intelligent, says that only one brigade has been left at Mobile, the rest having been sent to reinforce Bragg, arriving there just in time to catch a thrashing. I am now, besides my other duties, equipping 10 gunboats for Farragut, and have to stop my own affairs to attend to his. I shall be ready with a fine lot of boats by the time Sherman can get ready for Red River.

With best wishes, I remain, very truly, yours,

DAVID D. PORTER,
Rear-Admiral.

Major-General U. S. GRANT,
Comdg. Mil. Div. of the Miss., Nashville, Tenn.

*General report of Lieutenant-Commander Owen, U. S. Navy,
commanding Fifth District.*

U. S. S. LOUISVILLE,
Off Skipwith's Landing, December 26, 1863.

SIR: In obedience to your order of the 6th November, I sent the *Champion No. 5* down to Vicksburg to see if the tug could be raised. She was found and buoyed in 30 feet water. Chief Engineer J. B. Fulton, of this vessel, was sent on that business. It is his opinion, as well as that of Captain Roberts, that chains can be got under her only by a bell boat. I have no empty barges yet to use in an attempt to raise her. The *Champion* took off ordnance in obedience to your order of the 7th instant. Acting Master [Thomas] Bates writes me no materials were sent to him by the *New National* for the purpose of repairing his magazines. All the vessels will fill up with ammunition from the *Great Western*, in obedience to the same order. All the mortars are on the bank below Vicksburg (2,400) and at Natchez (1,013). I have not yet had an answer to my communication to the ordnance officer at Vicksburg in relation to the two 42-pounder rifles and the *Cincinnati's* guns, though the dispatch was delivered to his clerk by Mr. Fulton. In obedience to your order of November 15 I have directed the *Marmora*, guarding Arkansas River, to prevent cotton speculators going up that river, also to seize cotton belonging to well-known rebels. Colonel Osband, commanding this port, speaks of going to Greenville, but at the same time he is fortifying this place by throwing up breastworks against cavalry. Since the occupation of this place by the troops (white and black), a great deal of cotton has been shipped up and down, the gunboats also have fared better, as fresh provisions are had in abundance and for nothing, whereas, before, they could get but little and that at a high price. I mean provisions for the men. I have heard of no complaint from the people about here. Mr. Duncan has suffered in fence rails and, I believe, corn. I shall still endeavor to persuade Colonel Osband to make Greenville or any other point his headquarters. I received a note from General McPherson, asking me to come down to Vicksburg to see him on a matter of business, not stating in his note the nature of it. I will go down there when practicable. The court of enquiry will not be finished before Monday noon, 28th instant. I have here about 15,000 bushels of coal with five vessels to fill up, taking about 8,000 bushels. No disturbance by guerrillas reported in this district, the small bands reported above on both sides of the river, no doubt, conscripting. I send under another cover a description of vessels in Mobile, Ala. Acting First Assistant Engineer Bishop of this vessel has not yet returned. I have heard he was in Cincinnati.

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

E. K. OWEN,

Lieut. Commander, Comdg. 5th Dist. Miss. Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Prichett, U. S. Navy, forwarding two prisoners charged with harboring Confederates.

U. S. GUNBOAT TYLER,
Mouth of White River, December 27, 1863.

SIR: I send by steamer *New National* two prisoners, residents of Mississippi, by the names of D. P. Perkins and Isaac Hudson. The charges against them are for harboring and feeding guerrillas. The guerrillas were found in their houses by Captain Brown, of the *Queen City*. Perkins was giving a Christmas party to a company of guerillas, commanded by Captain Montgomery, and to some Bolivar troops.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, regarding the Marine Brigade.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, December 27, 1863.

SIR: Your communication of 15th instant, in relation to the Marine Brigade, has been received. Be careful not to interfere with the army arrangements; recollect that my command is on the water.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAMES A. GREER,
*Commanding Benton and Fourth District,
Mississippi Squadron.*

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Wright, U. S. Navy, commanding U. S. S. Forest Rose.

U. S. S. BENTON,
Off Natchez, December 28, 1863.

SIR: Come down to this place for coal as soon as you receive this.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Miss. River.

Acting Volunteer Lieutenant C. A. WRIGHT,
Commanding U. S. S. Forest Rose.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, regarding captured papers.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, December 28, 1863.

SIR: I have heard nothing of the papers captured with General Dick Taylor's servant. I wish them sent without delay.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAMES A. GREER,
Comdg. Benton and 4th Dist. Miss. Squadron, off Natchez.

Report of Rear-Admiral Porter, U. S. Navy, transmitting information regarding the proposed movements of the enemy in Mobile and Red River and operations against New Orleans.

No. 253.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, December 29, 1863.

SIR: I have the honor to enclose you a letter,* giving some information in regard to the enemy's movements in Mobile. I have no doubt of their intentions to make some such move as they talk of. The rebel general, Dick Taylor, left Alexandria on the 1st of November to go to Mobile, crossed over at Bruinsburg with an ambulance and two horses, accompanied by his staff, took the railroad at Brandon, and went to Mobile. In the meantime, we had broken up all the skiffs and floats in the river at and near Bruinsburg, and when he returned he had some difficulty in getting over. A skiff was hauled in from the country, in which he and three colonels got over the river, barely escaping the gunboat *Forest Rose*, which captured the ambulance and attendants, all the clothes, etc., and papers. The attendant is an intelligent boy; says that General Taylor went to Mobile to arrange a line of couriers, get ammunition, and establish a signal corps across the river—all of which he will be disappointed in. The boy speaks of such a move mentioned in the letter as being intended; says that only one brigade is now at Mobile, and that the fortifications inland are not formidable. The streets are barricaded and fortified, and they depend on the gunboats lying in the stream, which are heavily plated with armor.

The design of General Dick Taylor is to operate against New Orleans. By landing troops above and below his forces the whole party would be caught. They are much demoralized for the want of the necessaries of life.

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

DAVID D. PORTER,
Rear-Admiral.

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

* See p. 643.

[Telegram.]

COLUMBIA, TENN., *December 29, 1863.*

General Grant's order, directing the boats to proceed to Savannah, [Tenn.], were countermanded, and they were ordered to remain at Paducah subject to my orders. I sent Captain [P. T.] Hudson, General Grant's aid, to Paducah, with ammunition for my command, which he was ordered to bring up the river with him. Also 20,000 rations of provisions and forage. If the stores are gone up to Savannah on board the boats they can await my arrival there. If not, please order them to return to Paducah and get them. I expect to reach Savannah about the first or second day of January.

WM. SOOY SMITH,
Brigadier-General and Chief of Cavalry.

Rear-Admiral DAVID D. PORTER.

*Report of Captain Ray, aid-de-camp, regarding transports under
convoy at Savannah, Tenn., waiting for troops.*

NASHVILLE, TENN., *December 29, 1863.*

This afternoon I sent you a dispatch, part of which was a copy of one received from Admiral Porter, directed to you at this place, stating that "The boats are now at Savannah in charge of the gun-boats waiting for the troops. General Grant's orders were that they should go to Savannah. Do you wish them to return to Paducah?" and requesting you to advise me of the receipt by you at Columbia of the dispatch. I have not heard from you that you received my dispatch of this afternoon, but this evening I am in receipt of a dispatch from you from Columbia asking if I heard from Captain Hudson or Admiral Porter. I understand the case to stand thus: The boats, according to Admiral Porter's dispatch, are now at Savannah and reporting, according to previous orders, to Major-General Grant. If you wish them to remain at Savannah or to return to Paducah, it should be indicated to Admiral Porter by a direct order from you. You can telegraph directly from Columbia to Mound City, or, according to Admiral Porter's dispatch, in the absence of anything to the contrary, they will remain there at Savannah without any further orders. I have to request that you notify me by telegraph of the reception of this dispatch and of your action in the case, and also that, whenever practicable, you tell me of your whereabouts (as you are absent from here) by telegraph, as it may be of importance in matters of this kind hereafter. I, of course, have not sent any message to Admiral Porter. Please dispatch to me, that I may know that dispatches have reached you.

J. E. RAY,
Captain and Aid-de-Camp.

Brigadier-General W. S. SMITH,
Chief of Cavalry, Columbia, Tenn.

Letter from Major-General Banks, U. S. Navy, to Rear-Admiral Porter, U. S. Navy, regarding removal of guns from Port Hudson and urging cooperation of gunboats in Atchafalaya River and Berwick Bay, La.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, December 29, 1863.

ADMIRAL: I am in receipt of a communication from the General-in-Chief of the Army, covering a copy of your dispatch of December 2 instant, to the honorable Secretary of the Navy, concerning the guns mounted on the river front at Port Hudson.

These guns were long since ordered removed by me, and I am informed by the general commanding at that point that the removal has been effected.

At the risk of being deemed importunate, I must again respectfully call your attention to the importance of the prompt arrival in the Atchafalaya and Berwick Bay of some of your gunboats. From your intimate acquaintance with the country near the Mississippi River you are aware of the extreme difficulty which must be experienced in conducting military operations in the Atchafalaya Basin without a perfect control of the water communications.

The river has now been in good navigable condition for several weeks, and I had been led to hope that the first rise would bring your light-draft boats to our assistance.

Very respectfully, I am, admiral, your most obedient servant,

N. P. BANKS,

Major-General, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

COLUMBIA, [TENN.], December 30, 1863.

Rebel dispatches just captured indicate that Forrest intends crossing the Tennessee River with his command, about 5,000 strong, somewhere below the mouth of Duck River. Can you spare gunboats to patrol the river to that point?

WM. SOOY SMITH,

Brigadier-General, Chief of Cavalry, Division Mississippi

Rear-Admiral D. D. PORTER.

Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Peosta, regarding the U. S. S. Curlew.

PADUCAH, [KY.], December 30, 1863.

The *Curlew* is at Savannah. Will send her as soon as she returns.

Very respectfully,

THOS. E. SMITH,
Commanding Peosta.

Admiral D. D. PORTER.

Letter from quartermaster at Helena, Ark., to Acting Volunteer Lieutenant Brown, U. S. Navy, desiring convoy up the Arkansas River for steamer J. R. Williams.

ASSISTANT QUARTERMASTER'S OFFICE,
Helena, Ark., December 30, 1863.

The steamer *J. R. Williams*, a ferryboat for Little Rock, is here ready to go up the Arkansas as soon as the water is high enough and she can get a convoy. I wish to ascertain what your intentions and expectations are about sending convoys up that river.

I intend, as soon as the river is high enough, to send a large amount of stores to Little Rock, and will endeavor to select proper boats for transportation.

Your early answer is solicited.

I am, very respectfully, your obedient servant,

HENRY T. NOBLE,
Captain and Assistant Quartermaster.

Captain GEO. W. BROWN,
Commanding Navy, White River.

Letter from the Secretary of the Navy to the Secretary of the Treasury, transmitting letter from Rear-Admiral Porter, U. S. Navy, commending the services of the Coast Survey.

NAVY DEPARTMENT, December 30, 1863.

SIR: I take pleasure in transmitting herewith a copy of a dispatch No. 197, dated the 9th ultimo, received from Rear-Admiral D. D. Porter, commanding the Mississippi Squadron, acknowledging the valuable services he has received from the Coast Survey, and have the honor to request that the same may be communicated to the Superintendent of the Coast Survey.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

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

Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, transmitting information of the demolition of river batteries at Port Hudson.

NAVY DEPARTMENT, January 12, 1864.

SIR: I transmit herewith a copy of a letter received from Major-General Banks, dated the 30th ultimo, announcing the demolition of the river batteries and the removal of the guns thereof at Port Hudson, in accordance with your suggestions.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Enclosure.]

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, December 30, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of December 8, enclosing a dispatch from Admiral Porter relating to the works at Port Hudson, transmitted to me by the Secretary of War.

The river batteries have been demolished since the receipt of the dispatch and the guns removed in accordance with the suggestion of Admiral Porter.

I have the honor to be, with much respect, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

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

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, to command the U. S. S. Forest Rose.

U. S. MISSISSIPPI SQUADRON,
Cairo, December 31, 1863.

SIR: You will proceed without delay to the Fourth District Mississippi Squadron and report to Lieutenant-Commander J. A. Greer for duty and command of U. S. S. *Forest Rose*. Take passage in the U. S. S. *General Lyon*.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant JOHN V. JOHNSTON,
Cairo, Ill.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, regarding the U. S. steamers Judge Torrence and Sampson.

MISSISSIPPI SQUADRON,
Flagship *Black Hawk*, Cairo, December 31, 1863.

SIR: Your communication of 22d instant in relation to the *Judge Torrence* has been received. The *Sampson* is now at Helena. I will order her to Natchez.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander J. A. GREER,
Comdg. Benton and Fourth Dist. Miss. Squadron.

Letter from Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, regarding the commanding officer of the U. S. S. Forest Rose.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, December 31, 1863.

SIR: I am going to take the commander of the *Forest Rose* away from you, but I am sure you won't object to this when you know that I am going to give him command of a fine new ram that will use up Buchanan's ironclads as fast as they cross the bar.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAMES A. GREER,
Commanding Fourth District Mississippi Squadron.

Letter of commendation from Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding Fourth District.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, December 31, 1863.

SIR: It affords me much pleasure to acknowledge the systematic manner in which your reports are made out, saving me a great deal of trouble in overhauling papers.

If ever you command so large a squadron as this you will feel the benefit of the system you have adopted. I wish all the districts would be as particular as you have been. It affords me gratification to say that the duties in your district have been conducted to my entire satisfaction.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAMES A. GREER,
Commanding Fourth District, Mississippi Squadron.

Letter from Major-General Hurlbut, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding the placing of Confederate guns near Austin, Miss.

HEADQUARTERS SIXTEENTH ARMY CORPS,
Memphis, Tenn., December 31, 1863.

ADMIRAL: I have, I think, sure information that light, breech-loading guns, about 2½ pounds caliber, will be placed on the Mississippi soon. Two of them will be somewhere in the neighborhood of Austin. The shells to be used with these will be filled with Travis incendiary composition. Two horses will haul them, and they will be run from place to place as needed.

Your obedient servant,

S. A. HURLBUT,
Major-General.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant Wilson, quartermaster at Devall's Bluff, White River, giving list of boats ready for convoy down that river and up the Arkansas.

QUARTERMASTER'S DEPARTMENT,
Devall's Bluff, Ark., December 31, 1863.

CAPTAIN: I have the honor to report to you that the following-named steamboats will be ready to go down White River with the convoy of to-morrow: *Florence*, under orders for Helena. The *Glasgow*, *Dove*, *Leonora*, *Shreveport*, *Polar Star*, *Homeger*, and *Poland*, under orders for Little Rock, Ark.

At the mouth of White River the six last-named boats will report to the officer commanding fleet for a convoy up the Arkansas River, by order of Major-General Frederick Steele.

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

W. W. WILSON,
Lieutenant, Twenty-ninth Iowa, and A. A. Q. M.

Captain GRACE,
Commanding White River Station, off Devall's Bluff, Ark.

Report of Acting Master Grace, U. S. Navy, regarding order from Major-General Steele, U. S. Army, relative to convoy of loaded steamers to Little Rock, Ark.

U. S. GUNBOAT FAWN,
Off Devall's Bluff, January 1, 1864.

SIR: Enclosed I send you telegram, orders received by the quartermaster of this point from Major-General Steele, ordering all the loaded steamers at this point to report to you at the mouth of White River, for convoy up the Arkansas River to Little Rock.

The *Glasgow* and *Leonora* have been detained for want of fuel until next convoy.

I am, very respectfully, your obedient servant,

JOHN R. GRACE,
Acting Master, Commanding.

Lieutenant-Commander J. M. PRICHETT,
Commanding White River.

Report of Commander Townsend, U. S. Navy, regarding the seizure of the steamer Ben Franklin.

U. S. IRONCLAD STEAMER ESSEX,
Off Donaldsonville, La., January 2, 1864.

ADMIRAL: I had the honor to inform you by the *New National* of the seizure of the steamer *Ben Franklin* for a flagrant violation of the Treasury Regulations. * * * I have now concluded to let the *General Price* take her up to Bayou Sara, with the request to Captain Foster and the other division commanders that they will detail gunboats to escort and assist her, passing her on to the divisions next above them. The *Franklin*, at the same time, will do her best toward

her own propulsion. Thus I hope to get her up to you at Cairo without any very great delay or damaging difficulty. She will leave in charge of Acting Ensign T. J. Dean, as prize master, with Acting Second Assistant Engineer Charles Silvercahn and 4 men, all from the *Argosy*. A larger prize crew can not very well be spared; but as the *Franklin* will be under the immediate charge of a gunboat during her different stages between here and Cairo, I think the above complement will suffice. * * * I send up on board the *Franklin* her captain, first and third clerks, steward, and the Treasury aid, Webster, the latter as a close prisoner. I have also given permission to the former chief engineer and his two sons to take passage on her, he agreeing to assist in working the engines. The second clerk being sick, I have, on the recommendation of Acting Assistant Surgeon Allan, given him permission to go to his family in New Orleans. * * *

When the *Franklin* was seized I authorized Mr. Dean to pay off the deck hands and cabin boys the small amounts due them, believing the boat to be liable for such just and regular debts; and further that I could not go far wrong legally in following out the promptings of common sense, justice, and humanity, by equitably settling and paying to necessitous persons their honest dues. All of the books and papers belonging to the *Franklin* are in Mr. Dean's charge. I have directed him to guard them, as well as all other things on board, with the greatest care. Judging from what I have seen of him in this connection, I think him a competent and careful prize officer, and I doubt not he will be able to render to you at Cairo a good account of his stewardship.

I have been expecting to receive from Captain Morong, now off Plaquemine, the affidavit of the negro who received the box of powder from the man Wentz. Some days since I wrote to Captain M. to hasten the matter. * * *

I send you herewith the New Orleans Times, published by Thomas P. May, the principal owner of the *Ben Franklin*, also the True Delta, both papers of December 27, 1863. The notices of Wentz's trial are marked. You will notice the peculiar view of the case taken in Mr. May's papers. Judge Atocha could not have been deceived by such a flimsy defense. The True Delta mentions the termination of the case by a fine of \$250. It looks as if interested parties, possessing influence withal, had managed this trial and sentence, with a view toward their bearings upon the seizure of the *Ben Franklin*. * * *

Accompanying this letter I send you a detailed report of the seizure of the *Ben Franklin*, inclosing the papers requisite to put the case before the court. If any other action on my part be necessary, will you please instruct me to that effect? I am nothing of a lawyer, have had no experience in such affairs, and there is no one here to whom I can refer for advice. I have had to depend upon my own judgment and the application of general principles. Very likely that I may be chargeable with errors of commission or omission. Launching out upon the murky expanse of the law, without compass or pilot, it would be strange should I escape all its reefs and shallows. I can only hope that I shall not get stuck hard and fast upon them.

In my detailed "statement of the seizures of the *Ben Franklin*" I speak of 6 bales of cotton, for which no permit could be shown. Re-

garding these, as they are in a different category, I send you a separate report. The cotton goes up on the *Franklin*.

I also send up on the *Franklin* 2 boxes of quite valuable dry goods, seized by Captain Morong opposite Bayou Goula. They were illegally landed, either from the *Franklin* or the *Meteor*, and their destination was undoubtedly within the rebel lines. Respecting the seizure also, I make a separate report. * * *

If the seizure of the *Ben Franklin* covers that of the cotton, both cases come under the one prize list. If the contrary be the ruling, please inform me, and I will send you as soon as possible a prize list for the *Essex*.

I trust you will find my reports sufficiently clear and explicit. Mr. Dean will probably be able to give any explanations that may be needed.

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

ROBERT TOWNSEND,

Commander, U. S. Navy, Comdg. 1st Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commodore Bell, U. S. Navy, regarding the transfer of the U. S. S. Glide to the West Gulf Squadron.

MISSISSIPPI SQUADRON,

Flagship Black Hawk, Cairo, January 2, 1864.

SIR: I beg leave the enclose herewith inventory and invoices of the steamer *Glide*, which I send down to you to-day. The captain of this vessel, Acting Ensign F. J. Latham, is not a person who is at all suited for such a vessel, but I put him on her, as he was sent out here by the Department for that purpose.

Will you please have the officers of this vessel sent back to me as soon as possible?

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

Commodore H. H. BELL,

Commanding Naval Forces, New Orleans.

I have directed Acting Ensign E. [C.] Bass to go down in the *Glide* as pilot and to assist the captain.

[Telegram.]

CAIRO, [ILL.], January 2, 1864.

The *Champion No. 3* has gone to Smithland. Will send *Champion No. 5* as soon as she can be gotten ready.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Admiral D. D. PORTER.

[Telegram.]

ODIN, [ILL.], *January 3, 1864.*

Am to leave here in half hour, and will be in Cairo to-night.

W. T. SHERMAN,
Major-General.

Admiral D. D. PORTER.

[Telegram.]

COLUMBIA, [TENN.], *January 3, 1864.*

A portion of my command should have reached Savannah yesterday. A brigade leaves here to-day and will reach Savannah day after to-morrow. Please let your boats be held there to ferry us over upon our arrival.

WM. SOOY SMITH,
Brigadier-General, Chief Cavalry, Department Mississippi.
Rear-Admiral D. D. PORTER,
Mound City, [Ill.].

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Forest Rose, to proceed to Red River as convoy to ordnance vessel.

U. S. S. BENTON, *January 6, 1864.*

SIR: Proceed to Red River, starting in the morning as convoy to the *Judge Torrence*. Inform Captain Ramsay that I have sent her there, by orders of the admiral, to supply all the vessels with such ordnance stores as they may require. After she has done so, ask him to please send her here under convoy. Also tell him that the *Sampson* will soon come to Natchez. Return immediately.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Mississippi Squadron.
Acting Volunteer Lieutenant J. V. JOHNSTON,
Commanding U. S. S. Forest Rose.

Order of Lieutenant-Commander Greer, U. S. Navy, to commanding officers of his district, for safe conduct to representative of Treasury Department.

U. S. S. BENTON,
Off Natchez, January 7, 1864.

SIR: The bearer, Mr. Jeffords, goes down by direction of Judge Hart, (the assistant special Treasury agent at this place and for this district, to see that there is no fraud about the shipment of some cotton belonging or purporting to belong to persons who have received shipping permits.

You will please afford him protection and such facilities for conducting his business as your instructions from Captain Ramsay will admit of.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist., Mississippi Squadron.

The COMMANDER OF ANY GUNBOAT IN THIRD DISTRICT.

[Telegram.]

CHICAGO, [ILL.], *January 7, 1864.*

Arrived this afternoon. Shall leave this evening. Roads much obstructed. Shall see about guns presently.

G. H. HEAP,
Sherman House.

Rear-Admiral D. D. PORTER.

[Telegram.]

CHICAGO, [ILL.], *January 7, 1864.*

The superintendent states that no freight has been transported recently on account of weather. All navy ordnance on road will be delivered in three or four days. I leave this evening. Hope to see you to-morrow afternoon.

G. H. HEAP,
Sherman House.

Rear-Admiral D. D. PORTER.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, for the purchase of ten new vessels.

NAVY DEPARTMENT, *January 7, 1864.*

SIR: I have received your No. 251, dated the 26th ultimo, representing the importance of having more vessels in the Mississippi Squadron and asking authority to purchase them.

You are authorized to purchase at present not exceeding ten.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Commander Townsend, U. S. Navy, in reference to the administration of the Mississippi Squadron.

U. S. IRONCLAD STEAMER ESSEX,
Off Donaldsonville, La., January 7, 1864.

ADMIRAL: I can assure you I was more than gratified by the terms of commendation in which you speak of my preparation of the

official papers intended for your hands. I can easily imagine how great must be the amount of hard labor thrown upon you by the ignorance or unskillfulness of raw officers, whom you are gradually but surely molding into shape. From what I can learn the Mississippi Squadron was quite a chaotic mass of good, bad, and indifferent elements when you assumed command. Your admirable administrative ability soon made itself felt and bore early fruit in your many hard fights that prepared the way for that glorious result, the surrender of Vicksburg. And since I have been attached to your command I could not but notice the judicious and persistent efforts you have made, with hopefully increasing success, to fashion the vast and diversified constituent materials of the Mississippi Squadron into a homogeneous, consistent, and perfectly manageable whole. You have had a most laborious and harassing task, admiral, but I know your capacity, both mental and physical, for hard and thorough work, and I have always anticipated for you the triumph that must crown your broad, comprehensive, and masterly labors. It is a sincere pleasure to me to know that I have succeeded (in however slight a degree) in lightening the weight of those labors, and I warmly thank you, admiral, for the handsome manner in which you have expressed your personal appreciation of my honest efforts to advance the interests of the service and relieve an old and admired friend from a few of the multitudinous cares that are oppressing him.

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

ROBERT TOWNSEND,

Commander, U. S. Navy, Comdg. 1st Dist., Miss. Squadron.

Rear-Admiral DAVID D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, transmitting copies of letters referred to the Department showing plot to secure five gunboats of the Mississippi fleet.

NAVY DEPARTMENT, *January 8, 1864.*

SIR: I transmit herewith for your information copies of two letters, one dated the 22d and the other the 31st ultimo, signed by D. Turnbull, which have been referred to this Department by the provost-marshal-general, in which allusion is made to a secret movement on foot by the rebels and their sympathizers to get possession of some of the gunboats on the Mississippi.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

[Enclosures.]

THE OLD HOUSE AT HOME, *December 22, 1863.*

CAPTAIN: I wrote you yesterday, but feeling some interest in the information I obtained to-day, I will send it on. There is a Colonel Barry here, from St. Louis (one of their colonels, I understand),

who is fixing them up here now. They say they have bought the commander in St. Louis. Who it is, I will find out, I think. There are four States—Ohio, Indiana, Illinois, and Iowa—they say, that are pledged to stick together and rise at the proper time, which, they say, is whenever Jeff. D. gets his call of men all in the field. They say they can depend on the Irish and the gunboats. Their plan is in part to get all the men they can in the Navy; and my object in writing you is to get you, through the proper authorities, to warn our Secretary of Navy and of War, too, for it is a part of the plan of these enemies to put all the men they can in the Navy, so they may at some time convert as much as possible of the same to their own use. Just as I was getting this information, I see from the papers that many prisoners are taking the oath and offering to go into that very service. Please send a warning voice against trusting them where they can harm the Government.

Yours, very respectfully,

D. TURNBULL.

Captain JAS. WOODRUFF.

MONMOUTH, [ILL.], December 31, 1863.

DEAR SIR: I send you a few lines. First I received the money you sent in full of my account until the 1st of December. I am giving my attention to recruiting, now. I have been riding for some time, in looking after deserters, but without success. I am going to give my time until the 5th of January to recruiting for the Government. The parties enlisting can have my part of fees to put on the bounty. The matters in the hands of our friends are progressing slowly, but, I think, in a way to be useful to the country in the end. They are organizing anew now. They are going more into the Army; think everything must be done through the pretense to favor war, and they say there are five gunboats in the Mississippi Fleet that will be turned over to them whenever an opportunity is afforded. They had a great meeting in Chicago lately, and this McMaster, from New York, editor of the Freeman's Journal, has been through here lately organizing the unterrified anew. Here is a copy of a note from Judge in the district that Williamson County is in:

BENTON, ILL.

Mr. W. C.

SIR: Yours of October 14 is at hand. The information that you wanted can not be had at this time, for our line of communication has been somewhat disturbed. One of the night barrs [boats] had been taken in Tennessee, but I think it will be in running order in a short time, and then we will be all O. K. again. Be careful of this.

Yours, in haste,

J. D. TO R. L. V. W. C.

The names of these five gunboats I do not know yet, but think I will get them after a while. They are a busy set of traitors. This plot on the Lakes was a part of their plan, but I must close.

Your humble servant,

D. TURNBULL.

Captain JAS. WOODRUFF.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Forest Rose, defining station of that vessel.

U. S. S. BENTON,

Off Natchez, January 8, 1863, [1864].

SIR: Your beat will extend from the foot of Rodney Bend to Natchez, making Cole's Creek Point your principal anchorage. When short of coal, come down to this point.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander, Comdg. 4th Dist. Mississippi Squadron.

Acting Volunteer Lieutenant J. V. JOHNSTON,

Commanding U. S. S. Forest Rose.

Report of Lieutenant-Commander Owen, U. S. Navy, giving information of Confederate force approaching the Mississippi River from the Yazoo.

U. S. S. LOUISVILLE,

Off Skipwith's Landing, January 8, 1864.

SIR: Colonel Osband was off here this morning to inform me that quite a large force of Texan cavalry is approaching the river from the Yazoo, with six pieces of artillery. The men number about 1,000, or three regiments. They have made their appearance, and in considerable force, at several points on the Mississippi side below Greenville and above Worthington's Point, which is about 30 miles from here by the river and only 15 by land. It is said that a very large train of ammunition is following them and that they intend capturing a boat to ferry it across. The *Marmora* is stationed off Arkansas River, the *Romeo* at and below Bolivar (protecting the wood yard at Island No. 76), the *Prairie Bird* at Gaines Landing as a center, and the *Petrel* at Greenville and below. The *Carondelet* I have stationed at Milliken's Bend to protect that place and Goodrich's Landing, as they appear in constant dread of being attacked. The *Great Western* is still at the latter place as a protection. The military force here being small and without artillery—besides our coal, shops, etc., being here—I have thought it best to remain here for the present rather than leave them exposed to a raid from the enemy. Colonel Osband expects an attack from them, but so long as this vessel is here they will probably not come. I have just received a dispatch from Acting Master McElroy, commanding the *Petrel*, dated off Sunnyside to-day, informing me of the firing into of the *Delta*, *Horner*, and *Belle Creole*, the first two by artillery and the latter by musketry, from the Mississippi side and in the neighborhood of Island No. 82. The force of the enemy is variously estimated from three to five thousand strong, with six pieces of artillery. He found at Martin's plantation, just above Greenville, 1 rifle, 3 bayonets, part of a 6-pound charge, a lot of clothing, and where a 3-gun battery had been planted, and in the bend below a new and strongly made flatboat, apparently made to ferry artillery and horses across. He found in it 3 rifles, 10 bayonets, 2 spades, 1 ax, and 2 buckets. The force appears to be between Greenville and the foot of

Choctaw Bend. The *Petrel* and *Prairie Bird* are between those two points. The force sent from this place has had several skirmishes and been forced back each time, they always being outnumbered.

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

E. K. OWEN,

Lieutenant-Commander, Commanding Fifth District.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Ramsay, U. S. Navy, commanding Third District, regarding affairs in and about Red River.

U. S. S. CHOCTAW,

Off Mouth of Red River, January 8, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of the 27th ultimo.

I shall place the vessels as you direct.

Instead of placing the coal barges as high up as you suggest, I propose to place them under the bar in front of Acklen's house.

I think they will be perfectly safe there, and the vessel that takes care of them will be close at hand in case her services should be required.

The bar makes out for a long distance above, and if I move the barges above it they would be almost out of signal distance.

I have had the vessels in the positions marked on the accompanying diagram.

The *Osage* has been at Ellis Cliffs, the *Champion* at Fort Adams, and the *Cricket* cruising between Ellis Cliffs and Fort Adams.

Near the position of the *Little Rebel* the rebels have been crossing salt, and I put her there to prevent it.

I moved this vessel to the position marked on the diagram so that if a boat attack was attempted, they would have to pull upstream, and if the vessels come down, I can round to and ram downstream. I placed the *Bragg* well up so that she could round to, head downstream, and get full speed before striking a vessel.

It is very difficult to obtain information about Red River, as the rebels have pickets everywhere, picking up refugees and watching the negroes. They do not permit the negroes to pass into their lines.

The latest news I have is that Red River is rising quite fast, and a negro who left Alexandria a week ago told me that the falls were covered. There are 4 fathoms at the mouth (Old River), but it is all back water from the Mississippi.

The rebels are rebuilding Fort De Russy and have eight guns there. From the negro's description I judge they are 32s. He said they were smoothbores, but did not appear to know much about them.

They are building a raft in Red River about 9 miles below Fort De Russy.

It is being made by driving piles, and the intention is then to drift logs against them. The first pile was driven on Christmas day. I got this information from a negro who is now on the *Cricket*. He was one of 500 who were working on the raft. He left there on the morning of the 29th ultimo. Eleven piles were driven when he left.

I picked up a refugee yesterday who came from a place called Columbia (100 miles above Trinity), on the Ouachita. He came in a boat the whole way and saw no obstructions or fortifications.

A small fortification has been built back of Simmesport at the junction of Yellow Bayou with Bayou des Glaises, and there is a breastwork, with a couple of fieldpieces, about half a mile below Simmesport, on the Atchafalaya.

On the 30th ultimo the rebels were moving two heavy guns (one a rifle) toward Alexandria.

A man named Dominique Milhas, who left Alexandria on the 23d of November, told Captain Gorringer that he assisted to alter the *Grand Duke* into a gunboat about last March. He says that when finished she carried one 9-inch and four 8-inch guns and had a 12-inch oak casemate all around her.

Walker has been about here with his corps (12,000 men), but has now moved up near Fort De Russy. One division (Green's) has gone to Texas to Magruder. Taylor has gone to Shreveport. Walker has sixty pieces of artillery. He had twenty-eight pieces this side of the Atchafalaya. The batteries that fired on steamers were his. There are no guns on this side of Atchafalaya now. The bridge at Simmesport broke, and the rising of the river caused them to move back.

No steamer has been fired into below here since the *Von Phul*.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,

Lieutenant-Commander, Comdg. 3d Dist., Miss. Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Letter from Major-General McPherson, U. S. Army, to Lieutenant-Commander Owen, U. S. Navy, requesting cooperation near Greenville, Miss.

HEADQUARTERS SEVENTEENTH ARMY CORPS,
Vicksburg, Miss., January 9, 1863.

CAPTAIN: In consequence of threatening demonstrations by the enemy on the river in the vicinity of Greenville, I have sent up a brigade under General Leggett, to try and clear them out. Will you cooperate with him as far as you can and give him all the information you have of their strength, plans, movements, etc.?

JAS. B. MCPHERSON,
Major-General.

Captain OWEN, U. S. Navy,

Commanding District of the Mississippi River.

[Telegram.]

PADUCAH, [KY.], *January 9, 1864.*

Just arrived here. Steamboat men say it is not safe to try and get through the ice. Shall I try it? Captain is confined to his bed.

MILTON GRIFFITH,
Executive Officer in Charge.

Rear-Admiral D. D. PORTER.

Letter from Rear-Admiral Porter, U. S. Navy, to Quartermaster Parsons, U. S. Army, regarding safe conditions in the Tennessee and Cumberland rivers.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, January 10, 1864.

DEAR SIR: Your letter of January 5 has been received, and in answer I beg leave to inform you that Captain Fitch is now patrolling the Tennessee and has orders to let all transports go above unless he knows of some particular danger. The Cumberland is quite safe now by not tying to the bank. Captain Fitch understands the order perfectly, having acknowledged the receipt of it. In relation to the steamers you are going to build, my advice is to build side-wheel steamers and not to use the tubular boiler. Have the boilers made larger than usual, and large cylinders. I take the stern-wheel vessels because I can put in more guns. Captain Le Roy Fitch is the commander of the Cumberland, and he has seven gunboats. He considers the guerrillas as quite used up.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Colonel LEWIS B. PARSONS,
Chief Quartermaster, Louisville, Ky.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding the organization of landing parties.

U. S. S. MOOSE,
Cumberland River, January 10, 1864.

SIR: I have the honor to acknowledge the receipt of your letter in regard to the organization of a landing party.

I had two landing parties, one known as the small-armed men, consisting of 17 or 18 men from each steamer. This party mans the boats when called "away manned and armed." All the guns on board are also manned.

Then, I had a second party known as the "landing party," consisting of 30 from each boat, viz, 28 small-arms men and 2 axemen. This party was supposed to land from the steamers direct and to operate where the steamers could not; or, in fact, out of range of our guns and where we could get at the enemy no other way. Yet, at the same time, the gunboats were always to be left in efficient moving order with good moving engineers, firemen, pilots, and officers enough on board to work and handle them, and men enough to supply ammunition and work readily and effectively any two guns.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, transmitting extract regarding wrongs committed by officers of the Mississippi Squadron.

NAVY DEPARTMENT, *January 11, 1864.*

SIR: I transmit herewith an extract from a communication, dated the 19th ult., addressed to the President and referred to this Department, representing that frequent wrongs are committed and oppression used by officers connected with the Mississippi Squadron.

The subject deserves thorough investigation and the evils mentioned, if true, should be corrected and the perpetrators punished.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Enclosure—Extract.]

I have had frequent opportunities of seeing acts of wrong and oppression committed, I am sorry to say, by men who wear the uniform of the United States, and take advantage of their temporary position to commit acts which, if known to you, would, I am confident as I am living, meet with merited punishment and a few examples would soon stop the evil. There is a class of men in the Mississippi Flotilla, employed in what is called the mosquito or tinclad fleet, that have, as a general thing, been sent from the East and given commands in the above-mentioned service, and which I have seen abused most shamefully. From the time they came out West and got control of a "tinclad" up to the present, their sole object has been plunder; knowing the war will be over sometime, and that they will return to their Eastern homes, they endeavor to get all they can, how they can, and where they can. I have known them to land at some wealthy plantation and carry off everything of value, from the piano to the tea urn, and ship them North for their own use, nor do they confine their operations to household goods alone; horses, mules, cattle, etc., are appropriated with equal facility, and a few days since one of these captains and his friend quarreled, and told on each other having a large number of stolen horses and mules on board. There is no remedy here. It would be next to insanity for any person in my position to attempt to expose or stop these proceedings by applying to any authority high or low at this place or anywhere in the fleet, but I have often thought if you only knew what was going on, you would take measures to at least investigate the matter, and if found as represented to effectually stop such proceedings in the future, and I firmly believe that a large portion of guerrillas on the Mississippi River are men who would have taken the oath of allegiance and kept it had they been given an opportunity, had some parts along the coast and river not been robbed and depopulated. The proprietors would, for their own benefit, if for no other motive, have prevented those bands of robbers from infesting the places where they are now harbored and encouraged. Every statement in this letter can be substantiated by other witnesses, and "the half has not been told."

Report of Lieutenant-Commander Owen, U. S. Navy, transmitting requests from Major-General McPherson, U. S. Army, for co-operation.

U. S. S. LOUISVILLE,
Off Skipwith's Landing, January 11, 1864.

SIR: I send you the two communications I received this morning from General McPherson. I am doing all I can to prevent the rebels crossing the river, but I fear they will succeed between this point and Egg Point. By your General Order No. 35, military commanders must make requisition upon you for a boat; by another general order we are ordered to assist the army when practicable and urgent. In this case the general has merely asked for the use of a boat, not stating the purpose, save going up the Yazoo. But one vessel can be spared—if she can—the *Carondelet*, at Milliken's Bend. If she can be done away with there, and the general states it is very important and necessary that a boat should go up the Yazoo at once, and giving me the reasons in writing, I shall let her go, believing it would meet your approval, as the request comes from General McPherson.

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

E. K. OWEN,
Lieutenant-Commander, Commanding Fifth District.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosures.]

HDQRS. 17TH ARMY CORPS, DEPT. OF THE TENNESSEE,
Vicksburg, Miss., January 9, 1864.

CAPTAIN: The major-general commanding requests that you send a gunboat, if you have one to spare, to report at these headquarters to go up the Yazoo River.

Very respectfully, your obedient servant,

L. S. WILLARD,
Major and Aid De Camp.

Captain OWEN, U. S. Navy,
Commanding District, Mississippi River.

HDQRS. 17TH ARMY CORPS, DEPT. OF THE TENNESSEE,
Vicksburg, January 9, 1864.

CAPTAIN: The following dispatch has just been received from Brigadier-General Hawkins, commanding Goodrich's Landing:

A rebel deserter from Harrison's cavalry reports that Harrison, with 1,200 men and artillery, have gone to the Mississippi River in the vicinity of Grand Lake, traveling northeast from Monroe through Bastrop. They have 40 empty wagons and intended to get them across the river. This statement is corroborated by a deserter who came in a day or two since.

I have had information during the past week from other sources that Harrison's cavalry were moving into southern Arkansas, and I think it is the intention to try and get arms and ammunition across

from the east to the west side of the river. They attempted this in the vicinity of Rodney, but were unable to accomplish it.

Will you endeavor to put a stop to any operations of this kind, and report to me any information you may learn of the movements of the enemy.

Very respectfully, your obedient servant,

JNO. B. McPHERSON,
Major-General, Commanding.

Captain OWEN, U. S. Navy,
Skipwith's Landing.

Report of Lieutenant-Commander Owen, U. S. Navy, regarding attempt of Confederates to cross the Mississippi River.

U. S. S. LOUISVILLE,
Off Skipwith's Landing, January 11, 1864.

SIR: By dispatches from the *Prairie Bird* and *Petrel*, also from other sources, I learn the rebels are trying to cross the river somewhere between Egg Point and Choctaw Bend. I have made the best distribution I can with the four light-drafts, ordering all of them farther down the river. The ice has been so thick the last three days the enemy has not been able to cross the river if he had the means. Yesterday there was heavy skirmishing on Steele's Bayou, 6 miles from here.

I am sir, very respectfully, your obedient servant,

E. K. OWEN,
Lieutenant-Commander, Commanding Fifth District.
Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Ramsay, U. S. Navy, regarding construction of raft in Red River, and other operations in that region.

U. S. CHOCTAW,
Off Red River, January 12, 1864.

SIR: Several deserters and refugees have been picked up within the last few days and all confirm the report in regard to the raft below Fort De Russy. None of them except the negro I mentioned in my communication of the 8th instant have seen the raft, but they are all positive that it is being built. A deserter came in yesterday, who left Marksville on the 7th instant. Walker's troops are stationed around there and guard the raft.

Two men (white), who left Alexandria on the 4th instant, say that the falls are covered, but the rocks can be seen.

They say they heard that the *Indianola's* 11-inch gun had been taken to Fort De Russy.

They confirm the report (received some time ago) of the burning of the *Grand Duke* at Shreveport.

They also confirm the report about the fortification at the junction of Yellow Bayou and Bayou des Glaises. Scurry's brigade is stationed there. He has only field guns.

The Red River continues to rise, but not very fast.

I send an Alexandria paper, which has something about river defenses in it. I understand the raft is being built somewhat after the style "Civis" suggests.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,

Lieut. Commander, Comdg 3d Dist., Miss. Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding convoy for transports from White River going to Little Rock, Ark.

U. S. GUNBOAT SILVER CLOUD,
Memphis, January 12, 1864.

SIR: I have to report that on reaching White River I found that a fleet of eight transports had been sent down from Devall's Bluff, with the freight which they had taken up White River to that post still on board, by order of General Steele, for the purpose of going up the Arkansas River to Little Rock. Enclosed and marked with letters A, B, C, and D are the communications received by the commanding officer at the mouth of White River in relation to this convoy. I directed that the gunboats *Linden* and *Naumkeag* should convoy the transports up to Little Rock, leaving as soon as coal had been procured, and I presume they left on Friday last. The Arkansas is not within my command, but the duty of convoying supplies for General Steele's force rests with the vessels in my district, and in complying with his request, I have complied with your general directions till such time as you can provide the force for service in the Arkansas.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. NAVY,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding transportation given to delegates to State convention at Little Rock.

U. S. GUNBOAT SILVER CLOUD,
Memphis, January 12, 1864.

SIR: While at White River on the 6th instant, delegates from Helena and vicinity to the State convention, to be convened at Little

Rock on Friday last for the purpose of restoring the State of Arkansas to loyal relations with the General Government, arrived there, and were without the means of reaching their destination, on account of the stoppage of transports ascending White River, and the long delay which would take place in their passage up the Arkansas. The *Queen City* is disabled, and I therefore had her take the station of the *Covington* at Friar's Point, and sent the latter with the delegates to Devall's Bluff, with orders to return immediately to her station. The movement is one of importance in its political and moral bearing upon the rebellion, and it seemed to me of consequence that all parts of the State should be represented and the convention be as full as possible. They were bearers of an urgent request from General Buford to afford them the means of reaching Little Rock.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Telegram.]

PADUCAH, [KY.], *January 12, 1864.*

I have arrived with the transports from Savannah, Tenn. Shall return. Have you any orders.

JASON GOUDY,
Commanding U. S. S. Tawah.

Rear-Admiral D. D. PORTER.

[Telegram.]

PADUCAH, [KY.], *January 12, 1864.*

Crossed with 4,000 cavalry at Savannah, [Tenn.]. All that are going to cross have crossed.

JASON GOUDY,
Acting Volunteer Lieutenant, Commanding Tawah.

Rear-Admiral D. D. PORTER.

Report of Rear-Admiral Porter, U. S. N., regarding plot to secure five gunboats of the Mississippi Fleet.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, January 13, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of 8th instant in relation to the plot to get the gunboats, and have no fear of such a thing taking place; still, I will be on guard. Five gunboats would stand a poor chance among so many,

and I would trust the sailors to any extent. Rebellion is so weak in this direction that I can scarcely imagine anyone weak or insane enough to try such a scheme.

I am, sir, very respectfully, your obedient servant,
 DAVID D. PORTER,
Rear-Admiral.

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

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Forest Rose.

U. S. S. BENTON,
Off Natchez, January 13, 1864.

SIR: Come to Natchez at once and take in enough coal to carry your vessel to Red River and back. I propose going down, and will start at 9:30 a. m., the 14th.

Very respectfully, your obedient servant,
 JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist. Mississippi Squadron.
 Acting Volunteer Lieutenant J. V. JOHNSTON,
Commanding U. S. S. Forest Rose.

General order of Rear-Admiral Porter, U. S. Navy, regarding disposition of prizes captured below White River.

GENERAL ORDER, } U. S. MISSISSIPPI SQUADRON,
 No. 156. } *Flagship Black Hawk, January 13, 1864.*

Hereafter all prizes captured below White River will be sent to New Orleans and turned over to the prize commissioners there.

Great injustice is done in the cases where prizes are sent to Cairo, and there seems to be a very remote possibility of the captors obtaining their rights.

Commanders of vessels are directed, when vessels are sent to New Orleans, to obtain all the evidence required to condemn and send a suitable officer in charge of the prizes. All prizes so sent must be reported to me, with all the particulars, without delay.

DAVID D. PORTER,
Rear-Admiral, Comdg. Miss. Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding transportation of Major-General Sherman, U. S. Army, from Memphis to Vicksburg by U. S. S. Silver Cloud.

U. S. GUNBOAT SILVER CLOUD,
Memphis, January 13, 1864.

SIR: On the 10th instant the *Juliet* reached here, having on board General Sherman. Force of circumstances has rendered it neces-

sary for me to know of her orders and as far as possible carry out your views as indicated in them. The *Juliet* reached here much strained in the hull and cut by ice and with her rudders injured. At night she took fire in the pilot house. I got on board her as soon as possible and found that Captain Watson had the fire already under control, and that his measures to save his vessel were in every way judicious, and were being carried out with alacrity and good order. Although the pilot house was consumed, the upper deck was not burned through. In another letter I shall report the arrest of two men belonging to an army steamer.

This accident from fire, added to other injuries from ice, rendered it impossible for the *Juliet* to carry General Sherman to his destination as anticipated by you, and I therefore offered to place this vessel at his disposal, an offer at first declined but since accepted. I inclose a copy of General Sherman's note to me, and of my order to Captain O'Neil.

This vessel is in readiness, her hull well protected with planking and sheet iron, and she will no doubt make her way with ease to and from Vicksburg.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Enclosure.]

HEADQUARTERS, DEPARTMENT OF THE TENNESSEE,
Memphis, January 13, 1864.

CAPTAIN: General Sherman desires that you will give the necessary orders for having the gunboat, as proposed this morning, ready for his use to-morrow at 4 p. m., and instruct the officer in command to make such landings on the way to Vicksburg as the general may wish.

I presume it would also be proper to inform the officer in command that there will be three staff officers to accompany the general.

I am, captain, with very much respect,

L. M. DAYTON,
Aid-de-Camp.

Captain PHELPS, U. S. Navy,
Memphis.

U. S. GUNBOAT SILVER CLOUD,
Memphis, January 13, 1864.

SIR: You will have this vessel in readiness at 4 p. m. this day to receive on board General Sherman and staff and to proceed with him to Vicksburg and other points, and you will place yourself under his orders.

It is his purpose to return with you. On arriving here, proceed up river and report to me.

Should General Sherman not wish to return with you or otherwise require your services; you will return up river without delay and report to me.

While on this service carry the guard flag as directed in general orders of the admiral.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Volunteer Lieutenant Commanding A. F. O'NEIL, U. S. Navy,
Gunboat Silver Cloud, Memphis, Tenn.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding the readiness for service of the U. S. S. Eastport.

U. S. GUNBOAT SILVER CLOUD,
Memphis, January 13, 1864.

SIR: The *Eastport* is fully repaired and ready for service, except that she has only coal for one day on board, and there is none at White River or elsewhere that she can reach by one day's running.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Acting Master Watson, U. S. Navy, commanding U. S. S. Juliet, regarding the trip from Cairo, Ill., to Memphis, Tenn.

U. S. GUNBOAT JULIET,
Memphis, January 14, 1864.

SIR: I have to report to you the arrival of the U. S. gunboat *Juliet*, under my command, at this place at noon of the 10th instant. The following is a report of my trip: Left Cairo January 6 at 5 a. m.; arrived at Columbus same date, at 9 a. m. While there sheathed my bows with spare bucket planks and such lumber as I had on board. Left Columbus on the 7th at 6 a. m. Our progress was much obstructed by the large quantity of ice. As the sheathing did not answer the purpose, I landed at 4 p. m., cut a forked tree, and placed it over the stern, suspended by a small stream chain. The large body of ice piling up on it parted the chain and let the tree adrift. Finding my bows badly chafed and in many places nearly through, I landed again, cut four medium-sized trees, placed one on top of the other, and bolted them together, thus forming a crib. This I suspended over the bows with one of my bow chains, which answered the purpose of protecting my bows. In many places the river was almost impassable, being gorged from side to side and filled with large fields of ice from 4 to 6 inches thick, particularly

at Forts Pillow and Randolph. When within 60 miles of this place the boat became unmanageable. It was discovered that two of the rudders were broken, twisted, and otherwise damaged. I again landed and repaired them temporarily, and finally arrived here on the 10th instant. Upon examination I found the bows and sides badly chafed, the oakum out in places, two bow timbers broken, and wheel much damaged. I have applied to Captain Pattison for the necessary repairs.

Very respectfully, your obedient servant,

J. STOUGHTON WATSON,

Acting Master, Commanding U. S. Gunboat Juliet.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

Order of Lieutenant-Commander Owen, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Forest Rose, to proceed as convoy to prize steamer Ben Franklin.

U. S. S. LOUISVILLE,

Off Skipwith's Landing, January 14, 1864.

SIR: You will convoy the prize steamer *Ben Franklin* as far as the *Petrel*. Find out from her the best position for you to take, which I think will be about 25 miles below the *Petrel*. Keep a sharp lookout for rebels on both sides of the river. Convoy all vessels when necessary. Remain at your position until further orders from me. Burn all the wood you can, and use as little coal as possible.

Very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, Commanding Fifth District.

Lieutenant JNO. V. JOHNSTON,

Commanding Forest Rose.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, in view of reported plot for the capture of gunboats.

MISSISSIPPI SQUADRON,

Flagship Black Hawk, Cairo, January 14, 1864.

SIR: I have received information from the Government that there is a plot on foot to seize some of the gunboats, and that five are already named as ready to go over. I can scarcely believe anyone insane enough to attempt such a thing; still it behooves every commander to be on his guard. It is asserted that persons are now entering the service with this intent, and I want every commander of division to watch closely every new officer that enters the service.

Keep an espionage over them, so that every word will be noted until you are satisfied that nothing of the kind exists. The rebels

have been so treacherous from the beginning that there is nothing they will not attempt.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAMES A. GREER,
Comdg. Benton, and Fourth District Mississippi Squadron.

Letter from the Assistant Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, requesting a report on ironclads for the information of Congress.

NAVY DEPARTMENT, *January 15, 1864.*

MY DEAR ADMIRAL: Congress has called for all official reports and dispatches relative to ironclads, and we are preparing a book which will exceed in bulk the whole report of the Secretary of the Navy. We thought you might like a résumé of your wonderful experience in ironclads and draw a comparison between them and the monitors, three of which are well advanced in Cincinnati. I recollect that you early predicted the success of the first monitor at a time when many engineers and line officers thought she would not float. Your experience and information are worth placing on record, and we will afford you an opportunity to place yourself on record in regard to ironclads generally. Please run up to Cincinnati and look at those vessels before you write, and let us have your letter to the Secretary in about a month.

Meigs will authorize Grant to build some light-draft gunboats above the Mussel Shoals, at Bridgeport, and to prevent any military gunboats I told him we would arm and man them. That is, we will take all he will build; not a bad bargain.

Very truly, yours,

G. V. FOX.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Rear-Admiral Porter, U. S. Navy, transmitting list of vessels of his command.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, January 15, 1864.

SIR: I have the honor to inclose herewith semimonthly report of the vessels of this squadron, with their present stations and remain, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

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

[Enclosure.]

Vessel.	Commander.	Where stationed.
Argosy.....	Acting Ensign John C. Morong.....	Donaldsonville.
Abraham.....	Acting Ensign Wm. Wagner.....	Calro.
Alexandria.....	Acting Master D. P. Rosenmiller.....	Do.
Black Hawk.....	Lieut. Commander K. R. Breese.....	Do.
Benton.....	Lieut. Commander Jas. Greer.....	Natohez.
Brilliant.....	Acting Volunteer Lieut. Chas. G. Perkins.....	Cumberland [River].
Brown.....	Acting Volunteer Lieut. J. A. French.....	Calro.
Challicothe.....	Acting Volunteer Lieut. J. P. Couthouy.....	Mouth of Red River.
Choctaw.....	Lieut. Commander Frank M. Ramsay.....	Do.
Carondelet.....	Acting Master J. C. Gipson.....	Skipwith's Landing.
Conestoga.....	Lieut. Commander Thos. O. Selfridge.....	Mouth of Red River.
Cricket.....	Acting Master H. H. Gorringe.....	Do.
Covington.....	Acting Volunteer Lieut. Geo. P. Lord.....	Island [No.] 65.
Clara Dolsen.....	Acting Volunteer Lieut. John Scott.....	Calro.
Champlon.....	Acting Master A. Phelps.....	Mouth of Red River.
Curlew.....	Acting Ensign H. B. O'Neill.....	Calro.
Cincinnati.....	.....	Repairing.
Eastport.....	Lieut. Commander S. L. Phelps.....	Helena.
Exchange.....	Acting Volunteer Lieut. J. S. Hurd.....	Below Columbus, [Ky.].
Essex.....	Commander Robt. Townsend.....	Donaldsonville.
Forest Rose.....	Acting Volunteer Lieut. J. V. Johnston.....	Cole's Creek.
Fairplay.....	Acting Master G. J. Groves.....	Cumberland River.
Fawn.....	Acting Master John R. Grace.....	Island [No.] "84."
General Price.....	Acting Volunteer Lieut. J. F. Richardson.....	Mouth of Red River.
General Bragg.....	Acting Volunteer Lieut. C. Dominy.....	Do.
Great Western.....	Acting Master Thomas Bates.....	Goodrich's Landing.
General Lyon.....	Pilot R. E. Birch.....	Below.
General Pillow.....	Acting Master J. C. Bunner.....	Calro-Guard Boat.
Hastings.....	Acting Master J. W. Morehead.....	On the ways.
Judge Torrence.....	Acting Master Jeremiah Irwin.....	Natohez.
Juliet.....	Acting Master John S. Watson.....	Mouth of Red River.
Key West.....	Acting Volunteer Lieut. E. M. King.....	Tennessee River.
Kenwood.....	Acting Master John Swaney.....	Below Fort Gibson.
Lafayette.....	Lieut. Commander J. P. Foster.....	Bayou Sara.
Louisville.....	Lieut. Commander E. K. Owen.....	Skipwith's Landing.
Lexington.....	Lieut. Geo. M. Bache.....	Mouth of Red River.
Linden.....	Acting Master Thos. M. Farrell.....	White River.
Little Rebel.....	Acting Ensign N. T. Rennell.....	Mouth of Red River.
Mound City.....	Lieut. Commander Byron Wilson.....	Davis plantation.
Fort Hindman.....	Acting Volunteer Lieut. John Pearce.....	Mouth of Red River.
Marmora.....	Acting Master Thos. Gibson.....	Greenville, [Mis.].
Moose.....	Lieut. Commander LeRoy Fitch.....	Cumberland [River?].
New National.....	Pilot A. M. Grant.....	Gone below.
Naumkeag.....	Acting Master John Rogers.....	White River.
Neosho.....	Acting Volunteer Lieut. Sam. Howard.....	Mouth of Red River.
Osage.....	Acting Master Thos. Wright.....	Near Red River.
Osachita.....	Acting Volunteer Lieut. A. R. Langthorne.....	Ready for service.
Pittsburg.....	Acting Volunteer Lieut. Wm. R. Hoel.....	Grand Gulf.
Petrel.....	Acting Master Thos. McElroy.....	Cypress Bend.
Prairie Bird.....	Acting Ensign J. W. Chambers.....	Below Napoleon, [Ark.].
Paw Paw.....	Acting Master A. F. Thompson.....	Tennessee River.
Peosta.....	Acting Volunteer Lieut. Thos. E. Smith.....	Do.
Queen City.....	Acting Volunteer Lieut. Geo. W. Brown.....	White River.
Romeo.....	Acting Master T. Baldwin.....	Napoleon.
Rattler.....	Acting Volunteer Lieut. Jas. Laing.....	Below Greenville.
Red Rover.....	Acting Volunteer Lieut. W. R. Wells.....	Calro, for repairs.
Robb.....	Acting Ensign Lloyd Thomas.....	Visiting the fleet below.
Reindeer.....	Acting Volunteer Lieut. Henry A. Glassford.....	Cumberland River.
Signal.....	Acting Ensign W. P. Lee.....	Morganza.
Springfield.....	Acting Master Jos. Watson.....	Cumberland River.
St. Clair.....	Acting Volunteer Lieut. Thos. B. Gregory.....	Near Donaldsonville.
Sovereign.....	.....	Laid up.
Silver Lake.....	Acting Ensign J. C. Coyle.....	Cumberland River.
Silver Cloud.....	Acting Volunteer Lieut. A. F. O'Neil.....	Below Columbus.
Sampson.....	Acting Ensign Jos. D. Buckley.....	At Helena.
Tuscumbia.....	Lieut. Commander Jas. W. Shirk.....	Laid up.
Tyler.....	Lieut. Commander Jas. M. Pritchett.....	White River.
Tawah.....	Acting Volunteer Lieut. Jason Goudy.....	Tennessee River.
Texas.....	Acting Master E. C. Van Pelt.....	Calro.
Victory.....	Acting Ensign Frederick Read.....	Cumberland and Ohio [riv- ers].
New Era.....	Acting Master Jas. Marshall.....	Island No. 10.

[Telegram.]

CINCINNATI, January 16, 1864.

Will send the *Argosy* [No. 2] as soon as the river is open; also the mattresses.

CHAS. W. LITHEBURY,
Acting Ensign.

Report of Rear-Admiral Porter, U. S. Navy, in response to charges of depredations committed by Eastern officers commanding tinclads, and transmitting complaints against the Marine Brigade.

MISSISSIPPI SQUADRON,
Flagship *Black Hawk*, Cairo, January 17, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of January 11, in relation to certain charges made against Eastern officers, commanding tinclads, etc. In the first place only four Eastern officers command tinclads. Three of them have not been stationed in the Mississippi since the fall of Vicksburg, having been in the Cumberland, Tennessee, and White rivers, and the other, Mr. Watson, has only lately been appointed, and left here with his vessel six days ago, with General Sherman on board. I have had but three cases reported to me for trespassing within the last year—Acting Masters Hentig, Sinclair, and Shaw. The two former were dismissed, and the latter resigned, to avoid an investigation into his conduct, which I heard of only after he was out of the service. A short time since, during the absence of Lieutenant Wilson, of the *Mound City*, I received an anonymous communication, accusing the officers of the *Mound City* of certain improprieties, on which I wrote Lieutenant Wilson, the letter marked "A," and ordered a court of enquiry; also wrote to Mr. Sparrow, who was stated to be a sufferer, the letter marked "B." Mr. Sparrow turned out to be an officer in the rebel service, and the letter was returned to me. The court of enquiry has not yet reported. When they do, I will send the record to the Department. I mention this circumstance to show how earnestly opposed I am, and have been, from the beginning, to any molestation of the inhabitants along the river, and don't hesitate to say (with the exception of the *Mound City* case) that I believe the charge against the Mississippi Squadron to be a libel. I enclose general orders * which will show how impossible it is to have any of these outrages committed without my knowing it, for necessity compels me, in a war like this, to take certain precautions to know what goes on in every vessel. The reports I receive from the planters from below (every one of whom visits me to get my assistance, and obtain passes when they come up) is highly creditable to the Navy, and our arm of the service has no cause to be ashamed of its action on this river, with the exception of the *Mound City* case, and as yet, I know not if the officers deserve censure.

I am convinced that the whole of this report originated from the conduct of General Ellet's Ram Fleet, which is still in existence, and

*Already published in this and preceding volumes.

has been passed over to the Army with the Marine Brigade; or it is the Marine Brigade which commits depredations on friends and foes alike. I enclose you copies of reports sent to me by parties who have suffered from these bands of plunderers, who have plundered, and claimed to be attached to the Navy. The Marine Brigade has six rams accompanying it, which naturally gives rise to the idea that they are tinclads. They wear the naval uniform the same as we do, only trimmed with silver, instead of gold. While these persons were under my command I controlled them, the same as naval vessels. These rams are frequently seen cruising about by our vessels, but courtesy to General Grant forbids my interfering with them, though I have forwarded several reports against them. There will be no justice on this river to the inhabitants until the Ram Fleet is broken up and the Marine Brigade placed under strict Army control, which is not the case at present.

The Department may rest assured that nothing of an improper kind will be passed over in this squadron without its being promptly noticed and reported. "C," "D," and "E," are reports sent to me, showing how the inhabitants are treated, all of which I know to be true.

I will say in conclusion that no horses, mules, furniture, or anything else could be sent up here without my knowledge. The only horses ever sent here were 7 that were captured in Tennessee River from guerrillas, whose horses and arms fell into our hands. They were sold for the benefit of captors, and proceeds turned over to the court of the district. Six months ago (or during the siege of Vicksburg) 34 mules were captured from the rebel army and turned over to the court, and 4 mules and 4 horses, captured while hauling rebel ammunition, also turned over to the court; these were the only cases. Nothing could be put on board a river steamer without my knowing it, as no vessel can board any steamer on the river, nor stop her (except to send dispatches) without reporting it to me. The dispatch boats are all examined the moment they come to the wharf boat.

I have the honor to be, sir, very respectfully, your obedient servant,
 DAVID D. PORTER,
Rear-Admiral.

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

[Enclosures.]

A.

CAIRO, *November 30, 1864.*

SIR: I am not in the habit of noticing anonymous communications. A man who is afraid to sign his name to a paper is generally one who is disposed to stab in the dark. The enclosed paper is one reflecting so on your ship that I deem it due to all named that the closest investigation should be made in regard to the charges contained therein. If these charges are true, I will leave nothing undone to have a punishment inflicted commensurate with the offense. I know you will feel indignant, with myself, that so great a stigma should rest upon a vessel that has an historic renown, and that has borne

herself so well in all the battles of the Mississippi River, wherein she has been engaged. I will order a court of enquiry into the matter, and in the meantime I trust to you to take the matter in hand and obtain all the information necessary relating to the charges and leave no stone unturned to bring the offenders, if any, to justice. You will at once institute a search for articles said to be taken from the houses on shore, and place under arrest the parties who have them in their possession. The best plan will be to make a sudden examination while all hands are at muster. But I leave the matter to you, knowing that you will take the proper steps to vindicate the reputation of the Navy, and to bring to punishment anyone who has so grossly violated my orders. The sentences lately imposed on officers and men alike will give the offenders some foreshadowing of what they will come to.

Trusting to your high sense of honor, your vigilance, and general attention to my orders, to ferret this matter through, I remain,

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander BYRON WILSON,
Commanding U. S. S. Mound City, Skipwith's Landing.

B.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, November 30, 1863.

SIR: I have received an anonymous communication from some person belonging to the *Mound City*, complaining of outrages committed on your property by the officers and crew of that vessel during the absence of the commander on leave of absence.

I can scarcely realize that any officer under my command could be guilty of such flagrant disobedience of orders, and I want to come at the facts. I have ordered a court of enquiry into the matter, and will ferret out the wrongdoers, if any wrong has been done; and though the author of the charges has improperly complained in an anonymous letter, when he should not have hesitated to sign his name, I deviate from the rule I have laid down not to notice anonymous letters, because I think there must be some cause for such grave charges. The substantiation of one of them would be sufficient to bring the offender to punishment.

I don't know who you are or what are your proclivities, but my rule is to permit injury to none who are peaceably disposed, and who are not fighting against the Government of the Union.

Those who are opposed to us I pity for their infatuation. God Almighty is punishing them all in His own way and I leave them to His vengeance.

You will be pleased to give me all the information you can in relation to the *Mound City* outrages complained of, and those of your neighbors, who have suffered anything, will also be prepared to appear and give true evidence. I wish it particularly understood, though, that I want no combination of rebel sympathizers, getting

up stories against one of my vessels; nor do I feel any sympathy for those who are rebels at heart and suffer in these raids. What I do is done as a matter of duty. The Government of the United States does not need to resort to such means to put down the rebellion, and no officers or men under my command should play the part of robbers and freebooters.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Mississippi Squadron.

Mr. SPARROW,
Near Lake Providence.

C.

ON BOARD U. S. S. GENERAL LYON, *August 7, 1863.*

SIR: I am a resident of Lake St. Joseph, Parish of Tensas, La., and I am the owner of two [plantations] and have the management of three others, with an aggregate of over 500 negroes on them. On the approach of General Grant's army, the latter part of April, I removed from four of the plantations over 400 of the negroes with all my valuables to Mississippi, where I remained until about the 18th or 19th of July, when I returned. On the 21st I was visited by a portion of the Marine Brigade, commanded by Captain Crandall, who broke open my storeroom, where nearly everything that I had brought back was stored, when they took off and destroyed my property to the amount of \$20,000, consisting, in part, of the following articles:

One tureen and stand, 2 waiters, 4 dozen large and 4 dozen small forks, 4 dozen dessert and 4 dozen teaspoons, 4 dozen large [spoons], 4 covered dishes, 1 coffee urn, 2 waiters, 4 dozen large, 4 dozen small forks, 1 egg stand, 2 fruit trays, 4 saucer mats, 2 teapots, 1 slopbowl, 2 sugar dishes, 1 milk pitcher with cover, 1 spoon stand, 4 wine tumblers, 4 dozen tumblers, 6 punch tumblers with arms, 1 punch vessel with urn and ladle, 2 large ladles, 4 small ones, 2 large gravy spoons, 2 pitchers, 6 salt sets, 1 dozen egg spoons, 1 dozen coffee spoons (in sixes).

All of the above were marked "H. W.," the initials of the name of my home place (Hilly Wood); and of a different pattern, 1 dozen large, 1 dozen dessert, and 1 dozen table spoons, marked "Hilly Wood," 1 dozen large spoons marked "R.," 1 dozen small spoons marked "R"; all the foregoing articles are solid silver, and the following plated articles: Six water pitchers, 6 dish covers, 8 chafing dishes and stands, 1 teakettle with stand and lamp, 1 coffee and 1 teapot, 2 teapots, 2 pitchers, 6 flower pots and glasses, 4 pair of candlesticks; 10 dozen napkins, large size, 8 dozen doilies, 4 dozen worsted do., 20 pair of linen sheets, 10 pair of cotton sheets, 20 pair of linen pillow cases, 10 pair of linen bolster covers, 6 dozen towels, 4 marseilles counterpanes, 12 pairs of blankets, 1 large afghan lined and with tassels, 5 green silk curtains, lined; 2 sets of 3 curtains each (damask), 1 set of 5 curtains, 2 barrels of whisky, 1 of rum, 4 barrels of lard, 2 of pork, 3 of sugar, 3 of bacon, 50 bushels of salt, 2 boxes of cotton for negroes' clothes, 2 boxes of shoes, 2 boxes of books, 1 box, 7 bottles powder, 10 or 12 bags of assorted shot, residue, a large number of articles of which I have no memorandum.

All these articles were taken after a promise from the commander that nothing should be touched. If you can by any means arrest any of the men, you will greatly oblige,

Yours,

JOHN ROUTH.

Rear-Admiral D. D. PORTER.

D.

U. S. S. BENTON,

Off Natchez, December 21, 1863.

SIR: I have the honor to inform you that I have received a report from Acting Volunteer Lieutenant Wright, commanding the *Forest Rose*, in regard to the action of the Marine Brigade, in which he says at Duncan's plantation they killed cattle, took cows, mules, a horse, and some negroes. They captured a six-mule team from Mr. Graves (he is Mr. Duncan's overseer) when going after salt for the plantation. The next day, he (Mr. Graves) went to see the commanding officer of the brigade, told him the salt was for the plantation, and handed him his protection papers given him by Major McKee when provost-marshal of Natchez. The major handed them back, replying that he had taken just such men as he (Graves) was prisoners. * * * He took his horse and saddle from him, and put him under guard, not releasing him until the steamers were ready to leave. They took mules, horses, cattle, and negroes from nearly every plantation between Duncan's and Mr. Kemp's (4 miles above Waterproof) and robbed them of poultry generally. The people feel very bitter at the result thereof. I made the remark that "The gunboats were not engaged in it," and received the reply, "Yes, they were; there were two gunboats along." The people look upon the rams *Monarch* and *Switzerland* as being under the control of the Navy, and consequently accredit us with their pillaging * * *. The Marine Brigade has done more toward embittering them (the people along the river) toward our cause than any movement yet made under the auspices of the Navy. Many who suffered thereby are known to entertain strong Union sentiments.

I have made a statement of the conduct of the Marine Brigade to General McPherson, under whose immediate orders they are.

The boats engaged in this business were the *Monarch*, *Switzerland*, *Baltic*, *Diana*, and *Adams*.

Very respectfully,

JAMES A. GREER,

Commanding Benton.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

E.

CAIRO, ILL., *December 26, 1863.*

DEAR SIR: I reside in the county of Bolivar, State of Mississippi, near the Bolivar Landing. In the months of August and September last the United States Marine Brigade fleet was in our neighborhood several times. Each of two different times, while there, the men came

to my house and robbed me of my wearing apparel, also that of my brother, Doctor E. Y. Field, and took many articles from my house, borrowed my saddle, pretendingly, but with no intention of returning it. They then took my brother out and tied him, to force him to tell where my money was, as they said, in gold, threatened his life. He told them they could kill him, but that he could not tell them where the money was, for I had none, hid or buried. They then told him, "you have a horse." "Yes," he said, he had one; made him produce him; then told him, if he would give them \$100 in greenback money or gold he could have his horse back; he could not do so, for he had no greenbacks or gold. His horse was taken off. My knives and forks were taken off my table, while eating. Many little annoying thefts about my house too tedious to mention. I hope you will put a stop to such proceedings, and that my brother's horse will be returned to him. He is a poor man and practicing physician, and has been a quiet man during the war. He has no property.

As for myself, I was opposed to secession, and have been a quiet, peaceable man at home ever since this war commenced, and have been engaged in no army movements in any way against the United States, and am over conscript age, and have no son, consequently none in the army.

Your obedient servant,

C. J. FIELD.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Correspondence regarding construction, on the Wicard plan, of Army steamboats on the upper Tennessee River, to be armed and manned by the Navy.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy.

NAVY DEPARTMENT, *January 18, 1864.*

SIR: I enclose herewith a copy of a letter dated the 15th instant, addressed to the Department by Quartermaster-General Meigs, and a copy of one addressed by him to General Grant, in regard to the construction and arming and equipping of steamboats for service on the upper Tennessee.

The Department authorizes you to extend such aid as may be in your power toward arming and manning the boats to which Quartermaster-General Meigs refers.

Very respectfully,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Enclosures.]

QUARTERMASTER-GENERAL'S OFFICE,
Washington, D. C., January 15, 1864.

SIR: I have the honor to enclose a copy of a letter to Major-General Grant, of this date, in regard to the construction of armed steamboats

on the upper Tennessee. Please communicate it to Admiral Porter, with such instructions as may be proper.

I am, very respectfully, your obedient servant,

M. C. MEIGS,
Quartermaster-General.

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

QUARTERMASTER-GENERAL'S OFFICE,
Washington City, January 15, 1864.

GENERAL: I have consulted with the Navy Department in regard to gunboats for the upper Tennessee. I think the prospect of getting boats from the lower to the upper river doubtful, and I have instructed Colonel [Langdon C.] Easton, chief quartermaster of the Army of the Cumberland, to have two or more of the larger class of steamboats now building at Bridgeport, Ala., prepared to receive a light armament, on the plan of certain light-draft armed transports built by Mr. Norman Wiard for this department, and now in service on the Atlantic bays and rivers.

I am informed at the Navy Department that, if you desire it, not only armament, boat howitzers, and rifles on sliding carriages, but crews to man these boats will be supplied by Admiral Porter. If you desire that more than two steamers shall be fitted for such armament it will be done.

While in Louisville I ordered six more engines to be constructed, making in all thirteen new engines, of which seven were nearly ready for delivery.

Five steamers were at work on the upper Tennessee; one hull was ready to launch, one was partly in frame, four more would be set up at Bridgeport immediately, and at Kingston General Foster was making arrangements for constructing three, all to be sent to Bridgeport to receive their engines.

Two boats had been purchased and were being fitted to ascend the Tennessee River and run over the Mussel Shoals if the water rises. I fear they will not succeed.

I am, very respectfully, your obedient servant,

M. C. MEIGS,
Quartermaster-General.

Major-General U. S. GRANT,
Comdg. Military Div. of the Miss., Hdqrs. Nashville, Tenn.

Order of the Quartermaster-General to Quartermaster Easton.

QUARTERMASTER-GENERAL'S OFFICE,
Washington, D. C., January 15, 1864.

COLONEL: I sent to Captain Arthur Edwards, in charge of steamboats building at Bridgeport, a copy of a pamphlet by Mr. Norman Wiard, descriptive of an armed transport for shallow water, which

he has devised and of which one or two have been purchased by the Quartermaster's Department for service in the shallow bays and sounds and rivers of our Eastern coast. General Grant was very desirous of having some gunboats on the upper Tennessee River. The chance of those waiting at the Mussel Shoals getting over them within any short period is small. I wish, therefore, that two of the steamboats being constructed at Bridgeport, say one stern-wheel and one side-wheel, may be finished on the general plan of those described by Mr. Wiard; the hulls to be built after the style of the *Lookout* and of the side-wheel steamer now on the stocks, but the cabins, the yawls, the derricks, and other accessories to be prepared for the reception of an armament and of a crew according to Wiard's plan. Upon consulting the Navy Department this morning, I am informed that, if desired by General Grant, Admiral Porter will furnish armament and a crew for these armed steamers. I ordered, whilst in Louisville, contracts to be made for six more engines, two side-wheel and four stern-wheel, of the same size as those heretofore ordered. Contracts were made accordingly. The small engine ordered for the *Missionary*, ready to launch about the 2d of January, was nearly completed. Captain Edwards expected to launch the *Missionary* about the 2d of January. He had a large part of the frame of a side-wheel boat, 27 feet beam and 170 feet long, up, and was to lay down immediately four other boats. In Louisville I saw Captain Clements, sent from Kingston to procure tools and materials for construction at Kingston by General Foster of three steamboat hulls, which, when finished, will be sent to Bridgeport to receive their engines. He had shipped all his materials and tools. I wish you, therefore, to instruct Captain Edwards to build the yawls and provide the fittings necessary to prepare not less than two of the large-class steamboats for such an armament as is described in Mr. Wiard's pamphlets. The Navy Department will advise Admiral Porter to supply the armament and crew if desired by General Grant, to whom I write by this mail.

I am, very respectfully, your obedient servant,

M. C. MEIGS,

Quartermaster-General.

Lieutenant-Colonel L. C. EASTON,

Chief Quartermaster, Army of the Cumberland, Chattanooga.

[Endorsement.]

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,

Chattanooga, April 24, 1864.

Respectfully forwarded to Major-General W. T. Sherman, commanding military division of the Mississippi, with the request that he will notify Admiral Porter that there are now four gunboats nearly ready for the reception of their armaments, and with the request that he will supply the same and provide crews, according to the understanding with the Navy Department referred to within.

GEO. H. THOMAS,

Major-General U. S. Volunteers, Commanding.

General order of Rear-Admiral Porter, U. S. Navy, regarding depredations committed by the fleet on unarmed citizens.

GENERAL ORDER, }
No. 158. }

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, January 18, 1864.

It has been my endeavor to draw up such rules and regulations for this squadron that no officer or man could claim ignorance of the law or deviate from its requirements for want of proper teaching. It has been my ambition that the character of the fleet should remain untarnished during a war where unbridled license had had too much sway, and where (I regret to say) the honor of the flag has been sullied more than once by the conduct of unprincipled persons. If I should shut my eyes and ears to the fact that some of my command are rioting in excesses disgraceful to humanity, I should be as culpable as the offenders and unworthy the trust placed in me by the Government.

Order is Heaven's first law, and I intend to have it, if it leads to the dismissal of every one concerned in committing outrages on unoffending persons. One would suppose that the reputation of the fleet would be sufficiently dear to every one connected with it to prevent anything like an act of injustice against persons not in arms against the Government, and it might be inferred that the intelligence for which our country had credit hitherto would be a guarantee against acts committed contrary to the rules of civilized warfare and the laws of humanity.

I regret to say that I have been deeply mortified in one or two instances by the conduct of persons in charge of some of the gunboats, the most prominent of whom are Acting Master F. T. Coleman and Acting Ensign S. B. Coleman, of the *Mound City*. These two officers, in the absence of their gallant commander (who has led the *Mound City* through battles that will render her name historic and which have reflected much honor and credit on the brave crew), have committed offenses against the laws of justice and humanity which call for the severest punishment the law can inflict. Lost to all sense of propriety and regardless of all orders, they have both indulged in a system of petty pillaging and outrages on unarmed individuals, and have converted the vessel of which they had charge into an instrument of tyranny and aversion to the people, instead of upholding that nice sense of honor, propriety, and discipline by which the Navy has been known since it first had an existence.

After a careful investigation into the charges alleged against them, F. T. Coleman and S. B. Coleman have been found guilty of a violation of article 7, section 1, and violation of Squadron Orders No. 4, 24, and 42; guilty of placing two quartermasters on watch while they were below; violation of article 10, inflicting other punishment than allowed by law; and guilty of cruelty to seamen; violation of article 3, section 2, going beyond the range of guns; pillaging houses, and taking therefrom chinaware, boxes, trunks, glass, and even an ivory crucifix; and permitting others to commit similar outrages; culpably inefficient in the performance of their duties, and other offenses unbecoming officers and gentlemen. These acts demand the severest punishment, and it will not be through any fault of mine if it is not meted out.

Added to other bad conduct of these officers is a charge of cruelty to seamen, which is never inflicted by any one but officers who have not the moral character to command the respect of their subordinates and maintain discipline. I will take this opportunity to pay a tribute to the good conduct of the crew of the *Mound City*, who, notwithstanding the ill treatment shown them in the absence of their commander, and the bad example set them by the officers, have conducted themselves like honest men, and though a few of them participated in the outrages committed by the orders of certain of the officers, I hold them entirely blameless, considering the example of their superiors.

The court of enquiry has brought to my notice several acts of cruelty and illegal punishment, which meets with my strongest disapprobation. The law is sufficient to bring to punishment any offender, and when an officer undertakes to violate it he need expect no consideration from me. I will do my best to have him dismissed from the service, no matter what his claims may be. At the same time I set my face against any attempt at insubordination or neglect of duty on the part of the seamen, and while I insist on every kindness and proper indulgence being shown to them, I exact from them strict obedience to all proper and lawful orders. I feel pleased to say that no commander of a squadron ever had more cause to feel satisfied with the conduct of the seamen, etc., under him than I have, and it will be my pleasure to afford them every comfort which their loyalty, bravery, and good conduct entitle them to. May every officer be governed by my feelings on this subject; and in maintaining discipline, let them remember what is due to the laws and the rational beings over whom they have control.

I hope the case now before you will be the last instance of pillaging or maltreatment of inhabitants while I command this squadron. Let the Navy be considered a protection to the people who wish to be peaceful; let every officer who loves the name of honor put his face against those practices which will bring the Navy into disrepute; and while no means will be left untried to destroy rebels in arms, let all our acts toward citizens be characterized by feelings of justice, mercy, and honor. Let us not lose sight of the customs long recognized and sanctioned by civilized nations, and not subject ourselves to the odium which attaches itself frequently to a whole corps owing to the bad conduct of a few of its members.

I will be the judge when rebel property is to be invaded and will take care of the interests of the Government without the unauthorized assistance of such officers as have lately brought the blush of mortification to my cheek.

F. T. Coleman and S. B. Coleman will be brought to trial by court-martial, and it is to be hoped that the example will not be lost on anyone who is similarly inclined to disobey the law and general orders for the guidance of the Mississippi Squadron.

To be read to the officers and crew assembled on the quarter-deck of every vessel in the squadron.

DAVID D. PORTER,
Rear-Admiral, Comdg. Miss. Squadron.

Letter from Major-General Sherman, U. S. Army, to Lieutenant-Commander Owen, U. S. Navy.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Gunboat Silver Cloud, January 18, 1864.

DEAR CAPTAIN: I have instructed General McPherson to occupy Haynes' Bluff in some force and to send a couple of regiments in transports up the Yazoo to reconnoiter and threaten the enemy, who may be anywhere between the mainland east of Yazoo and the Mississippi River.

I would be obliged if you would send a light-draft boat to Vicksburg within the next five days to report to General McPherson to cover the move I have named. I am certain that the Mississippi can be more safely guarded from the east by an occasional trip up the Yazoo, if possible as far as Greenwood.

I am en route for Memphis and will soon return, and will attempt a movement that will, I trust, have a permanent effect upon the movements of the enemy, and especially so far as heavy masses with artillery are concerned.

I am, with great respect, yours, truly,

W. T. SHERMAN,

Major-General, Commanding Department.

Captain E. K. OWEN,

Commanding Div. Miss. Squadron, Skipwith's Landing.

Letter from Major-General Sherman, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding proposed operations in Mississippi.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
ON BOARD GUNBOAT SILVER CLOUD,
In motion near White River, January 19, 1864.

DEAR ADMIRAL: You will have learned ere this of our safe arrival at Memphis in the *Juliet*. The ice was very bad, almost gorging at many points, especially at Randolph, but we got through all safe by the good management of Captain Watson. I found him a most agreeable and courteous commander, and he did everything possible for our comfort and safety. After staying two days at Memphis making the necessary orders for my troops, and finding no transport bound down river, Captain Phelps, who happened at Memphis, most kindly offered to send me to Vicksburg in this boat, the *Silver Cloud*, Captain O'Neil. I have been to Vicksburg and find all things well there, and am now returning to Memphis, where I propose to embark about 10,000 men for Vicksburg, whence, reinforced by about a like force, I will move due east to reach Meridian and Demopolis. I have about 6,000 available cavalry, which I propose to move down the Mobile and Ohio Road from LaGrange to meet me at Meridian. The object you will appreciate at a glance. If I can destroy the railroad at Meridian, as we did those at Jackson last summer, it will be impossible for the enemy to maintain any considerable force in Mississippi. I think I can do it; at all events will try. I find the main river about 12 feet lower than it was last winter, therefore any

attempt to reach Shreveport till a considerable rise would be idle; but I learned that the Yazoo is navigable to a point up Sunflower, and therefore I instructed General McPherson to send two regiments up Yazoo to reconnoiter and divert attention.

In passing Skipwith's I saw Captain Owen, and requested him to let General McPherson have one tinclad, which he agreed to do within five days. He explained to me that he would have to leave Greenville exposed for the time, but I know that the mere appearance of a force up Yazoo will do more to prevent the enemy showing himself at Greenville than a boat at Greenville; besides, if necessary, General McPherson can send the Marine Brigade to that point. I would use the brigade up Yazoo, but their boats draw too much water. I can hear of no real attempt to permanently threaten the Mississippi. The firing on boats at Greenville and Rodney was the work of the enemy, who was engaged in passing a lot of muskets from the east to the west bank of the river. In this they partially succeeded, but it amounts to little. If on arrival at Memphis I find my arrangements have not been delayed by the ice above, I expect to put all my forces in motion by January 25 and to be at Meridian February 8 or 10. I would like to be back by the 20th, at which time I should return to Huntsville. If by that time you calculate Red River will be in condition, and you want to make the Shreveport move, if you will procure General Grant's orders I will be most happy to go along. Excuse apparent haste, but boat trembles.

As ever, your friend,

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

Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo.

Report of Rear-Admiral Porter, U. S. Navy, giving old and new names of vessels purchased at Cincinnati.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, January 19, 1864.

SIR: The following list shows the old and new names, tonnage, and guns of the vessels recently purchased at Cincinnati, Ohio:

Old name.	Present name.	Guns.	Tonnage.
J. T. Stockdale.....	Stockdale.....	6	209
Nyanza.....	Nyanza.....	6	204
Glide No. 2.....	Glide.....	6	235
Scioto.....	Meteor.....	6	213
Argosy No. 2.....	Wave.....	6	202
Emma Brown.....	Gazelle.....	6	179
Carrabasset.....	Carrabasset.....	6	224
Rodolph.....	Rodolph.....	6	236
Countess.....	Elk.....	6	196
Cricket [No. 4].....	Tallahatchie.....	6	180

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

DAVID D. PORTER,
Rear-Admiral.

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

Report of Lieutenant-Commander Owen, U. S. Navy, regarding the detail of U. S. S. Petrel for convoying transports in the Yazoo River.

U. S. S. LOUISVILLE,
Off Skipwith's Landing, January 20, 1864.

SIR: I was requested by General Sherman in person, as well as by letter, to send a vessel to convoy transports up the Yazoo. I have detailed the *Petrel* for that purpose, believing that there is not, and will not be, any danger about Greenville to transport before she can go up the Yazoo and return to her station, say two months. I also have great confidence in the zeal, caution, and ability of Acting Master Thomas McElroy, her commander. The vessel General McPherson asked for, and which I mentioned on a former occasion to you, has not been ordered yet. That which General Sherman requests is one and the same.

In complying with General Sherman's request I must offer the same excuse I did in that of General McPherson.

Believing that any reasonable request from such a person as General Sherman would meet with your approval, I have not waited for your immediate order; but have placed the *Petrel* at the command of General McPherson. I have inclosed General Sherman's letter to me. He promised he would write to you from Memphis. He told me he intended taking a heavy force to Meridian to destroy the railroad for a number of miles either way. Trusting I have done right,

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

E. K. OWEN,

Lieutenant-Commander, Commanding 5th District.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, regarding men for vessels transferred to the West Gulf Squadron.

No. 18.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, January 20, 1864.

SIR: Commodore Bell complains that he will not have men to man the vessels I sent him without crippling his crews of larger vessels. He has four vessels now, and will have four more as soon as the ice stops moving. He can not get men in New Orleans, and I beg leave to suggest that some be sent him. I provided him with paymasters, engineers, paymaster's steward, and firemen, which was all I could do at present.

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

DAVID D. PORTER,

Rear-Admiral.

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

[Telegram.]

PADUCAH, [KY.], *January 20, 1864.*

I have just arrived from Clifton, [Tenn.]. All quiet on the Tennessee River.

JAS. W. SHIRK,
Lieutenant-Commander, Seventh District.

Rear-Admiral PORTER.

Report of Lieutenant-Commander Shirk, U. S. Navy, regarding affairs in the Tennessee River and referring to Army transport Sultana.

U. S. S. PEOSTA,
Paducah, Ky., January 20, 1864.

SIR: I have the honor to report my arrival at this place from a cruise up the Tennessee River. Everything is remarkably quiet in the district under my command. We never hear of any guerrilla bands upon the river, and but few are in the country at all. Those that are content themselves with robbing and stealing from families, irrespective of parties or sentiments. There is a small garrison of Union troops stationed at Clifton, Wayne County. They are a part of the Fifth Tennessee Cavalry. We have brought down about 70 of their recruits, who go to Nashville to be equipped and clothed.

Coming down the river I met at Waverly Landing, about 130 miles from here, the army transport *Sultana*, laden with commissary and quartermaster's stores for our troops at Waverly, some 12 miles back. I overhauled her and found that she had nothing but army stores on board. I asked the captain why he came up without a convoy and he told me that he had been advised by the army officers at Cairo that the navy could not stop an army boat. I left the *Key West* with her, with orders to convoy her to Paducah as soon as she was discharged. The *Sultana* is in Government employ. Will you please inform me what course I should pursue in similar cases? Captain Woolfolk, assistant quartermaster at Cairo, sent the transport up.

Very respectfully, your obedient servant,

JAMES W. SHIRK,
Lieutenant-Commander, Commanding Seventh District.
Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding U. S. Mississippi Squadron,
Flagship Black Hawk.

Report of Commander Townsend, U. S. Navy, commanding First District, referring to threatened attack up Baton Rouge.

U. S. IRONCLAD STEAMER ESSEX,
Off Donaldsonville, La., January 22, 1864.

ADMIRAL: I have very little to say, and thus your regular bi-weekly bother of wading through reams of long-winded correspondence will be in some slight measure reduced.

On the 14th instant General Cooke telegraphed me a request that I should send the *General Price* up to Baton Rouge, as an attack upon that place was threatened. I dispatched the *Price* immediately, directing Captain Richardson to proceed to Red River and report to Captain Ramsay as soon as he could leave Baton Rouge, thus conforming to the arrangements of your General Order No. 141. The *Price* was also to wait for a railroad gun carriage to be brought from New Orleans by the *Argosy*. The Baton Rouge alarm was one of the usual stampedes. On the same day Commodore Bell telegraphed me to send him the four *Nyanza* and *Stockdale* engineers whom he had forwarded to me by the *Robb*. I obeyed the order. The other officers and men of that lot I started up to you, with a circular letter to the commanders of divisions, on the *Price*. I learn they still are aboard the latter vessel. Yesterday the *Glide's* officers and men reached me. The three parties will now go up in the *New National*. I send two communications from Commodore Bell. One, he tells me, relates to a plan of concerted action between the Mobile and Red River rams. Under date of January 19 the Commodore says: "Yesterday we had startling reports of a mutiny in Fort Morgan, Mobile Bay, and of the coming out of two powerful rams into that bay. The news is not confined, however, by arrivals from Ship Island." Admiral Farragut had not arrived at New Orleans, but the *Argosy*, which left New Orleans on the 20th, reports his arrival at Pensacola.

The information you confidentially convey, I fully agree with you in considering scarcely credible; still, we must be upon our guard, and I will strictly carry out your instructions to that effect.

I have the honor to remain,

Very respectfully, your obedient servant,

ROBERT TOWNSEND,

Commander, U. S. N., Comdg. 1st Division Miss. Squadron.

Rear-Admiral DAVID D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Foster, U. S. Navy, regarding the shelling of St. Francisville, La., transmitting correspondence with Brigadier-General Adams, C. S. Army, on the subject.

U. S. S. LAFAYETTE,

Off Bayou Sara, La., January 23, 1864.

SIR: Enclosed I send you a copy of a letter I was induced to write to General Wirt Adams in relation to raids made upon this place, also the reply of General Adams. Before I received this reply, I was telegraphed from Baton Rouge to repair to that place immediately with two boats, if possible, as it was in danger. The request was immediately complied with. On my arrival there I found the commanding officer was more frightened than hurt, and accordingly I returned the next day. During my absence the reply of General Adams came to hand and was opened by my clerk. On the receipt of it my executive officer, Mr. Neeld, sent an order to St. Francisville allowing the women and children 24 hours to leave the place. This

order was subsequently prolonged and ample time given. When the allotted time had expired the town was shelled, and with great damage to the citizens thereof. The shelling commenced at noon on the 16th instant, continuing about four hours. One hundred and eight shots were fired slowly and with very great accuracy, each one telling.

The order for shelling the town was given during my absence and contrary to my orders; yet I must say that had I been here myself, I probably would have done the same thing.

The town of St. Francisville has been a perfect hotbed of secession ever since I have been in command of this place, and has been the constant resort of Confederates, where they were continually entertained and urged on to acts of plunder and abuse upon the people of the lower town, Bayou Sara, for their Union proclivities. Moreover, there is not one inhabitant of the place who has ever shown himself in any way favorable to the Union, while a majority of those in the lower town have ever proved themselves good and loyal citizens. The cavalry principally concerned in these acts of abuse and plunder is largely composed of citizens of St. Francisville, who own property and have families residing there. The shelling of the town has not injured a single Union man, while it has broken up a harbor for the most violent secessionists and driven away from there only those who are immediately concerned in the success of the Confederate cause. The result will be very beneficial, as it will show those engaged in this illegal warfare of robbing unoffending citizens and firing upon unarmed transports that they can not do it with impunity, and that they themselves will be made to suffer the penalty in their own homes and families. Mr. Mann, the gentleman whom they arrested, is a civil officer of New Orleans, inspector of steamers and engineers and examiner of pilots, but at the time he was here was engaged, I believe, in buying cotton. To my certain knowledge, he has been connected with the Army in Louisiana both under Generals Butler and Banks, and from all I can learn has been of great service. Under these circumstances, I thought proper to make the demand for his release; but even had he not been captured, I should have felt justified in shelling this rebel hole, where they have been fed and pampered and conveyed information of every movement of the vessels of this district, however guarded I have been.

In conclusion, let me say that I sincerely hope you will approve the course I have pursued, as I think it will prove beneficial and secure quiet to the Union citizens of the lower town, who are deserving of all the protection that lies within my power.

I am, very respectfully, your obedient servant,

JAS. P. FOSTER,

Lieutenant-Commander, U. S. Navy, Commanding Second District.

Rear-Admiral DAVID D. PORTER, U. S. Navy,

Commanding Mississippi Squadron, Cairo, Ill.

[Enclosures.]

U. S. S. LAFAYETTE,

Off Bayou Sara, January 11, 1864.

SIR: Humanity requires that I should write to you in relation to raids upon Union citizens of Bayou Sara, but more particularly of

the one of Saturday night, before resorting to extreme measures which must necessarily entail a great deal of suffering upon the people of St. Francisville and those living on the banks of the river. I can not believe that any commanding officer will approve the course of the soldiers who visited this town on Saturday night. Two Union men were captured. One, I am happy to state, was released, but the other was most inhumanly treated by the soldiers after he was in their power. Such conduct as this is cruel, unjust, and not in accordance with usages of civilized warfare, and very different from the treatment prisoners have ever met at my hands.

Mr. Mann, the man you now have in your power, is at your mercy, and from what I can learn, charges have been brought against him for causing the arrest of Dr. Whicher. Justice to this man requires that I should clear him of the matter, and I now state to you that no one but myself had anything to do in his arrest. I arrested him for treason, and assume the whole responsibility of the act, and should any harm or severe treatment be visited upon Mr. Mann I will retaliate by visiting similar treatment upon Dr. Whicher and other prisoners in my possession.

By referring to Governor Wickliffe, you will be informed of my lenient course toward the people of this vicinity.

Forbearance ceasing to be a virtue, I must retaliate upon the Confederates in this vicinity, however cruel it may appear to be. I am loath to take the step, but force of circumstances compels me to act in this manner.

If Mr. Mann is not returned to me by Wednesday at 12 o'clock I will burn and destroy St. Francisville; likewise the plantations of all persons of secession proclivities.

The man you have arrested has been guilty of no offense except that of buying cotton from rebels and probably putting food into the mouths of the enemy, thereby cherishing and nourishing them in their need.

I sincerely hope you will weigh this matter well, and give it due attention, as what I say to you is no idle threat and will be carried out to the letter.

Men guilty of conduct such as those were guilty of on Saturday night will certainly meet with such treatment as they deserve, should they ever fall into my hands. I will be happy to hear from you, or to meet you or any one you may delegate under a flag of truce to adjust this matter before the time I have named shall have expired.

I have not come to burn or destroy, but should force of circumstances drive me to it, the sin must rest on your head, not on mine.

Before acting in this matter I shall give the citizens of the place ample time to remove all the women and children to a place of safety.

Very respectfully, your obedient servant,

JAS. P. FOSTER,

Lieutenant-Commander, Comdg. 2d Dist. Mississippi River.

Briagdier-General WIRT ADAMS,

Commanding forces in the vicinity of St. Francisville, La.

HEADQUARTERS CAVALRY FORCES, S. W. MISS., E. LA.,
January 14, 1864.

SIR: Your communication of the 11th instant, with your official signature attached, has just been handed me, and I lose no time in replying to the same.

The entire statement it contains, regarding the arrest of Mr. John Mann, the reason therefor, and his treatment subsequent to his falling into my hands, is erroneous. His capture, by a detachment of my command had no reference to your unjustifiable arrest and imprisonment of Dr. Whicher, of which circumstance I was, at the time, wholly ignorant.

Mr. Mann was captured on the streets of Bayou Sara about 10:30 o'clock on the morning of the 9th instant, was ordered to mount behind the officer commanding the detachment, and was brought to my headquarters without personal injury or indignity. On examination of his papers, and the discovery of his character as an agent of the U. S. Government, I ordered him to be searched, and all moneys, papers, etc., found in his possession to be delivered to my quartermaster. The following morning, I ascertained that he was a deserter from the Confederate service, and has been for some time actively employed in the service of the enemies of my Government. Under these circumstances he was sent under guard to the rear, and will be remanded for trial to the proper Confederate tribunal. If acquitted, he will be released and permitted to return to the Federal lines; if convicted, he will surely suffer the penalties prescribed by the military and criminal codes of all nations for the crimes of desertion and treason.

Under these circumstances, I can not believe, sir, that, after mature reflection, you will stain your name and that of your Government by an act so brutal and inhuman as the wanton destruction of the town of St. Francisville and the laying waste of all plantations within your reach, in retaliation, as you are pleased to term it, for what those citizens are in no manner responsible. Should you thirst for vengeance, I would respectfully recommend it be sought in open and honorable warfare upon those who committed the imaginary enormity of which you complain, and not upon the defenseless women and children of St. Francisville and elsewhere.

But, sir, if contrary to the instincts of true manhood, and the usages of civilized warfare, you should proceed to execute your threat, and thus impose great loss and suffering upon the innocent noncombatant population of a portion of the Confederacy, then, it would be advisable to inform me of your purpose, and I shall at once announce to you my fixed resolve regarding the Federal officers and men in my possession, who would thus become, legitimately, objects of retaliation as representatives of your Government and active participants in the dastardly warfare thus carried on against the innocent and helpless. In the meantime, and until your declared purpose is formally renounced, you will compel me to hold these prisoners as hostages, which I have no inclination to do, and would gladly avoid.

I am, sir, respectfully, your obedient servant,

WIRT ADAMS,
Brigadier-General.

Lieutenant-Commander JAMES P. FOSTER,
Commanding 2d District, Mississippi River, off Bayou Sara.

Instructions from the Department to Rear-Admiral Porter, U. S. Navy, regarding raising of vessels sunk in the Yazoo River.

NAVY DEPARTMENT,
Bureau of Construction, etc., January 23, 1864.

SIR: The Department has received a proposition from Messrs. B. J. B. Weaver, of St. Louis, and F. W. Brooks, of Memphis, for raising the vessels sunk by the rebels in the Yazoo River and the Mississippi River and its tributaries, and you are authorized to make an agreement with them or other responsible and reliable parties. It is thought better to limit the operation to some particular time or place and not commence by covering so much as these parties propose.

A form of agreement that seems to cover the points of the case is herewith enclosed, which you may find necessary to modify in some respects. In raising the wrecks about Norfolk one difficulty encountered has been to get the parties to commence the work with proper appliances and push it along, they being disposed to begin upon that which was profitable and easy, and it may be well to have it clearly understood that unless they prosecute the work vigorously you will set the agreement with them aside. The Department is willing that you may furnish any reasonable facilities that you may think proper and not to the detriment of the public service.

Respectfully, your obedient servant,

JOHN LENTHALL,
Chief of Bureau.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, commanding U. S. S. Rattler.

U. S. S. BENTON,
Off Natchez, January 23, 1864.

SIR: Get underway Sunday noon, if the *New National* does not come in sight of you before that time, and run up to Vicksburg and wait for me.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist. Miss. Squadron.
Acting Volunteer Lieutenant JAMES LANING,
Commanding Rattler.

Report of Lieutenant-Commander Pritchett, U. S. Navy, of the arrival off the mouth of White River of prize steamer Ben Franklin.

U. S. GUNBOAT TYLER,
Mouth of White River, January 23, 1864.

SIR: I have to report that the prize steamer *Ben Franklin* arrived here on the evening of the 20th instant in tow of the gunboats

Marmora and *Romeo*. As these boats were nearly out of fuel, and it being necessary that they should return to this station, I ordered the *Ben Franklin* to remain here until she could be towed to Cairo. Her boilers, doctors, and one engine are in such a bad condition that it is impossible to raise steam.

I shall send her to Cairo by the first towboat.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Ramsay, U. S. Navy, commanding Third District, transmitting statement of John McFarlane regarding Confederate forces in Louisiana.

U. S. S. CHOCTAW,
Off Mouth of Red River, January 23, 1864.

SIR: I have the honor to enclose the statement of one John McFarlane, who claims to be a British subject, but has very little to show for it. I have very little fear of his getting his cotton back. He has been some two years among the rebels, and is not disposed to give any information.

I know he is mistaken in saying the rebels have only one boat, the *Missouri*, as in September last I had a man on board who had just deserted from the *Webb*.

I have been unable to get any news about Red River, except the enclosed, since my last communication.

On Monday last we heard three guns up Red River, and have since learned from McFarlane and a negro that the rebels were trying the range of their guns at Fort De Russy.

McFarlane says that the fortifications at Fort De Russy are two forts, one above the other, and the upper completely commands the lower one.

He says obstructions have been placed in Bayou des Glaises to keep boats from getting up to the breastworks at the mouth of Yellow Bayou.

The water is falling in the Red and Atchafalaya rivers, and as soon as it is low enough in the Atchafalaya, General Scurry intends putting a bridge across at Simmesport, so as to cross his artillery and fire on river boats. General Wirt Adams is in command on the east side of the river and has expressed the intention of stopping the navigation by placing a battery at Fort Adams. The *Chillicothe* is there, and I think he will find some trouble in carrying out his designs.

He has about 1,200 men and, I believe, six pieces of artillery, but my informant only saw two pieces. These two pieces he brought to the bank last Sunday and Tuesday nights, in Captain Foster's district, 10 miles below me, but failed to do any damage. As soon as I heard of it, I sent the *Fort Hindman* to look after them, as I was afraid Captain Foster might not get the information in time. With

the assistance of a small land force, I am sure the artillery could be captured.

Since my last communication I have taken the liberty of changing the positions of the *Osage* and *Bragg*, and hope my doing so will meet with your approval. My reason for making the change was that I thought it possible that if the *Webb* succeeded in getting out she might try to run by us and do some damage below. In order to prevent this I have anchored the *Osage* below the mouth of Red River (on the west side of the Mississippi), where she has a range up the river of nearly a mile, and the water is so shoal on the bar that she could not be rammed. The *Bragg* is about three cables' length below the *Osage*, and can get a good ram at anything coming out of Red River without having to turn. The *Lexington* is in the position you marked for the *Osage*, and the *Hindman* in that marked for the *Lexington*.

The little chart you sent down with the vessels marked on it does not show the river exactly as it is.

The point on the east bank of the Mississippi is higher up. The *Bragg*, in the position marked, would have to round to, to ram anything coming out of Red River, and would not be able to get good way.

Very respectfully, your obedient servant,

FRANK M. RAMSEY,

Lieutenant-Commander, Commanding Third District.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

[Enclosure.]

Report of Mr. John McFarlane.

About Vermillion, near Opelousas, the rebels have a small brigade, Taylor's command.

On this side the Atchafalaya there are two companies, a portion of Scurry's brigade, 1,800 men. The balance of the brigade are between Simmesport and Elder's plantation, scattered along about 8 miles. I will point out the exact position on the chart. On Bayou des Glaisses the rebels have from 8 to 10 pieces of artillery. I have seen them and know they are 6-pounders; there is a small breastwork on Yellow Bayou, with 10 pieces artillery.

Hawes' brigade is at Marksville, 6 miles from Fort Darousie [De Russy], which mounts 8 9-inch guns; there are 4 mounted at this time.

There are 800 men at Alexandria, with 12 pieces of artillery, 8-pounders.

Within gunshot range of Fort Darousie [De Russy], they have attempted to place obstructions, but they are a failure, because it is considered impossible to place a raft or obstruction there on account of the sudden rises in the river. There is but one gunboat in the Red River, the *Missouri*; she is at Shreveport, unable to get below the falls.

There are two ferry flats at Simmesport. There are three brigades between this and Alexandria, with about 40 pieces of field artillery.

I am positive that there is but one gunboat on the Red River, and I have given this information to the commanding officer of the U. S. S. *Osage*, Thomas Wright, upon his promise that, if found correct, I shall receive safe conduct to New Orleans; that my cotton shall be sold by the U. S. Government and the proceeds paid to me; and that all my papers and money shall be returned to me upon my taking the oath of allegiance to the United States of America; and if it prove incorrect, I hereby waive all claim to the property seized from me this day.

On board the U. S. S. *Osage*, off Mouth of Red River, January 22, 1864.

JOHN MCFARLANE.

Witness:

W. S. PEASE,
Acting Ensign and Executive Officer.

THOMAS WRIGHT,
Acting Master Commanding,

Respectfully submitted.

[Telegram.]

SMITHLAND, [KY.], *January 24, 1864.*

I go up the river to-night. Transports in danger from guerrillas at Carthage, [Tenn.]. Army gunboats not sufficient to protect them. Will leave *Silver Lake* here to receive orders, attend to coal barges, etc. Will be back as soon as circumstances will permit.

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, making enquiry regarding the ratio of prize money for pilots.

U. S. S. CONESTOGA,
Mississippi River, January 24, 1864.

SIR: I would respectfully make the enquiry whether the pilots of the Mississippi Squadron will receive their prize money in the ratio of the pay they are now receiving or in that generally allowed the position of pilot in the Navy.

In the former case the pilots of the *Conestoga*, enjoying each a salary of \$3,000 per annum, would receive a much larger amount of prize money than her commander.

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

THOS. O. SELFRIDGE,
Lieutenant-Commander.

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

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Owen, U. S. Navy, regarding change in commanding officers of U. S. steamers Mound City and Ouachita.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, January 25, 1864.

SIR: I have detached Captain Wilson from the *Mound City* and placed him in command of the *Ouachita*. Volunteer Lieutenant Langthorne takes his place on the *Mound City*, and will report to you by letter. Keep a lookout on the *Indianola* and get her afloat when an opportunity occurs.

I am going to buy 12 more boats, your division will have a share of them. The *Curlew* is on the ways and getting a general repair.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAS. A. GREER,
Comdg. Benton and Fourth District, Miss. Squadron.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding the change of names of three vessels of his command.

NAVY DEPARTMENT, *January 26, 1864.*

SIR: As requested in your No. 10, the following changes can be made in the names of vessels of your squadron:

Emma Brown to *Gazelle*.

Countess to *Elk*.

Cricket No. 4 to *Tallahatchie*.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Letter from Major-General Sherman, U. S. Army, to Lieutenant-Commander Owen, U. S. Navy, regarding cooperation of gunboats in the Yazoo River.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Memphis, January 26, 1864.

DEAR CAPTAIN: I have this moment received a letter from Admiral Porter, enclosing an order, of which the following is a copy:

CAIRO, *January 24, 1864.*

SIR: You will, without delay, carry out the wishes of General Sherman in ascending the Yazoo to such point as he may direct with every light-draft vessel you can raise.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander E. K. OWEN,
Commanding Louisville and Fifth Dist. Mississippi Squadron.

I will be down in a day or two and would like, then, a few light-draft boats to ascend the Yazoo as far Tchula, Honey Island, or even

Greenwood, according to the stage of water. I propose to send along a small force in transports, more as a diversion than a real movement. I will come in the *Juliet*, which I suppose will compose one of the number. The boat I spoke to you [sic] in coming up will have reconnoitered in part. If you do not receive by this a copy of the admiral's order, I will, on meeting you, give you my original copy, which has the admiral's signature. I would like if you would be ready, as to coal, etc., by Thursday or Friday.

Yours, truly,

W. T. SHERMAN,
Major-General.

Captain E. K. OWEN, U. S. Navy,
Commanding Louisville.

Letter from Major-General Sherman, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding cooperation of gunboats in the Yazoo and proposing operations in the Red River.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Memphis, January 26, 1864.

DEAR ADMIRAL: I received last night at the hands of Captain O'Neil your letter of the 24th instant, with copies of your orders to Lieutenant-Commander Owen, of the *Louisville*. I wrote a note to Captain Owen last night, which was dispatched to him by the *Juliet*, and all I ask of him is three or four light-draft boats to feel up the Yazoo with all caution as to the enemy and as to the stage of water. We are all ready now to start, and only wait intelligence of a body of cavalry which is coming down from Columbus. I will be off tomorrow, and hope to reach Meridian by February 10. I do not think it to our interest to go beyond that point now till we can take Mobile and the Alabama River. I will be back in Vicksburg about March 25, and then, if the water favor us, we might look up the Red River. I have written to Generals Steele and Banks, and by a concert of action we should clear out Red River as high as Shreveport by April. We should not fail to use the present season of high water, and the orders from the War Department will, I think, enable us to act in full concert with you. I will write you again from Vicksburg. The river is very low, but, of course, as soon as the snow melts, all the streams will rise, and, it may be, continue up into June.

I am, with great respect,

W. T. SHERMAN.

Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding movement up the Cumberland River to Carthage.

U. S. S. MOOSE,
Nashville, Tenn., January 26, 1864.

SIR: I find on arriving here it [is] necessary for me to move on up to Carthage. The river is falling very slowly, but I apprehend no danger, as it is very likely to rise again within a day or two. The exigency of the service at the present moment requires that we

should take some little risk, as the army above need supplies very much. I may, in consequence of not meeting a rise as soon as anticipated, be detained two or three weeks, but at this season I do not think it possible to be detained longer. I think I can communicate with you by telegraph from Carthage, and will do so if possible.

I have got the guerrillas pretty well cleared off the river from here down; in fact, just now there is no danger at all; but to guard against any accident, I leave three good boats in the lower part of the river, viz, *Fairplay*, *Silver Lake*, and *Springfield*.

From information this morning it seems that the entire population of Jackson County is rising to prevent the transports getting through, and I believe it is thought that this will be Morgan's first endeavor to cut off supplies.

I trust that for our benefit the enemy may stick to his purpose.

I will do the best I can for the benefit of the army and for the credit of the squadron.

I will keep up communication with Nashville, so that in case the wires are not working to Carthage, and you wish anything or have any orders, there will be as little delay as possible in receiving them.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, to inform commanding officers of the Fourth District regarding the expected crossing of ammunition by the enemy.

U. S. S. BENTON,
Off Natchez, January 27, 1864.

CAPTAIN: Proceed in the morning as soon as you have sufficient coal to Red River and deliver the accompanying letter to Captain Ramsay and then return.

On your way down, communicate with all the gunboats and inform their commanding officers that the rebels are going to attempt to cross ammunition into Louisiana; the exact point is not known. Show this order to Captain Ramsay.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander, Comdg. 4th Dist. Mississippi River.
Acting Volunteer Lieutenant JAMES LANING,
Rattler.

Report of Lieutenant-Commander Owen, U. S. Navy, in view of request of Major-General Sherman, U. S. Army, for cooperation in the Yazoo River.

U. S. S. NEW NATIONAL,
Cypress Bend, January 27, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of the 24th instant. I was on my way to make an inspec-

tion of the vessels in the district under my command, when I received the above by the *Exchange*. I shall order the light-drafts to Skipwith's and await General Sherman's arrival. I shall be obliged to take a very large amount of coal from the tow coming down, as I did not touch any brought down by the *Champion No. 3*. I do not know what provisions are needed, or where they will be. After consultation with General Sherman, I shall be able to form an idea of the requirements of the vessels. I shall order the *Carondelet* up, with Gaines Landing as a center. She will require coal. I may use as much as two barges of coal. The number of light-drafts will be six—*Marmora, Romeo, Petrel, Prairie Bird, Juliet, and Exchange*.

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

E. K. OWEN,

Lieutenant-Commander, Comdg. 5th Dist. Miss. Squadron.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Acting Master Watson, U. S. Navy, commanding U. S. S. Juliet, regarding departure from Memphis, carrying Major-General Sherman, U. S. Army.

U. S. GUNBOAT JULIET,

Off Memphis, January 27, 1864.

SIR: I have to report to you that the U. S. gunboat *Juliet*, under my command, will leave this place this 6 p. m., with General Sherman and staff and proceed down the river.

I am, very respectfully, your obedient servant,

J. STOUGHTON WATSON,

Acting Master, Commanding.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

Report of Acting Master Watson, U. S. Navy, regarding the desertion of Pilot Lewis from the U. S. S. Juliet.

U. S. GUNBOAT JULIET,

Off Memphis, January 27, 1864.

SIR: The *Juliet* returned last evening from Helena, where she has been to carry dispatches for General Sherman.

Upon enquiring, I have every reason to suppose that Mr. Lewis, who was put on board at Cairo for special duty, has returned by last evening's boat to that place without my permission or knowledge.

In the absence of Mr. Lewis, I have taken on board of my vessel a Mr. John McAdams to act as a pilot as long as his services may be required, which I hope will meet with your approbation.

I remain, very respectfully, your obedient servant,

J. STOUGHTON WATSON,

Acting Master, Commanding.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

[Endorsement.]

LOUISVILLE, KY., *February 4, 1864.*

In regard to the desertion of W. Lewis, pilot. Referred to Mr. Heap, who will use every endeavor to have him arrested and delivered to me.

Requested provost-marshal, Louisville, Ky., to procure his arrest, etc.

Report of Rear-Admiral Porter, U. S. Navy, urging the need of regular officers for the Mississippi Squadron.

No. 32.]

MISSISSIPPI SQUADRON,

Flagship Black Hawk, Cairo, January 28, 1864.

SIR: As officers of the Regular Navy have left this squadron, none have been sent to supply their places. We will soon be so restricted that some of these vessels will be commanded by volunteers. I place the most trusty and efficient officers in them, but they are scarcely qualified for so important a command. I have no doubt myself of an attempt on the part of rebel sympathizers to destroy some of the gunboats, though they will stand very little chance of succeeding.

I would feel better satisfied, though, if I had a few more Eastern men—masters, engineers, and mates.

With every effort I have made (and I have detectives in all quarters) I can only ascertain that such a thing is talked of, and that an attempt will be made to burn the Government property.

I can, I think, provide against that. I am informed that some officers are engaged in this plot, but it must be some who have been dismissed, for I can not point to one in the squadron who can be suspected; they all seem zealous and trustworthy. If there are any Eastern men to spare, I would like to have them; but if at all inconvenient to supply them, I will manage without.

This region is terribly rebel in sentiment, and I regret to say that the military commanders stationed at this post have not attempted even to put down the treasonable articles appearing in the opposition papers, one of which, the Daily Democrat, openly recommends opposition to the Government, and abuses all connected with it without stint.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral.

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

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, restricting the crossing of persons or property over the Mississippi River.

U. S. S. BENTON,
Off Natchez, January 29, 1864.

SIR: In answer to your letter of the 22d instant, I have to inform you that you will recognize no passes to cross property or persons

over the river unless approved or issued by me. I will refer William Daly's case to the admiral when he comes down the river.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieutenant-Commander, Comdg. 4th Dist. Mississippi Squadron.

Acting Volunteer Lieutenant J. V. JOHNSTON,
Commanding Forest Rose (9).

P. S.—Your course at Rodney, in regard to the sawmill and old boat, is fully approved.

JAS. A. GREER.

Report of Acting Ensign Litherbury, U. S. Navy, regarding the movement of steamers Argosy No. 2 and Emma Brown from Cincinnati.

U. S. RECEIVING SHIP GRAMPUS,
Cincinnati, Ohio, January 29, 1864.

SIR: Yours of 26th instant, ordering the boats down, is just received. I have already started the *Argosy No. 2* and *Emma Brown* this week, and telegraphed you in regard to the third. Will send the mattresses by next boat.

Very respectfully, your obedient servant,

CHAS. W. LITHEBURY,

Acting Ensign, Commanding pro tem., per D. W. M.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding affairs in the Cumberland River.

U. S. S. MOOSE,
Nashville, Tenn., January 29, 1864.

SIR: I have just returned from Carthage and find everything quiet. There are eight transports there waiting a rise to go on up to Big South Fork. I left this fleet in charge of Acting Volunteer Lieutenant H. A. Glassford, commanding the U. S. S. *Reindeer*.

He has with him the *Reindeer, Victory*, and two Army gunboats, as many boats as could well be used, and ample, I judge, for the convoy; owing to the narrowness of the river more would be in the way.

I directed Acting Volunteer Lieutenant Glassford to hurry the boats through at the earliest possible moment, as the forces at South Gap are wanting provisions badly; but I presume it will yet be a week before there is sufficient water to let them over the shoals.

Very respectfully, your obedient servant,

LE ROY FITCH,

Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Telegram.]

VICKSBURG, *January 30, 1864.*

Arrived last night. McPherson all ready. Hurlbut behind time. All things favorable thus far for movement on Meridian. General Banks sends an officer to engage for the Red River expedition 25 boats. He writes me on the faith of General Halleck that Steele and I are to cooperate with him.

March 1 is as early as we should move on Shreveport and the movement of Admiral Porter should control ours. Your orders are not specific that I should go up Red River after the Meridian movement. Please telegraph me through Admiral Porter your orders for myself and Steele.

General GRANT,
Chattanooga.

W. T. SHERMAN,
Major-General.

[Telegram.]

SMITHLAND, KY., [*January*] 31, 1864.

I have just returned from Carthage, [Tenn.]. All quiet. Good prospect of rise to let fleet on up to South Fork. *Reindeer, Victory*, and two Army gunboats guarding them. Apprehend no danger or trouble. Have just received your letter of 24th. Will coal and proceed to Nashville immediately to carry out your orders.

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, transmitting information of contemplated recapture of New Orleans and steps taken to assist Rear-Admiral Farragut, U. S. Navy.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., January 31, 1864.

SIR: I received to-day by the *New National* dispatches* from Admiral Farragut and Commodore Bell, directed to you, which appear to be of sufficient importance to justify my sending a dispatch boat to deliver them with the least possible delay.

I also send a private letter from Admiral Farragut and all letters and documents received up to this time.

I have written to Lieutenant-Commanders Ramsay, Greer, Foster, and Commander Townsend and enclose a copy of my letter.

I have telegraphed to Commodore Hull and enclose a copy of the telegram.

I shall push ahead with the work here as rapidly as possible.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Rear-Admiral D. D. PORTER, U. S. NAVY,
Commanding Mississippi Squadron.

* See vol. 21, pp. 31-33, 39.

[Enclosures.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., January 31, 1864.

SIR: Information has been received here from Commodore Bell, of a contemplated movement for the recapture of New Orleans and the river by the concerted action of the rebel rams and ironclads in Red River and Mobile Bay and the troops from Louisiana and Mississippi. The Mobile rams are first to attack our fleet on blockade there, and then proceed into the river to meet the fleet from Red River. In the absence of the admiral, I give you this information, that you may be prepared for any emergency.

Very respectfully,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Lieutenant-Commander RAMSEY.

[Same sent to Greer, Foster, and Townsend.]

[Telegram.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., January 31, 1864.

Is the *Ozark* (or any of the other monitors) ready for service?

If so, can they not be sent to this place at once?

The necessity is urgent that we should have them without delay. Please answer at once.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Commodore J. B. HULL, U. S. Navy,
St. Louis, Mo.

Letter from Major-General Sherman, U. S. Army, to Major-General McPherson, U. S. Army, regarding movement up the Yazoo River in cooperation with Lieutenant-Commander Owen, U. S. Navy.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Vicksburg, Miss., January 30, 1864.

GENERAL: Pursuant to my verbal instructions of to-day you have designated the Eleventh Illinois and Eighth Louisiana Regiments to make the expedition up the Yazoo. I wish you would instruct the commanding officer as follows: To act in perfect concert with Captain Owen, U. S. Navy, who acts under my orders by instructions from Admiral Porter. He is instructed, simultaneously with our movement inland, to explore and scout the Yazoo and Sunflower, to make the planters along those rivers feel that they are to be held responsible for the safety of the navigation of so much of the Mississippi as lies parallel with the Yazoo. Instruct the officer in command to collect a thousand bales of cotton, to be delivered to the agents of the Treasury, to be converted into money with which to indemnify the owners of the steamer *Allen Collier*, burned in the

Mississippi River opposite Bolivar County; for the cotton and gins of Dr. Duncan recently burned by guerrillas on his plantation near Skipwith's, and other minor depredations on our lawful commerce. Let these boats also collect corn and forage, giving receipts only to the quiet and loyal people, but not to the disloyal. Let the commanding officer impress on the people that we shall periodically visit that country and destroy property or take it, as long as parties of Confederate troops or guerrillas infest the river banks. If, on the contrary, the inhabitants will organize for their own self-defense and for protecting their country from the acts of unfriendly parties, we will gradually open to them a friendly intercourse and trade. All bands of guerrillas or Confederates must be engaged, and, if possible, punished. This expedition should be up the Yazoo two or three weeks, and should visit every navigable part of the Yazoo and its tributaries as far up as Fort Pemberton, Greenwood, or Sidon. The commanding officer should act in concert with Captain Owen, and if the expedition reaches its destination in a less time than herein indicated, and if an opportunity offers, he may disembark and visit Grenada, or some point on the Central Mississippi Road, breaking it so effectually that it can not be used by the enemy. Great discretion should be left to the officer in charge, the chief object being to show a force up in those waters while we are occupied in a different quarter, and while General Sooy Smith is sweeping down from Memphis toward Okolona and Meridian. The enemy must not be allowed to flee and seek shelter from this party near the Yazoo.

I am, with great respect, etc.,

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

Major-General MCPHERSON,
Commanding Seventeenth Army Corps, Vicksburg.

Letter from Major-General Sherman, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding movement up the Yazoo River in cooperation with Lieutenant-Commander Owen, U. S. Navy.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Vicksburg, Miss., January 30, 1864.

DEAR ADMIRAL: I arrived here last night in the *Juliet*. I saw Captain Owen in passing Skipwith's, and he was ready to follow to-day. I have selected two fine regiments in five boats to accompany him, and have ordered Ellet's Marine Brigade to protect the river in the district hitherto guarded by Captain Owen. I will make my letter to Captain Owen very full, asking him to ascend the Yazoo as far as he deems possible, and acting in such a manner as to show the planters along the Yazoo and Sunflower that we can reach them and punish them in case they connive at the attacks on our boats in the Mississippi. I have this moment received a letter from General Banks, indicating his purpose to engage in the Red River expedition in concert with General Steele and myself. My orders from General Grant are to strike Meridian, and he sends me a letter from General Halleck which shadows forth the joint execution of the

movement on Shreveport. General Banks is sending an officer up to Cairo to engage boats and supplies. He is taking time by the forelock, and I am willing he should do so, but I know when the time comes I shall be prepared as soon as any. You must take the initiative, as the gunboats must carry the heavy ordnance, and we should not engage Shreveport until you can put your gunboats (iron-clads) into the fight. I can be back to Vicksburg by the end of February, by which time Red River should be in good boating order. I have a man in from Alexandria, La., bringing me messages from my friends there, but he says that when he left there eight days ago the falls were only passable to the lightest draft boats.

Dick Taylor is down at Fort De Russy, which is at one of the Marksville landings—doubtless Norman's, the same where the *Queen of the West* was taken. Taylor has three brigades with him. This fort can be turned by Banks moving upon Alexandria from Opelousas. Steele should move on Shreveport from Little Rock, and you and I should go straight up Red River. Some one mind should control the whole. I inclose you a telegraphic message for General Grant, which I beg you to send to him and send me his answer. March 1 should be fixed as the date for us to enter Red River.

Truly, your friend,

W. T. SHERMAN,
Major-General.

Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Letter from Major-General Sherman, U. S. Army, to Lieutenant-Commander Owen, U. S. Navy, stating the purposes of the movement up the Yazoo River.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Vicksburg, Miss., January 30, 1864.

DEAR SIR: In furtherance of the expedition proposed up the Yazoo, I will endeavor to explain the objects and purposes aimed at:

You are aware that a large cavalry force will leave Memphis about Monday next, directing its course, via Ripley, Pontotoc, Okolona, and Columbus, to Meridian. I will leave Vicksburg about the same time with a strong force of infantry and artillery for the same point, via Jackson and Brandon. I desire to confuse the enemy as to our plans, and know that the appearance of a force up the Yazoo as far as possible will tend to that result. I propose at the same time to have the expedition to fulfill other important ends. I have ordered General McPherson to embark here on five good steamboats the Eleventh Illinois Infantry (white) and Eighth Louisiana (black) to accompany our fleet. These will be commanded by an experienced officer (Colonel Coates), who will be instructed to act in perfect concert with you. He will not take artillery, as the gunboats will have that, and it is not designed he should operate far from your boats. Should you find an enemy at Satartia or Yazoo City, I want them engaged, whether you drive them off or not. The moment they find I have crossed Big Black they will make off. Then pass up the Yazoo as far as possible—to Greenwood; destroy all flats or means used by the enemy to cross from the east to the west; take all C. S. A. cotton you choose as prize, and the transport boats will be ordered to take the private

cotton which is abandoned or held by disloyal citizens to barricade their engines and to bring it away to be sold, to make a fund out of which to endemnify the owners of boats that have been destroyed or damaged by the enemy. Impress on the people along Yazoo and Sunflower that we intend to hold them responsible for all acts of hostility to the river commerce. The planters along the Mississippi have been damaged enough, and it is now their turn to feel that war may reach their doors. If the enemy burns cotton, we don't care. It is their property and not ours; but so long as they have cotton, corn, horses, or anything, we will appropriate it or destroy it so long as their confederates in war act in violence to us and our lawful commerce. They must be active friends or enemies. They can not be silent or neutral. I have ordered up the Marine Brigade (General Ellet) to replace your division of light-draft gunboats. I think now is the time, with almost absolute certainty that the Yazoo will be on the rise, for us to make a good impression on the Yazoo and Sunflower country. If the planters find that we can make a yearly visitation and clean up old scores they will give less encouragement to the enemy, which has heretofore crossed over to the Mississippi and annoyed our steamboats. They may protest against our holding them responsible for the acts of the Confederate authorities, but in war we have a perfect right to produce results in our own way, and should not scruple too much at the means, provided they are effectual. I would like you to be prepared to explore the Yazoo and Sunflower rivers perfectly, and think you should take three weeks or a month in the operation. A force of about 3,200 men, under General Hawkins, will occupy Haynes' Bluff, and you can communicate through him with the admiral or myself. Do not hesitate to take any kind of provisions or firewood, for the enemy must not only pay for damages inflicted on our commerce, but for the expenses incurred in the suppression. You may assure the inhabitants from me that the moment they can assure us that order and peace are preserved along the Yazoo and Mississippi abreast of them they will be allowed free commerce and intercourse with Vicksburg.

I am, with respect, etc.,

W. T. SHERMAN,
Major-General.

Lieutenant-Commander E. K. OWEN,
Commanding Fifth District, Mississippi Squadron.

Report of Lieutenant-Commander Owen, U. S. Navy, preparatory to movement up the Yazoo in cooperation with Major-General Sherman, U. S. Army.

U. S. S. MARMORA,
Off Vicksburg, January 31, 1864.

SIR: I have to report that the light-drafts *Romeo*, *Exchange*, *Prairie Bird*, *Petrel*, and this vessel are now ready to ascend the Yazoo and its tributaries and to cooperate with the military forces under command of Colonel Coates, of the Eleventh Illinois Volunteer Infantry; the Eighth Louisiana (colored) will accompany the above regiment. The two regiments will muster about 1,000 strong. The first four boats are now in the Yazoo, the *Petrel* being at Haynes' Bluff with a disabled wheel, caused by her backing whilst engaging the enemy's artillery at Satartia, about 30 miles above Haynes' Bluff.

I have filled this vessel and three others with coal and will take about half a barge of coal with us. General Sherman desires, in his communication, that I remain in the waters of the Yazoo three or four weeks. Each vessel has a month's provisions, but are more or less short of ammunition. General Sherman desires that we thoroughly explore all the Yazoo country and works; if possible, Greenwood. I procured here a regular Yazoo pilot, who appears to be conversant with the river and its surroundings. Five transports will accompany the expedition, carrying the troops, provisions, munitions of war, etc. I shall endeavor to impress upon the people the purposes of the war, namely, peace, commerce, and the restoration of the Union on such conditions as Congress may deem proper to impose. I shall also give them to understand that if they will persist in levying an illegal and unnatural war, the issue will be accepted, and they must be prepared to accept the consequences. The loyal shall be protected as far as practicable and the disloyal made to fulfill the requirements of the expedition. To-morrow afternoon the expedition will be ready to leave Haynes' Bluff for the up country. I shall leave to-night for Haynes' Bluff. I shall communicate with you through Haynes' Bluff and this place, requesting General McArthur to have the dispatches forwarded to you as quickly as possible. Unless otherwise ordered I expect to be down by the 10th March. General Sherman told me he would order the Marine Brigade up to take the places of the light-drafts taken away, but they are now down the river, and guerrillas are quite bad, the *Champion No. 3* having been fired into on her down trip. The *Champion No. 5* will return from this place, the *Juliet* taking the remaining barge down, as she requires a large amount of coal. I have ordered the *Carondelet* to Gaines Landing. I will here remark that Mr. H. P. Duncan's ginhouse and cotton were burned up on Thursday noon. I landed about 100 men, but could not capture the party. I shelled the vicinity of the fire in order to protect the other houses. They will eventually carry out their threat, namely, burn everything and hang him. He will be reimbursed, however, as General Sherman has given written orders that sufficient cotton shall be taken on this trip to indemnify him, which will be about \$30,000 worth.

I send you, sir, a copy of General Sherman's letter to me.

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

E. K. OWEN,

Lieutenant-Commander,

Comdg. 5th Dist. Miss. Squadron, Comdg. Expedition.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Brigadier-General Ellet, commanding Marine Brigade, in view of charges against the Marine Brigade and transmitting statement of officer commanding party accused.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,

Flagship Autocrat, St. Joseph, La., January 31, 1864.

GENERAL: I have the honor to acknowledge the receipt of your order requiring investigation and report upon the allegations contained in the enclosed paper.

In respect to the case of John Routh, I beg leave to refer you to the report of Captain J. R. Crandall, accompanying these papers, who was in command of the party upon the occasion referred to.

I would respectfully state, however, that Mr. Routh has recently informed me that a very large amount of his property has been recovered from his own negroes, they having been the actual perpetrators of the lawless violence complained of. Some proportion of his silverware is known to be yet in possession of the negroes in the vicinity of his residence, it having been offered for sale to different parties on the river upon various occasions.

I desire further to state that some weeks since I had all the property that was taken from Mr. Routh by my men, not contraband of war, returned to him, and for which I have his receipt.

Respecting the complaint of Miles H. McGehee, alleged to have been committed on the 23d of May, 1863, by a party of troops from the steamer *Lady Pike*, I can give no information, said boat having never been in my command. Some time about the 12th or 13th of July, 1863, the hospital steamer *Woodford* landed at McGehee's Landing by my orders, to procure vegetables, fruit, and poultry for the sick on board, of which there were some 300; if Mr. McGehee was not paid at the time, it was because he made no claim.

Of the cotton taken by the gunboat *Conestoga*, I know nothing, said boat not belonging to my command.

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

ALFRED W. ELLET,
Brigadier-General, Commanding.

Major-General McPHERSON,
Commanding 17th Army Corps.

[Enclosures.]

STATE OF ARKANSAS,
County of Desha, ss:

V. T. Waren, of Bolivar County, Miss., being duly sworn according to law, deposes and says that on or about the 23d May, 1863, a steamboat landed at McGehee's Landing and a party of about 25 white men, uniformed as the Marine Brigade and accompanied by a number of negroes came from the boat and pillaged the place of Miles H. McGehee, taking away with them 22 mules, 1 mare and colt, 1 bay filly 3 years old, 1 horse, and harness and bridles for the mules, the whole valued at \$10,000. Said deponent did not see the boat, but understands it was the *Lady Pike*. He, however, saw the smoke of the boat and saw the troop pillaging Mr. McGehee's place. The officers who commanded the party were uniformed as officers of the Marine Brigade, commanded by Brigadier-General Ellet. Deponent was overseer of the place and saw the party take all the property specified above.

That on or about the 1st June, 1863, a steamboat landed at Kirk's Landing and a party of about 30 men in the uniform of the Marine Brigade came to Miles H. McGehee's place and took away with them 3 mules, 1 grey filly 3 years old, 15 hams, and about 100 head of poultry, the whole valued at \$1,300. Said deponent saw the said Marine Brigade troops pillaging and saw them take away the property specified above.

That on or about the 12th and 13th July, 1863, a steamboat landed at McGehee's Landing and a party of about 20 men came to the place of Miles H. McGehee, and remained that and the next day, coming and going to and from the boat all the time. They brought some ambulances and pillaged the place and took away with them nearly 2 barrels of molasses, 6 jars of lard, 800 to 1,000 head of poultry, and 6 hogs, the whole valued at \$700. They tore up the garden, breaking down the fences, plants, and trees, and in the orchards caused great damage by breaking down fruit trees, the whole damage estimated at \$2,000 to \$3,000.

That said place has never been abandoned, but always occupied by the owner or his agents, and that the inventory attached hereto is a correct list of the property taken from the place, and the prices marked are the true values thereof.

V. T. WARREN.

Sworn and subscribed to before me, the 7th of November, 1863.

GEORGE W. BROWN,

Act. Vol. Lieut., U. S. Navy, Comdg. White River Station.

Witness:

CLIFFORD STANLEY SIMS,

Acting Assistant Paymaster, U. S. Navy.

At the same time and place John C. Kirk, being duly sworn, deposes and says, that he knows the property specified in the foregoing affidavit as having been taken by the Marine Brigade from the place of Miles H. McGehee to have been taken, that it is valued fairly and that the place is never abandoned. That on or about the 23d of February, 1863, the U. S. S. *Conestoga* landed at Hosten's Landing and took from the Mound Place, belonging to Miles H. McGehee, 8 bales of cotton, valued at \$3,000.

J. C. KIRK.

Sworn and subscribed to before me this 7th day of November, 1863.

GEORGE W. BROWN,

Act. Vol. Lieut., U. S. Navy, Comdg. White River Station.

Witness:

CLIFFORD STANLEY SIMS,

Acting Assistant Paymaster, U. S. Navy.

Inventory of property taken by the brigade of General Ellet, from the place of Miles H. McGehee, Esq.

22 mules	\$8,800
1 mare and colt	500
1 bay filly, 3 years old	300
Harness and bridles for 22 mules	125
1 horse	500
3 mules	1,000
1 grey filly, 3 years old	300
15 hams, 375 pounds	50
100 head of poultry	80
2 barrels molasses	120
6 jars lard	150
1,000 head of poultry	800
6 hogs	60
8 bales of cotton	3,000
6 wagons	1,200

[Enclosure.]

FLAGSHIP AUTOCRAT, *January 25, 1864.*

GENERAL: In compliance with your order, I moved from Ashwood Landing, La., on the morning of July 21, 1863, with and in command of the First Battalion Cavalry, M. M. B., to look after a company of rebel cavalry that was reported in the vicinity of Lake St. Joseph conscripting citizens and burning cotton. Ten miles out from Ashwood Landing, on Lake St. Joseph, my advance met 5 mounted men, part of them being armed with revolvers. They were halted until I came up. Upon questioning, four of the number stated they were citizens in sympathy with the rebellion. The fifth admitted himself to be a rebel soldier on furlough. One of the citizens by the name of John Routh stated he lived some 2 miles down the lake, and that he had in his residence five or six guns and two revolvers. He admitted himself to be a rebel and having no protection papers, I thought proper to seize said arms. I therefore left the four prisoners under guard and proceeded with the balance of the battalion to the plantation of the said Jno. Routh, taking him with me. When arriving at the house I dismounted the command to give them an opportunity to get water, as it was very warm and exceedingly dusty, and the men had ridden 12 miles without any, but previous to dismounting, I gave positive orders for nothing to be molested except fruit and vegetables that were in the garden. I then proceeded in person, accompanied by First Lieutenant Cole, commanding Company B, to search the house. Mr. Routh brought out four or five guns, stating he had no others and no ammunition. Upon search another very superior gun was found. In the meantime, learning that an adjacent house had been broken open, I proceeded at once to the place. In the room were a few of my men and a large number of negroes belonging to Mr. Routh's plantation. Two barrels of liquor had been opened. I at once drove all out of the building, emptied the liquor upon the floor and placed a guard at the door.

Finding a large amount of goods in the room, mostly in boxes and barrels, I examined the contents which consisted of quite an amount of salt, several pounds of powder, some 15 sacks of shot and ball, 2 barrels of lard, 1 of molasses, a lot of bacon, a large quantity of silver or plated ware, part of a barrel of sugar, a few negro shoes, a lot of cotton linsey, liquors, etc.

I destroyed the salt and powder, and the said Routh having denied having any ammunition, I seized the lard, molasses, 1 barrel of bacon, part of a box of linsey (small clock and a few little notions of no value that were packed in with the linsey, that I at the time knew not of), 1 large box, which I did not open, said by the negroes to contain bacon (but which proved to contain demijohns of wine), and 2 small boxes of silver or plated knives and forks, and with the shot and guns loaded them into a wagon and brought them to the fleet where they were all turned over to the proper authorities. At the residence of Mr. Routh I captured two Confederate soldiers, one being a grandson of said John Routh. Learning that the enemy had fallen back, I in the afternoon returned to the fleet bringing in 7 prisoners.

As Mr. John Routh has forwarded a bill of damages which he claims to have sustained by my battalion upon that day, allow me to

state that I used every exertion in my power to restrain my men from pillaging or wantonly destroying property; also the negroes. I remained upon the ground until the last man had mounted and the battalion in motion (save the rear guard); and was not aware that the command had been guilty of any pillaging; but the negroes consisting of some two or three hundred, were ungovernable. They broke into rooms where I had no guards, and in one or two instances broke past my guards, destroying and carrying off a large amount of goods, previous to my departure from the plantation.

In vindication of my conduct upon that day, sir, I would respectfully refer you to any of the officers of the battalion that were with me.

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

J. R. CRANDALL,

Captain, Commanding Company A, Cavalry.

Brigadier-General A. W. ELIET,

Commanding Mississippi Brigade.

Report of Acting Volunteer Lieutenant Glassford, U. S. Navy, commanding U. S. S. Reindeer, regarding operations in the Cumberland River.

U. S. S. REINDEER,

Carthage, February 1, 1864.

SIR: The river began to rise this a. m., and by to-morrow at daylight will be high enough to let us over Sand Shoals. The fleet will make the attempt and I think will get over. Yesterday General [E. A.] Paine, with 1,000 men, went into Jackson County, and I think will clean it out. I discharged a steamer to ferry troops for the general, and with the *Silver Lake No. 2* and this vessel went up as far as I could get to Sand Shoals, which I could not cross. I got the *Silver Lake* and *Sullivan* over, however, and, as far as I could, rendered assistance to the expedition.

The *Sullivan* has just come down; reports the guerrillas completely broken up, 40 prisoners taken, 12 or 15 killed, and any quantity of property recovered. I will probably see General Paine to-morrow, and if I have an opportunity will report further as to his success, which I expect is complete. The boats were not fired upon at all.

Very respectfully, your obedient servant,

H. A. GLASSFORD,

Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander LE ROY FITCH,

Commanding Eighth District, Mississippi Squadron.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, in the case of the steamer Clara Dolsen.

NAVY DEPARTMENT, February 1, 1864.

SIR: The Department infers from your No. 25 (date omitted), and from the enclosures of your number 29, of 27th ultimo, that the district court at Cairo, sitting in prize, has decreed restoration of the *Clara Dolsen* to the claimants.

Upon this assumption the Department will at once request the Attorney-General to instruct the U. S. district attorney in Illinois to appeal from such decree to the Supreme Court of the United States. During the pending of this appeal, until otherwise ordered, you will hold on to the *Clara Dolsen*.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Cairo, Ill.

Report of Rear-Admiral Porter, U. S. Navy, announcing the decree of the district court in the case of the steamer Clara Dolsen.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, February 2, 1864.

SIR: I have the honor to inform you that the receiving vessel *Clara Dolsen*, by a decree of the court of the district of Illinois, has been given back to the persons who professed to own her. I have received a partial notice to this effect. The vessel has not been in the hands of the marshal up to this time, and no effort has been made to save the vessel to the Navy, except what I have done myself.

I shall now want the order of the Department before anything is done.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral.

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

[Telegram.]

CAIRO, [ILL.], [February] 2, 1864.

Your *Benefit* left at noon to-day with a large mail and important dispatches for you, in charge of Commander [Acting Master] Harty.

A. M. PENNOCK,
Fleet Captain and Commandant.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Flagship Black Hawk.

[Telegram.]

ST. LOUIS, February 2, 1864.

Getting the *Ozark* ready for trial. Expect to send her down Friday or Saturday. Will you send Commander Stanly up immediately to examine ordnance equipments?

J. B. HULL,
Commodore, Superintending.

Captain A. M. PENNOCK,
Fleet Captain, etc., Cairo.

Report of Acting Master Watson, U. S. Navy, transmitting copy of letter of appreciation from Major-General Sherman, U. S. Army.

U. S. GUNBOAT JULIET,
Vicksburg, February 3, 1864.

SIR: The *Juliet*, under my command, will leave this place this 4 p. m. for the mouth of Red River.

General Sherman and staff started on his expedition this 10 a. m. I enclose a copy of a letter addressed to me by General Sherman.

Very respectfully, your obedient servant,

J. STOUGHTON WATSON,
Acting Master, Commanding.

Read-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

[Enclosures.]

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Vicksburg, February 2, 1864.

DEAR CAPTAIN: I am now on the point of starting inland, and, according to Admiral Porter's instructions, now release you from the duty you have recently been engaged on. You are therefore at liberty to join the division to which you belong.

I am very much obliged to you personally and officially for the perfect manner [in which] you have contributed to my wants. You have enabled me to assemble and put in motion the troops along the Mississippi, and have contributed much to the personal comfort of myself and staff. I hope the accidents of service may bring us together again. I will not have time to write to the admiral again, and would be obliged if you would send him a copy of this letter.

I am with respect, your friend and servant,

W. T. SHERMAN,
Major-General.

Captain J. S. WATSON, U. S. Navy,
Commanding Juliet.

[Telegram.]

CAIRO, February 3, 1864.

Commander Stanly has gone to New Albany.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Commodore J. B. HULL, U. S. Navy.

[Telegram.]

CAIRO, February 4, 1864.

When Commander Stanley returns I will order him to St. Louis.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Commodore J. B. HULL, U. S. Navy.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, for prize list of U. S. S. Benton for the capture of steamer Jeff Davis.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, February 5, 1864.

SIR: You will transmit without delay a prize list of the U. S. S. *Benton* for her share of the proceeds of the steamer *Jeff Davis*, captured by that vessel and the *Baron De Kalb*, *Louisville*, *Carondelet*, and *Cairo* at Memphis, on the Mississippi River.

I am, respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAMES A. GREER,
Comdg. U. S. S. Benton, 4th Dist. Miss. Squadron.

[Telegram.]

NASHVILLE, *February 5, 1864.*

I leave for Bridgeport, [Ala.], to-day. Will be back 7th, on completion of report. Had I not better make a trip up the Kanawha with a couple of boats to look around? I can leave everything here perfectly safe. We may need some force in that region.

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, commending his operations at Rodney, Miss., and Waterproof, La.

U. S. S. BENTON,
Off Natchez, February 5, 1864.

SIR: Your two letters of the 5th instant have been received. Your action in breaking up the ferry at Rodney is approved, as well as your visit to Waterproof in the absence of the *No. 9*. In regard to the shipping of Mr. Law's cotton, I know you acted as you thought best, but the sending of anything where it will fall into the hands of the great majority of Treasury agents is only giving them a chance to cheat and steal; hence I was annoyed when this cotton had to go through the hands of the sharks at this point. Mr. Law was in a position that, in the light of humanity alone, would require protection, but he should never have taken his cotton to an exposed place, unless he had the proper papers. As the law now reads; the owners must run their own risks. Our course is a plain one as regards the shipment of any product. Where protection can be afforded without

interfering with other duties, even in cases like this, I would give it, but such a one would not occur once a year.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieut. Commander, Comdg. Benton and 4th Dist. Miss. Squadron.

Acting Volunteer Lieutenant JAS. LANING,
Commanding U. S. S. Rattler.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, commanding U. S. S. Rattler.

U. S. S. BENTON,
Off Natchez, February 5, 1864.

SIR: Proceed in search of the *Ouachita*, Captain [George T.] Wilson, and deliver to him the accompanying letter. Go no farther than Vicksburg and come immediately to Natchez after receiving his answer; also if you do not find him. Lose no time.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieut. Commander, Comdg. Benton and 4th Dist. Miss. Squadron.

Acting Volunteer Lieutenant JAMES LANING,
Commanding U. S. S. Rattler.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding U. S. S. Forest Rose.

U. S. S. BENTON,
Off Natchez, February 5, 1864.

SIR: I am obliged to take the *Rattler* from Rodney for a day or two. Have an eye to that point.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieut. Commander, Comdg. Benton and 4th Dist. Miss. Squadron.

Acting Volunteer Lieutenant J. V. JOHNSTON,
Commanding U. S. S. Forest Rose.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding encounter with Confederate cavalry at Morgan Bend, and giving information from captured mails.

U. S. S. CONESTOGA,
Morgan Bend, February 5, 1864.

SIR: A week ago to-day I landed a small party at the head of this bend for the purpose of getting rails for firewood. They were at-

tacked by a large party of rebel cavalry and driven in to the vessel. Having driven the enemy off, I landed in force and destroyed some 14 houses and huts that they had been in the habit of using for quarters, also a thousand bushels of corn. Captured a rifle and horse. No casualties.

Last Wednesday I sent a strong force about a mile in the interior above Tunica village, captured 9 bales of cotton and 2 prisoners, who crossed the river the night previous. One of them is a private of the Seventh Texas, the other a suspicious character, though he pretends to have no connection with the army. The former had a private mail of about 70 letters. They contain little information, but from them I have gleaned the following: Taylor's army consists of two divisions, Walker's and Mouton's. The former, consisting of three brigades, about 7,000 men, is camped at Marksville, 3 miles from Fort De Russy, except one brigade, Scurry's, which is at Simmesport. Fort De Russy is garrisoned by the Fourteenth Texas. Some 400 negroes are employed upon it. Different writers state from six to ten guns, two 9-inch, the rest 32s, some of them casemated. They are constructing a raft to obstruct the river 6 miles below the fort.

The general tone of the letters show that the soldiers are much disheartened and but little faith in their ability to hold their position. I send the prisoners to you on the *General Lyon*.

On Wednesday last, was fired upon at the head of this bend with musketry while convoying the *Continental*. Drove them off without any trouble. No casualties. Several bullets in the hull and chimneys.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Lieutenant-Commander JAS. P. FOSTER,
Commanding 2d District, Mississippi Squadron.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding expedition in Yazoo River.

U. S. S. MARMORA,
4 Miles below Yazoo City, February 5, 1864.

SIR: Owing to the very strong force at Yazoo City and their batteries of five guns in all (one an 8-inch, the balance smaller), Colonel Coats decided to drop below Satartia for the present, so at daylight we shall commence dropping. The transport *Emma Boyd* is going to Vicksburg, and I send these dispatches by her. We have not yet had any communication with the city.

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

E. K. OWEN,
Lieutenant-Commander, Commanding 5th District.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Foster, U. S. Navy, transmitting information regarding Confederate operations in Louisiana, obtained from captured mail.

U. S. S. LAFAYETTE, February 6, 1864.

SIR: Enclosed you will please find a communication from Lieutenant-Commander Selfridge, which will give you some information of the operations of the enemy in the upper part of my district. Since I last wrote you, a portion of the forces in and around Bayou Sara have been withdrawn by General Wirt Adams. It is said they are now 14 or 15 miles back of Fort Adams. There still remains a force in this vicinity of about 2,000, who are plundering, burning cotton, and ravaging the country generally. The town of St. Francisville continues to be a resort for the guerrillas and soldiers of Colonel Scott, and if it were not for the women and children of the place I would long since have destroyed it entirely.

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

JAS. P. FOSTER,

Lieutenant-Commander, Comdg. 2d Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. CONESTOGA,

Morgan Bend, February 6, 1864.

SIR: On Wednesday last I captured 2 prisoners who had crossed the river from west to east the night previous.

One of them had a large private mail, [from] which, though very uninteresting, I have gleaned the following:

Taylor's forces for the defense of Louisiana at present consist of two divisions: Walker's, consisting of three brigades, about 7,000 men camped at Marksville, three miles from Fort De Russy, and Mouton's now at Monroe, La. The fort itself is garrisoned by the Fourteenth Texas, 400 negroes are employed upon it, and it is soon expected to be completed. The number of guns mounted vary with different letters from six to ten. Two of them speak of having a 134-pounder. The most intelligent, however, mentions eight in all, two 9-inch, the rest 32s. A raft is being constructed 6 miles below the fort, by driving piles in the bed of the river and floating trees and roots against it. Another fort is spoken of 4 miles below Shreveport.

The river is mentioned as so low that only small transports can run from Alexandria down.

The tone of the letters, with few exceptions, is disheartening. No desire to fight, and but little confidence in being able to hold their position. Price is mentioned as having about 20,000 men, and the same number with Magruder. All persons between 16 and 55 are being conscripted.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,

Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

General report of Lieutenant-Commander Greer, U. S. Navy, commanding Fourth District, referring to operations at Rodney, Miss., Waterproof, La., and Vidalia, La.

U. S. S. BENTON,
Off Natchez, February 6, 1864.

SIR: I have the honor to inform you that since my last report of December 22, 1863, there has been but one vessel fired into in this district, viz, the *New Champion*, with a tow of coal for the Navy, on January 25, at the foot of Rodney Bend, with small arms. No one hurt. The *Forest Rose* went up to the town of Rodney as soon as she heard of the affair. Captain Johnston saw an armed rebel run from an old ruin of a sawmill, and which was a very good place to shelter men in. He burned the ruin and tore down the cabin of the old and deserted wharf boat. I approved of his course. At the time of this affair I was using the *Rattler*, being on a tour of inspection. The town of Waterproof, La., has been occupied by about 300 troops, mostly negroes; they are intrenching their camp, until they are in condition to defend themselves. I have directed the *Forest Rose* to be about there, especially at night. I could use one or two more light-drafts to a good advantage; the two I now have have to patrol a distance of 55 miles.

February 7, 8 p. m.—This afternoon a force of rebels, at least 2,000, made their appearance back of Vidalia and attempted to advance upon our small force of troops there stationed. There was sharp skirmishing. The *Rattler* (which was here coaling), *Champion* (undergoing repairs), *Torrence*, this vessel, and the tug *Fern*, threw a number of shells, and with good effect, notwithstanding the disadvantage we labored under on account of the high bank. One of the rebel prisoners told me the cannon caused their forces to fall back. Our troops have been reinforced from the Natchez side, but we expect an attack in the morning.

February 8.—I have the honor to inform you that the rebels have retreated from this place and that we do not now anticipate another attack. I shall go up to the *Mound City* to-day and convene the court-martial ordered by you. I will be obliged, owing to the exigencies of the service, to leave Acting Master Brennen (one of the detail) at this point in command of the naval forces.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieut. Commander, Comdg. Benton and 4th Dist. Miss. Squadron.
Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Commander Townsend, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, acknowledging receipt of confidential communication.

U. S. IRONCLAD STEAMER ESSEX,
Off Donaldsonville, La., February 6, 1864.

CAPTAIN: I beg leave to acknowledge the receipt of your confidential communication of the 31st ultimo, and I thank you for your promptness in sending me the information.

Commodore Bell, at the time he forwarded his letter for the admiral, wrote to me, giving the same information. I sent a copy of Commodore Bell's letter to Captain Foster, with the request that he should transmit it in the same confidential manner to the commanders of divisions above him.

I felt that such information should be confidentially disseminated with the least possible delay.

I remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,
Commander, U. S. Navy.

Captain A. M. PENNOCK,
Commanding Naval Station, Cairo, Ill.

*Report of Acting Volunteer Lieutenant Langthorne, U. S. Navy,
regarding work on the wreck of the U. S. S. Indianola.*

U. S. S. MOUND CITY,

Off Hurricane Island, Mississippi River, February 6, 1864.

SIR: I have blocked the *Indianola* up on both sides, bow and stern, and have dug trenches around her, which will cause the water to pass under her more readily. I have had all the seams tried and will have them recalced where it is necessary. I do not think there will be any difficulty in floating her. All the seams in her bottom that can be seen are in good condition. The river is rising at the rate of 14 inches per day, and if it keeps on at the present rate the *Indianola* will be afloat in fifteen days. There is an empty coal barge here belonging to the U. S. Navy, and I think it would be judicious to remove all the loose iron off the decks of the *Indianola* to it. The weight is considerable, and when removed will assist in floating her very much.

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

A. R. LANGTHORNE,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

*Report of Acting Volunteer Lieutenant Langthorne, U. S. Navy,
regarding the U. S. steamers Ouachita and Mound City.*

U. S. S. MOUND CITY,

Off Hurricane Island, Mississippi River, February 6, 1864.

SIR: In obedience to your orders, I brought the *Ouachita* down the river as far as this vessel, and delivered her to Lieutenant-Commander Wilson, and have taken command of the *Mound City*.

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

A. R. LANGTHORNE,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Wilson, U. S. Navy, commanding U. S. S. Ouachita, regarding that vessel, and referring to the arrival of steamer Emma Boyd from above Yazoo City.

U. S. S. OUACHITA,
Off Vicksburg, February 6, 1864.

SIR: On the 1st instant, I turned over the *Mound City* to Captain Langthorne and I took command of this vessel according to your orders. I came up to Vicksburg, and was obliged to have an old crack in one of the flues patched. Yesterday I steamed up above the Yazoo a little and came back to-day. The *Emma Boyd* came down from above Yazoo City this afternoon (having taken dispatches to Captain Owen), and reports plenty of water, and rising all the way up. She received several musket balls at, or near Liverpool.

This vessel is short some 34 men, unless we can dispense with manning both bow and stern guns at the same time, and make one set of men work both. Five of the men have been discharged, their times being out. I would like, if possible, to have an executive officer, either as an additional officer or in exchange for one of the ensigns. One of them is sick all the time and will probably leave for the hospital.

There is a good deal to be done to this vessel yet to make her neat and trim, and the men will want a fair share of drilling to make her a crack fighting ship. The crew are drilled four or five hours per day, reducing the time as they progress.

I am, very respectfully, your obedient servant,

BYRON WILSON,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Major-General Sherman, U. S. Army, to Brigadier-General Tuttle, U. S. Army, to forward information to Rear-Admiral Porter, U. S. Navy, regarding movements of the army.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Jackson, Miss., February 6, 1864.

GENERAL: Telegraph substantially to commanding officers at Vicksburg, Natchez, and Memphis, also to General Halleck, General Grant, and Admiral Porter, care of General Reid, Cairo, as follows:

General Sherman's command, composed of McPherson's and Hurlbut's corps, left Vicksburg on the 3d in two columns via the railroad bridge Messinger's. On the 4th McPherson met the enemy (Wirt Adams' brigade) and skirmished as far as Bolton. On the 5th Hurlbut's column encountered Starke's brigade of cavalry at Joe Davis's plantation and drove it through Olinton toward Canton. Same day McPherson pushed Wirt Adams into and beyond Jackson. General Sherman occupied Jackson on the 6th and will cross Pearl and enter Brandon on the 7th, and so on. He reports three small brigades of cavalry and Loring's division of infantry up toward Canton and French's division of infantry to his front at or near Brandon.

I am, etc.

W. T. SHERMAN,
Major-General Commanding.

Brigadier-General J. M. TUTTLE,
Commanding on Big Black.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, relative to charges against the Mississippi Marine Brigade.

NAVY DEPARTMENT, February 6, 1864.

SIR: Your No. 11, in answer to complaints of improper conduct of some of the officers of the Mississippi Squadron, and enclosing documents to show that the guilty parties are connected with the Marine Brigade and Ram Fleet, not now under your command, has been received.

The dispatch and accompaniments were handed to the Assistant Secretary of War for perusal, and in returning them he stated that he thought they ought to be referred to General Grant.

It would perhaps be well for you to call the attention of General Grant to the conduct of the brigade and Ram Fleet and suggest that it be made a matter of complaint to the War Department.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Wilson, U. S. Navy, regarding reported movements of gunboats in the Yazoo River.

U. S. S. OUACHITA,
Vicksburg, February 7, 1864.

SIR: I stated that the gunboats were above Yazoo City, but I was misinformed. A gentleman just from Captain Owen this morning says that the boats got within 1,200 yards of Yazoo City, when they were opened on with shell. He says there are some large guns in position there and a considerable force behind them. This gentleman is going to Natchez to get ammunition. The *Exchange* got two or three heavy shot through her. The boats dropped to Satartia.

I am, very respectfully, your obedient servant,

BYRON WILSON,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Hoel, U. S. Navy, commanding U. S. S. Pittsburg.

U. S. S. BENTON,
Off Natchez, February 7, 1864.

SIR: Do not go up Big Black River again until further orders.
Very respectfully, your obedient servant,

JAS. A. GREER,
Lieut. Comdr., Comdg. Benton and 4th Dist. Miss. Squadron.
Acting Volunteer Lieutenant W. R. HOEL,
Commanding U. S. S. Pittsburg.

Report of Lieutenant-Commander Shirk, U. S. Navy, regarding request for convoy of transports in the Tennessee River.

U. S. S. PEOSTA,
Mound City, Ill., February 7, 1864.

SIR: I return herewith a letter from Colonel Lewis B. Parsons, directed to Rear-Admiral David D. Porter, which you have referred to me.

I will have a gunboat in readiness at Paducah to convoy the transports *Alone* and *Convoy No. 2* as far as Florence, Ala.

Unless there is more water in the Tennessee River than there has been since the war commenced it will be impossible for any of the gunboats to go farther.

If the transports have to go on from Florence without convoy, I would respectfully suggest that they have a couple of howitzers and some infantry on board of each, as Roddey's force has possession of the southern bank of the river from Tuscumbia to beyond the eastern end of the Mussel Shoals.

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

JAMES W. SHIRK,

Lieutenant-Commander, Commanding Seventh District.

Fleet Captain A. M. PENNOCK,
Commandant of Station, Cairo, Ill.

[Enclosure.]

LOUISVILLE, KY., February 3, 1864.

ADMIRAL: By order of Quartermaster-General Meigs I have purchased the steam transports *Alone* and *Convoy No. 2* to be sent above Mussel Shoals. They have been placed under the charge of Captain Arthur Edwards, acting quartermaster, who will give directions when to move, as he is at Bridgeport and will know the condition of the river.

I was directed to advise you and request convoy when the boats were ready to leave. The boats will be at Paducah within a few days, with orders to be ready to move at an hour's notice.

I have sent a copy of this to Captain Edwards, who will inform you when the water rises so the boats can leave.

Very respectfully,

LEWIS B. PARSONS,

Colonel and Chief Quartermaster, Western River Transportation.

Rear-Admiral PORTER,
Commanding Mississippi Squadron, Mound City, Ill.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding vessels under construction in the Tennessee River.

U. S. S. MOOSE,
Nashville, Tenn., February 7, 1864.

SIR: Having visited Bridgeport, in compliance with your orders of January 24, I beg leave to submit the following report:

I found there, on the stocks, one large side-wheel boat, ready for launching as soon as the water would permit. She is 175 feet long

and 27 feet beam, and will be very serviceable for a transport, but too large for a gunboat. As it is the intention there to put the *Dunbar's* engines in her, I presume she will be ready for service within one month or six weeks.

There are two boats now in the water (stern-wheels). They are about 140 feet long and 23 feet beam, about $3\frac{1}{2}$ feet depth of hold. One of them is now ready for service as a transport. The other one, called the *Missionary*, will be ready in about two or three weeks; is now waiting for her engines, which are expected daily.

As transportation seems to be one of the first objects, I, in consideration of the army being likely to remain at Chattanooga for some months, which would afford a very good protection to the river as long as it was so near, suggested the following: That two boats, whose frames are now nearly ready to set up, be finished as gunboats, and that all now under completion be finished as transports; but for security and moral effect, the stern-wheel boat called the *Missionary* be at once completed and fitted to mount two 12-pounder guns temporarily. This will not detract from her qualities as a transport, and at the same time will have the precedence of a gunboat. When the other two boats fitted up as gunboats are ready, these two guns and their crews can be removed and placed on board the gunboats proper.

For the present, then, I would suggest that the *Missionary* be supplied with two 12-pounder howitzers, rifled or smooth, on boat carriages; 12 men, 2 boys, and 1 master's mate in charge of guns and men.

Taking all things in consideration, I thought it proper to suggest that the two boats to be built as gunboats should be fitted to carry as light an armament as possible to be efficient, so that they may also carry freight when required to do so.

The two boats to be constructed will be side-wheelers, 160 feet long, 25 feet beam, and 4 feet hold, 16-inch cylinders, and 5 feet 6 inches stroke.

I would respectfully suggest that these boats carry four guns each, say one 24-pounder howitzer on the bow and one on the stern, and two rifled 12-pounders amidships. The bow and stern guns to work abaft either beam, ahead and right astern; the two broadside guns to work from two points abaft the beam to within one point of right ahead.

The number of men required for these boats with this armament will be as follows: Two quartermasters, 1 boatswain's mate, 1 quarter gunner, 1 ship's cook, 22 men, 3 boys, 4 firemen, 6 coal heavers (contrabands); total 40.

Officers.—One ensign in command, and 4 master's mates, 1 first assistant engineer, 1 second assistant engineer, 2 third assistant engineers.

One acting assistant surgeon for the two boats and 1 acting assistant paymaster for the two.

The guns, ammunition, and men can be easily transported to Bridgeport. If they can be sent to Smithland I can then take them to Nashville, from which place they can go by rail directly to the boats.

The *Missionary* will be ready for temporary service, and her two guns in about two weeks.

The two side-wheel boats will be ready near the middle of April. Quartermaster-General Meigs furnished a draft of a gunboat as built by Mr. Wierd, but is totally inefficient for these rivers, and was therefore rejected. The draft sent was a double-ender, with side wheels amidships, to carry six howitzers, three on each end, and six heavy launches, each one sufficiently large to carry a howitzer. The guns were also unprotected and the crews totally exposed, and could be picked off to a man by guerrillas from either side of the river.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding expedition in Yazoo River, of encounter with the enemy at Liverpool, Miss.

U. S. S. MARMORA,
One mile below Yazoo City, February 8, 1864.

SIR: I have the honor to report we have again approached this city. The enemy under Brigadier-General Ross, about 1,500 strong, left the city yesterday morning early to attack us at Liverpool. We met them there and had but little skirmishing. We held our position during the night and to-day at 1 p. m. got underway and came to this place. The *Exchange* now lies off the city. In the morning we will take possession. The enemy left a picket of 25 men, 2 of whom were captured by the cavalry scouts. No casualties thus far have occurred in the fleet. My greatest anxiety is the scarcity of ammunition. The only heavy guns mounted in the city are said to be spiked, which was done last summer. The colonel has just informed me he intends sending a boat down the river to-night, so I send this dispatch by her. We shall continue our way up the river as far as the water and the enemy will permit. I believe I have never yet mentioned the military force was only about 800 strong, composed of the Eleventh Illinois Infantry, Eighth Louisiana (colored), with a detachment of 47 cavalry from Fourth Illinois.

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

E. K. OWEN,
Lieut. Commander, Comdg. 5th Dist. and Naval Expedition.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding seizure of pig iron in Cumberland River.

U. S. S. MOOSE,
Cumberland River, February 8, 1864.

SIR: I have the honor to report that yesterday p. m., while at the pig iron pile at the foot of Harpeth Shoals, preparatory to taking on iron, one of the heirs or interested parties came down to protest against my taking it, and presented a safeguard from General

Rousseau. I told him I could not regard those papers; that my instructions were to take the iron out of the river, which I should do unless you ordered to the contrary. Moreover, this iron was seized by your order before General Rousseau gave this order for protection, therefore I do not consider that General Rousseau, or any other general, has the right or authority to set aside the actions of the gunboats by writs of protection, and unless you order, I shall not regard his writs in the least.

I brought down a very good load on this boat, and left the *Fairplay* to bring down another; will have it all down now in a very short time.

To prevent being foiled, I left the *Springfield* to hold possession and guard the iron till it was all removed.

I would further remark that to the best of my knowledge this same person who brought me the protection papers, was an officer in the very guerrilla companies that fired on boats from this same iron pile, and has come back lately solely to save his share in the iron; not because he has resolved to do better. I dare say if anything could be accomplished he would lead a guerrilla company in there tomorrow.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Letter from Commodore Palmer, U. S. Navy, to Rear-Admiral Porter, U. S. Navy, regarding the preparation of ironclads for the West Gulf Squadron.

U. S. S. PENSACOLA,
New Orleans, February 8, [1864].

MY DEAR PORTER: I hope you have received the admiral's letter written upon our arrival at Pensacola, asking you to spare him an ironclad for the purpose of operations at Grant's Pass. He left yesterday and left me in charge here, begged me to write to you asking you to have ironclads coppered before sending them down, as they are needed for work in the lakes and about Berwick Bay. We have raised copper enough here to copper one of them, and she is now hauled up on the ways for that purpose. Again, we can not raise engines at New Orleans; can you not supply us with them? Will you also send us a barge of soft coal? The admiral has also directed me to send up to Cairo such of the gunboats as suffered most last year with yellow fever, that they may be frozen and cleaned out. It is rather late in the season for the freezing part; as yet there are none of them here, and I question very much whether I shall be able to get them up in time for the frost.

I had a letter from Dr. Mercer, expressing his thanks for your kindness in sending on his old valet. It has been the greatest comfort to the old gentleman, and he seems most grateful.

Old Bell has gone home. I am glad the faithful are to have a little rest, for he has stuck it out most conscientiously. What do you intend doing yourself this summer? General Sherman is beginning to make a move. It is quite time. In this department the game

seems to be a conquest by a social regeneration. The principal aid of the general went North the other day, as I thought for reinforcements, but learned afterwards it was to procure an opera troupe. The Creoles are to be brought round by the charm that is said "to soothe the savage breast." I trust the feint upon Mobile will be successful and that we will be able to envelop Texas.

Write to me from time to time, as you are more of a scribe than I am; besides have not got my weak eyes.

Very truly, your friend,

J. S. PALMER.

Report of Acting Volunteer Lieutenant Glassford, U. S. Navy, regarding affairs in the Cumberland River.

BURNSIDE POINT,

Mouth of Big South Fork, [Ky.], February 9, 1864.

SIR: I have the honor to report the arrival and discharge of the steamers at this point; five more will arrive to-day.

I left Wolf Creek Shoals yesterday on the *Newsboy* to ascertain personally what the difficulty of navigation was between that point and this and to learn what arrangements were being made to discharge the vessels with rapidity.

The river [Cumberland] I can get over, I think, by laying warps at two other points. The chief delay will be here. There are not enough storehouses to cover the freight when landed, but the quartermaster will pile up ashore and cover temporarily with tarpaulin and boards, and so we will get on. * * *

The *Reindeer* and *Victory* have been busy hauling steamers through; the latter is now coming up with a convoy. The former was at the head of the shoals still at work when I left her yesterday at 1.30 p. m. I am working night and day to get all the steamers up, discharged, and coaled, so as to run down as far as possible on the present water and wait for the next rise whenever we get stopped. It is not impossible but what we may get through without another rise.

There is only 30 inches on Wolf Creek Shoals, 41 miles below this point.

Very respectfully, your obedient servant,

H. A. GLASSFORD,

Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander LE ROY FITCH,

Commanding Eighth District.

Order of Lieutenant Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Hoel, U. S. Navy, regarding a tug.

U. S. S. OUACHITA, February 10, 1864.

SIR: I am obliged to take the tug from you for a time, as she is needed here. Send her up at once to the *Mound City*.

Very respectfully, your obedient servant,

JAS. A. GREER.

Acting Volunteer Lieutenant W. R. HOEL,

Commanding U. S. S. Pittsburg.

Report of Commodore Hull, U. S. Navy, regarding the U. S. steamers Chickasaw and Ozark.

ST. LOUIS, Mo., *February 11, 1864.*

SIR: The gunboat *Chickasaw* was successfully launched yesterday at 10.40 a. m.

The *Ozark* left yesterday at noon for Cairo, with Chief Engineer King on board, who was directed to continue the engines in operation until he was fully satisfied with their performance and then to turn her over to the commanding officer for service.

I am, very respectfully, your obedient servant,

J. B. HULL,
Commodore, Superintending.

JOHN LENTHALL, Esq.,
Chief of Bureau Construction, etc., Washington.

[Telegram.]

SMITHLAND, [KY.], *February 12, 1864.*

Telegram of enquiry from Captain Pennock received. There were but three boats here yesterday when you passed down, the *Moose* and *Fairplay* just from Nashville and discharging pig iron, the *Silver Lake* having boiler patched. There are no boats here longer than is absolutely necessary for repairs, or to discharge pig iron and coal. Not water enough to get our coal to Donelson, [Tenn.], just now.

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

NASHVILLE, [TENN.], *February 12, 1864.*

Captain Fitch is said to be moving iron from Whateley's Ferry, Tennessee River. The iron belongs to minor heirs and will no doubt be adjudged their property. I am requested to enquire if it is removed by your authority.

U. S. GRANT,
Major-General.

Admiral D. D. PORTER,
Mound City, [Ill.].

Report of Rear-Admiral Porter, U. S. Navy, responding to letter regarding tonnage of new vessels.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, February 12, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of 29th January, in relation to the tonnage of the new vessels, etc.

The tonnage given is carpenter's measurement, and is likely more correct than that given in the registers.

The tugs average about 50 tons, and only one or two of them are fitted to carry a 12-pounder howitzer on occasions.

I am, sir, very respectfully, your obedient servant,
 DAVID D. PORTER,
Rear-Admiral.

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

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding expedition near Old River for capture of cotton, etc., February 13, 1864.

U. S. S. CONESTOGA,
Mississippi River, February 19, 1864.

SIR: Learning that there was a considerable amount of cotton belonging to the rebel Government under a small guard of soldiers not far from where Old River intersects the main levee, I landed myself on the morning of the 13th, with 45 seamen and some contrabands.

After a march of about 6 miles I found the cotton and would have captured the guard but for the accidental discharge of a musket.

On the way back was a good deal annoyed and had a sharp skirmish with a body of Texan cavalry.

The result of the expedition was the capture of 32 bales of rebel cotton, 20 mules, 2 horses, 6 wagons, 4 Enfield rifles, 2 shotguns.

Captured as prisoners Colonel Charles H. Tyler and Major John F. O'Brien, of the Confederate Provisional Army, on their way to join Magruder.

Both of the above officers were of the Regular Army before the war.

Lieutenant Plantagu [E. Montague?], of the Louisiana artillery, and three privates.

Sent the mules, wagons, etc., to Natchez. Provisions were turned over to the military authorities at Port Hudson.

My officers and men behaved with great credit.

Very respectfully, your obedient servant,
 THOS. O. SELFRIDGE,
Lieutenant-Commander.

Lieutenant-Commander JAMES P. FOSTER,
Commanding Second Division.

P. S.—The day before the above, destroyed 24 hogsheads of sugar about to cross the river, it being too bulky to take it on board.

Instructions of Rear-Admiral Porter, U. S. Navy, to commanding officers in preparation for Red River expedition.

Confidential.] U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, February 13, 1864.

To Commanders who will join the expedition, etc.:

SIR: You will have your vessel and those under your command ready to start up Red River at a moment's notice after the 25th of

February. Take on all the ammunition, coal, and provisions you can conveniently carry, and those who are short of ammunition will stop at the ordnance vessels on the way down and lay in supplies.

It is my intention to take along every ironclad vessel in the fleet, and commanders of divisions or districts will detail vessels to take the places of the ironclads and cover those points, particularly where ironclads have been stationed heretofore. None of the light-draft vessels will be taken from above Fort Adams, nor from the districts below Red River.

Each commander of light-draft will have to receive written instructions from every district commander, defining the space and positions it is intended for him to protect during the absence of the divisional commander.

The vessels below Red River will receive notice in time to get up. Let the men be well drilled for landing, and with howitzers if found necessary.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,

Commanding Fourth District.

Repulse by U. S. S. Forest Rose, Acting Volunteer Lieutenant Johnston, U. S. Navy, commanding, of attacks upon Waterproof, La., February 13-15, 1864.

Report of Lieutenant-Commander Greer, U. S. Navy.

U. S. S. BENTON,

Off Natchez, February 13, 1864.

COLONEL: I have just arrived from up the river. I stopped at Waterproof and ascertained that there had been an attack made upon our forces stationed there this afternoon, by Isaac F. Harrison's forces under a man named [Eli] Bowman. The rebels number about 800 cavalry with two pieces of light artillery. With the assistance of a gunboat they were driven off, leaving 7 dead and 4 prisoners. They are now encamped at Holmes' place, and one of our men who was captured and escaped states that they intend to attack again in the morning. Captain Anderson desired me to ask you to send up a light reinforcement if you can. He has an army 12-pounder howitzer, but no ammunition, and would like to have some. He desired me to say he would answer your communication to-morrow. He has not had time to do it to-day. He says General McArthur told him a force of our men would arrive at Monroe on Monday, they having left Vicksburg for that point. Captain Anderson lost 5 killed, 6 wounded, and 3 or 4 missing. He has about 280 men.

I am told the negroes did not fight very well.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieut. Commander, Comdg. Benton and 4th Dist. Miss. Squadron.

Colonel A. K. JOHNSON,

Commanding U. S. Forces, Natches.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report of Lieutenant-Commander Greer, U. S. Navy.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Vicksburg, February 26, 1864.

SIR: I enclose a communication from Lieutenant-Commander Greer, in relation to an attack of rebels under Colonel Harrison on a guard stationed at Waterproof, [La.], and the dispersion of the enemy and their 4 pieces of artillery by the tinclad *Forest Rose*, after three desperate attempts to capture our negro troops, in which they would have been successful but for the *Forest Rose*.

These are efficient little vessels, and have never yet been driven from a battery (though at times much cut up), and have never yet failed to make the rebel field batteries beat a retreat.

The commander, Acting Volunteer Lieutenant J. V. Johnston, deserves much credit for the service he performed.

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

DAVID D. PORTER,
Rear-Admiral.

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

[Enclosure.]

U. S. S. RATTLER,
Off Hurricane Island, [La.], February 15, 1864.

SIR: I have the honor to inform you that since my letter of the 8th instant, the rebels have made no demonstrations in the vicinity of Natchez. The vessels at that point I left in charge of Acting Master E. C. Brennen, of the *Benton*, as I am engaged on court-martial duty. The *Forest Rose* has been stationed at Cole's Creek and Waterproof. As some of the Marine Brigade boats have been lying at and near Rodney, I have used this vessel for court-martial purposes, sending the tug *Hyacinth*, with an armed party from the *Pittsburg*, to patrol as far as St. Joseph, [La.].

I have informed you in a previous letter that a detachment of about 200 negro troops have been stationed at Waterproof, making it a depot for negroes, cattle, etc. This has aroused the indignation of the rebels, and on Saturday, the 14th instant, a force of about 800 cavalry of Harrison's command made an attack upon the post, driving in the pickets and pressing the troops very hard; fortunately for them the *Forest Rose* was present.

Captain Johnston immediately opened on them a rapid fire, which drove them back. He got his vessel underway and shelled the enemy whenever his guns would bear; finally they retreated to the woods. This affair lasted from 3 till 5:30 p. m.

At 8 p. m. the enemy attempted to make a dash into the town, but Captain Johnston, who was well posted as regards the approaches, drove them back with a few shells.

Eight dead rebels and 5 prisoners were left in our hands. The loss of the Union troops was 5 killed and 2 wounded.

Captain Johnston says that "some of the negroes fought well, but for want of proper discipline the majority did not."

I arrived with this vessel, but after the first fighting was over. I then proceeded to Natchez and reported the facts of the case to the commander of the post, and asked him to send up reinforcements. Next morning he dispatched 200 men and some howitzer ammunition to Waterproof.

I got underway with this vessel on the afternoon of the 15th. Upon arriving at Waterproof, learned that in the morning at 7:30 the enemy, who had been reinforced in the night, and whose forces consisted now of two regiments of infantry, one of cavalry, and four pieces of artillery, all under command of Colonel Harrison, had again attacked the post. The *Forest Rose*, whose commander ever seems to be on the alert, was ready for them. They attempted to plant their battery upon a plank road, but a few well-directed shell from the Parrott guns sent them in confusion out of range. The attempts of the remainder of the rebel force to advance were frustrated by the active movements of the *Forest Rose*.

Captain Johnston says: "Captain Anderson asked repeatedly for me to take troops on board, and, sir, throw them across the river; while in every request I declined, and could only say to him to fight—his forces having all fallen back into his fortification. After I got the enemy on the retreat he felt more easy and discontinued his requests to cross the river. I do not think Anderson was intimidated, but by the bad discipline of his men and the incapacity of his officers they became panic stricken. The rebels fell back at 1 p. m. shortly after the reinforcements arrived from Natchez. The ram *Switzerland* arrived about the close of the fight and joined in. The rebel loss as far as known is 7 killed, quite a number wounded, who were taken off, and several prisoners, among them a lieutenant who was an aid to Harrison."

Our force lost 3 killed and 12 wounded. I gave the *Forest Rose* some ammunition and sent an order to Natchez for the *Benton* to bring her up some coal, and then come up to this point, feeling sure the *Forest Rose* and *Switzerland* could take care of a much larger force of the enemy than had yet shown themselves. Upon my arrival here I sent the *Ouachita* to Waterproof, with orders to Captain Wilson to remain there as long as his services were needed and then go to Natchez, coal, and return to this point.

I have written you a long account of this, but I desire that Captain Johnston shall have his good conduct brought to your notice.

In the two days' fight the *Forest Rose* expended 270 shell.

February 16th.—I have received a dispatch from Captain Johnston, dated the 15th instant, 10 p. m., stating that at 4 a. m. of that day the rebels made another and their final attack upon Waterproof in a storm of wind. The *Forest Rose* sent a few well-directed shell, which caused them to retire. They then commenced retreating toward Harrisonburg, [La.], burning the bridge behind them. The *Switzerland* dragged and fouled her anchor and did not participate. General Ellet, with two boats, arrived in the forenoon, and sent some cavalry to reconnoiter. After remaining a few hours, he departed with his boats. A regiment of troops from Vicksburg passed down last evening.

The rebels can not stand the fire of gunboats, and in the last ten days received some severe lessons from the vessels of this district.

U. S. S. Benton, February 21.—Since the above was written, everything remains quiet, but we have information by a scout that the rebels are making preparations for an attack upon the contraband camps opposite Vicksburg and the posts of Waterproof and Vidalia.

General McArthur, commanding at Vicksburg, has been informed of this news. The negro troops at Waterproof have been committing many outrages. I shall report it to General McArthur, under whose command these men are.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Greer, U. S. Navy, transmitting letter of commendation from Captain Anderson, U. S. Army, regarding the commander of the U. S. S. *Forest Rose*.

U. S. S. BENTON,
Off Natchez, March 1, 1864.

SIR: I have the honor to forward to you a copy of a letter from Captain Anderson (who commanded the forces at Waterproof) to Acting Volunteer Lieutenant Johnston, of the *Forest Rose*, in regard to his services at the time the rebels attacked that place.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander,
Comdg. Benton and 4th Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

HEADQUARTERS POST,
Waterproof, La., February 19, 1864.

SIR: Permit me to return you many thanks for the gallant manner in which you defended my little force against the rebel force of Colonel Mores (?), Colonel [A. J] McNeill, and Major [Matt F.] Johnson in their several attacks of Saturday, February 13, Sunday the 14th, and Monday the 15th, February, 1864.

I hope you will not consider it flattering when I say I never before saw more accurate artillery firing than you did in these engagements, invariably putting your shells to the right place ordered. My officers and men now feel perfectly secure against a large force, so long as we have the assistance of Captain Johnston and his most excellently drilled crew on board the *No. 9*.

I am, captain, your obedient servant,

J. M. ANDERSON,
Captain, Commanding Post.

Captain JOHNSTON,
Commanding Gunboat No. 9.

Report of Rear-Admiral Porter, U. S. Navy, forwarding letter of Captain Anderson, commanding post at Waterproof, La.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Red River, March 5, 1864.

SIR: I have the honor to enclose herewith copy of a letter * received from Captain J. M. Anderson, commanding post at Waterproof, La., in which he speaks of the good service performed by the *Forest Rose*, Acting Volunteer Lieutenant J. V. Johnston, at that place.

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

DAVID D. PORTER,
Rear-Admiral.

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

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Hoel, U. S. Navy, regarding duty for the U. S. tug Hyacinth.

U. S. S. BENTON,
Off Natchez, February 14, 1864.

SIR: I send you the tug *Hyacinth*. I shall keep the *Rattler* here this week. I wish you to send the tug to cruise occasionally as far as Rodney. As long as the Marine Brigade is there, you need go no farther than St. Joseph. Do not go up Big Black River.

Keep me advised of all movements of importance. I will be at the *Mound City*.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander,
Comdg. Benton and 4th Dist. Miss. Squadron.

Acting Volunteer Lieutenant W. R. HOEL,
Commanding U. S. S. Pittsburg.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding affairs in the Cumberland River.

U. S. S. MOOSE,
Smithland, Ky., February 14, 1864.

SIR: I have the honor to enclose herein a report from Acting Volunteer Lieutenant H. A. Glassford, in regard to the progress at [Big] South Fork.

The boats will now probably be down in one week, as we may look for a rise in that time. I presume the army now at South Gap will have rations enough for some time, as I understand there were rations for one hundred days sent up in the last fleet.

* See preceding report.

I know but little of the situation of affairs at Knoxville, but am afraid we will meet with some reverses, as from every appearance it is undoubtedly the effort of the enemy to again get into Kentucky. I have, therefore, in consideration of what may transpire, and after hearing your instructions, thought of the following programme:

First, to push forward the construction of the boats at Bridgeport, arm and equip them as soon as possible, so as to be ready for high water.

Second, to hold two boats in readiness on this river to take another supply to the forces at South Gap; for, if this fails, they will be forced to retreat, as I understand this is the only way at present of supplying that point. If they do retreat it will be a total defeat to us.

Third, to keep this river well patrolled from Nashville down and as far up as possible.

Fourth, while the boats at Bridgeport are being completed, to make a hasty trip to the Kanawha, settle up affairs at Cincinnati, and recruit as many men along the Ohio as possible, and then return to Nashville, arm and equip the Bridgeport boats, and get them into service.

Then, to wait patiently for what may turn up. The enemy's movements within the next two or three months will decide us as to whether it will be necessary to guard the Ohio or not. At the present time I do not think it advisable to send a boat out of this river to remain any length of time up the Kanawha, but as you have decided to give me another boat for that region, to have her equipped and sent up as soon as you can conveniently get one.

For that part of the river we will need a very light boat, though with good power, and one that handles well.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, transmitting list of vessels of his command, with commanding officers and stations, February 15, 1864.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, February 20, 1864.

SIR: I have the honor to enclose herewith semimonthly list of the vessels of this squadron, with their commanders and present stations.

I am sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

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

[Enclosure.]

Vessel.	Commander.	Where stationed.
Argosy	Acting Ensign John C. Morong	Donaldsonville.
Abraham	Acting Ensign Wm. Wagner	Cairo.
Alexandria	Acting Master D. P. Rosenmiller	Donaldsonville
Avenger	Acting Volunteer Lieut. Chas. A. Wright	New Albany, Ind.
Black Hawk	Lieut. Commander K. R. Breece	Cairo.
Benton	Lieut. Commander James A. Greer	Natches.
Brilliant	Acting Volunteer Lieut. Chas. G. Perkins	Tennessee River.
Brown	Acting Volunteer Lieut. J. A. French	Below.
Chillicothe	Acting Volunteer Lieut. J. P. Couthouy	Fort Adams.
Chocataw	Lieut. Commander F. M. Ramsay	Red River.
Carondelet	Lieut. Commander John G. Mitchell	Skipwith's Landing.
Conestog	Lieut. Commander Thos. O. Selfridge	Red River.
Cricket	Acting Master H. H. Gorrings	Do.
Covington	Acting Volunteer Lieut. Geo. P. Lord	Below Memphis.
Clara Dolsen	Acting Volunteer Lieut. John Scott	Cairo.
Champion	Acting Master A. Phelps	Red River.
Curlew	Acting Ensign H. B. O'Neill	Cairo.
Eastport	Lieut. Commander S. L. Phelps	Helena.
Exchange	Acting Volunteer Lieut. J. S. Hurd	Yazoo River.
Essex	Commander Robt. Townsend	Donaldsonville.
Forest Rose	Acting Volunteer Lieut. J. V. Johnston	Cole's Creek.
Fairplay	Acting Master G. J. Groves	Tennessee River.
Fawn	Acting Master John R. Grace	Arkansas River.
Fort Hindman	Acting Volunteer Lieut. John Pearce	Ellis Cliffs.
General Price	Acting Volunteer Lieut. J. F. Richardson	Red River.
General Bragg	Acting Volunteer Lieut. O. Dominy	Do.
Great Western	Acting Master Thomas Bates	Goodrich's Landing.
General Lyon	Pilot R. E. Birch	Below.
General Pillow	Acting Ensign F. W. Halsted	Powder boat.
Gazelle	Acting Master Chas. Thatcher	Dispatch vessel.
Grampus	Acting Master Elijah Sells	Receiving vessel Cincinnati.
Hastings		On the ways.
Judge Torrence	Acting Master Jeremiah Irwin	Natches.
Juliet	Acting Master J. G. Waters	Red River.
Key West	Acting Volunteer Lieut. F. M. King	Cumberland.
Kenwood	Acting Master John Swaney	Bayou Sara.
Lafayette	Lieut. Commander J. P. Foster	Below Port Gibson.
Louisville	Lieut. Commander E. K. Owen	Greenville.
Lexington	Lieut. Geo. M. Bache	Red River.
Linden	Acting Master Thomas M. Farrell	Yazoo River.
Little Rebel	Acting Master F. A. Oliver	Red River.
Mound City	Acting Volunteer Lieut. A. R. Langthorne	Carthage.
Marmora	Acting Master Thomas Gibson	Yazoo River.
Moose	Lieut. Commander LeRoy Fitch	Tennessee River.
New Era	Acting Volunteer Lieut. Jas. Marshall	Fort Pillow.
New National	Pilot A. M. Grant	Cairo.
Naumkeag	Acting Master John Rogers	Arkansas.
Neosho	Acting Volunteer Lieut. Saml. Howard	Below Red River.
Osage	Acting Master Thomas Wright	Red River.
Ouachita	Lieut. Commander Byron Wilson	Do.
Ozark		Cairo—bound to Red River.
Pittsburg	Acting Volunteer Lieut. Wm. R. Hoel	Grand Gulf.
Petrel	Acting Master Thomas McElroy	Yazoo River.
Prairie Bird	Acting Ensign J. W. Chambers	Do.
Paw Paw	Acting Master A. F. Thompson	Cumberland.
Peosta	Acting Volunteer Lieut. Thos. E. Smith	Do.
Queen City		Memphis.
Romeo	Acting Master Thomas Baldwin	Yazoo River.
Rattler	Acting Volunteer Lieut. James Laning	Cole's Creek.
Red Rover	Acting Lieut. W. R. Wells	Cairo, repairing.
Robb	Acting Ensign Lloyd Thomas	Cumberland.
Reindeer	Acting Volunteer Lieut. H. A. Glassford	Above Nashville.
Signal	Acting Volunteer Lieut. Edwd. Morgan	Morganza.
Springfield	Acting Master Joseph Watson	Tennessee River.
St. Clair	Acting Volunteer Lieut. T. B. Gregory	Baton Rouge.
Silver Lake	Acting Master J. C. Coyle	Tennessee River.
Silver Cloud	Acting Master Wm. Ferguson	Island No. 10.
Sampson	Acting Ensign J. M. Holmes	Skipwith's Landing.
Tusumbia	Lieut. Commander James W. Shirk	Laid up.
Tyler	Lieut. Commander James M. Fritchett	White River.
Tawah	Acting Volunteer Lieut. Jason Goudy	Cumberland River.
Texas	Acting Ensign E. C. Van Pelt	Cairo.
Victory	Acting Ensign Fredk. Read	Tennessee River.
Vindicator		New Albany.

Order of Lieutenant-Commander Greer, U. S. Navy, to Lieutenant-Commander Wilson, U. S. Navy, to proceed to Waterproof, La.

U. S. S. RATTLE,
Off Hurricane Island, February 15, 1864.

SIR: If it does not conflict with your orders from Admiral Porter, you will proceed to Waterproof, La., at which point there is a large force of rebels. Captain Johnston, of the *Forest Rose*, will inform you of the state of affairs.

When you are satisfied that your services are not required at that point, you will go to Natchez, coal, and return to this place.

Allow as little communication as possible between your crew and that of any other vessel.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander,
Comdg. Benton and 4th Dist. Miss. River.

Lieutenant-Commander BYRON WILSON,
U. S. S. Ouachita.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding expedition in the Yazoo River, of arrival at Greenwood, Miss.

U. S. S. MARMORA,
Off Greenwood, Miss., February 15, 1864.

SIR: I have the honor to report the arrival of the expedition at this place on last evening. We met with no opposition excepting a smart skirmish at the edge of the woods, a mile back of this place, between the rebel cavalry under Forrest and our own under Colonel [E. D.] Osband. We had 2 wounded. The enemy has fallen back to Grenada and are fortifying that place. If the way is tolerably clear, and the force not too heavy, our cavalry force (250) and a portion of the infantry (500) will go out in the morning. If we find the enemy too strong, we will go down the river, as the Tallahatchie and Yalobusha are entirely too low to ascend. This river is also falling rapidly, with only 8 feet in the channel above Honey Island. I shall take good care that no boats shall get caught. The *Star of the West* is still in the channel in the Tallahatchie, with her wheels and upper works out. Fort Pemberton is entirely destroyed, as also all the cotton out of which it was built. We have succeeded so far in gathering about 450 bales of cotton, of which 80 are on the gunboats and the rest on the transports. Fifty-three bales are all of the C. S. A. that have been captured, though but very little, if any, is marked at all.

When we leave here it will be to go up the Little Tchula, as far as the town of that name, then we go down the river, fill up with coal and ascend the Sunflower. I am happy to say, with the exception on board the *Exchange*, the navy has conducted itself with the propriety you desire. The army has not been able to hold out with like fortitude, chickens, etc., suffering, though no private household

goods or horses have been touched. Not a single fire has occurred. If the fleet gets short of provisions, I will send to Vicksburg for some. There has been no Union sentiment of any moment or value expressed since our advent into these waters. On the Sunflower, however, we have reason to believe it is prominent. This place is an insignificant place, containing about 40 houses of all kinds and entirely of frame buildings. The inhabitants have mostly fled, leaving a few poor Irish. It is a rendezvous for drygoods merchants, who obtain large supplies from Memphis via Friar's Point. We have met with no young men as yet, all having been forced into the army. The last military order of the rebels is to remove or shoot all the negroes between the ages of 45 and 16. Some few negroes have already been shot by the rebel scouts.

I have been up the Tallahatchie as far as where the *Star of the West* is sunk, which is directly opposite the fort (Pemberton). At the mouth of the Yalobusha the *Ed J. Gay* is sunk, the decks being just above water. About 1 mile below, the *Arcadia* is sunk, with her upper works out, and nearly filling the river at this stage of water. We found great difficulty in turning and coming down, the light upper works suffering to some extent.

The rebel steamer *Sharp* was burned a few days ago in the Yalobusha to prevent her falling into our hands. As the river is falling quite rapidly and with thirteen boats in the fleet, I think I shall drop down below the bars.

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

E. K. OWEN,

Lieutenant, Commanding Fifth District.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Rear-Admiral Porter, U. S. Navy, regarding ironclads, in response to request from the Department to furnish information for Congress.

MISSISSIPPI SQUADRON,

Flagship Black Hawk, Cairo, February 16, 1864.

SIR: I have the honor to report that I have made a visit to Cincinnati to examine the ironclads there and see what prospect there was of getting some of these vessels into immediate service.

Admiral Farragut appears anxious to have some of them to assist in his operations against Mobile and other places, and as far as I am able it would afford me much pleasure to serve him by sending any vessel he may desire from this squadron. I regret to say, however, that our vessels now afloat are all smooth-water craft, and would only bring discredit on the Navy if they went to any place where they would encounter rough weather. In a seaway they would not ride at their anchors twenty minutes in an ordinary gale, but would go down much quicker than the *Weehawken* did. It is much to be regretted that the boats at Cincinnati are not finished, as I am certain they would accomplish all that can be done by monitors. No complaint, however, can be justly made against the contractors for want of activity in the performance of the work on these boats.

When I visited Cincinnati a little over a year ago, no preparations were then made to commence these vessels. Now they are in a fair way of being completed, and I think can all be put in the water and ready to operate against an enemy by the first of June.

When the Government does get these boats, they may rest assured of receiving as good monitor-built vessels as have yet been contracted for, for, though I have not seen many to which I can compare them, I am glad to say that in workmanship, model, and probably in speed, these vessels will be equal if not superior to any monitors yet built, at least of those that I have seen. I can only draw comparison between these and the first Ericsson *Monitor*, which I was sent by order of the Department to examine. I remember pronouncing that vessel a perfect success, and capable of defeating anything that then floated. I was looked upon at that time as something of an enthusiast, as my opinions were widely at variance with those of some scientific gentlemen. The results have justified me in forming a high estimate of the monitor principle, and I was pleased to see that on our Western waters we can build them as well, if not better, than in the workshops of the North. No better proof is wanted of the ability of the West to supply all demands of the Government for ironclad vessels than is given in those building at Cincinnati.

The work is perfect in every respect, and put together so well that it may be compared to joiner's work. The hulls are as strong as can possibly be desired, the speed will be good, and the only fault in the vessel—if they have any—is the overhang aft, which is of no consequence in a smooth sea, but must be injurious when the monitors have to go from port to port.

The nearest to completion of these monitors is one of those in the Greenwood building; she can be launched in a month, and I am of opinion, when finished, could commence at Cairo and, going down the river, could destroy every vessel we have on these waters unless they took advantage of their greater speed and ran away. The heaviest and best vessel we have—the *Benton*—would stand a poor chance against the monitor alluded to. If she failed to sink the *Benton* with shot, she could surely do it with her beak or ram, which is not the least formidable thing about her. This is saying a great deal, for the *Benton* is a very formidable vessel, and since she has been under my command has been struck 130 times in the hull without any apparent damage. Three of the monitors at Cincinnati are on the improved Ericsson plan, while the two light-drafts building at the Hamilton Works are to be submerged when going into action. I do not like that as well as the Ericsson model, as there is more machinery about them than is desirable—simplicity of arrangement being the object to be aimed at in vessels of war. The plan of these latter-mentioned vessels is a good one, provided their armor and backing is strong enough to stand heavy shot, which I think will be the case if they only encounter the ordinary rifle projectile.

From information received from the different officers I have sent on duty at various times to the points where these iron vessels are building, the same favorable report is made of their efficiency and the good work that is being put on them, and in six months we will have a fleet of vessels that will keep this river against the fleets of the world, and be enabled to carry the war into the enemy's quarters,

where there is not anything like an equality in guns. I think too much has been expected of monitors heretofore, and the fact that two or three of them were not able to overcome obstacles formidable enough to keep out a large fleet of three-deckers, has, in a measure, weakened the confidence of the public (who generally know little or nothing about such matters) in them.

But the monitors, for harbor defense, are just as valuable as they were on the day when the first one drove the leviathan *Merrimack* back to her hole and saved the honor of the nation. I am sure that monitors would have done much better on this river than the old Pook gunboats did, which were built for temporary purposes only, or until monitors could take their places. Earthworks on elevated positions are difficult to silence, it is true, except by a concentrated fire of many guns, and monitors are not well provided in numbers. No vessels have been more successful than the Mississippi gunboats, whenever they have been called on to attack such works. Still they were very deficient in one respect, as they were very vulnerable, suffered a good deal, and proved that in the end the monitor principle, from its invulnerability, was the only thing that could be safely depended on. For this reason I often wished that I had been provided with one good monitor, with which at certain times I could have accomplished more than with a fleet of such boats as we have here.

A new boat, the *Ozark*, has just arrived here. As far as her turret is concerned, she is all right, but her hull is too high out of water, and she lacks speed; she can only be considered one of the temporary vessels, and will be valuable only under an ordinary fort.

The two light-draft monitors, *Osage* and *Neosho*, do very well for light work, but are not at all suitable for rough weather or heavy service, and I would not recommend the building of any more vessels of this kind; a more uncomfortable class of vessels it is not possible to think of; they are perfectly killing to officers and men. The work on them is not as good as that done at Cincinnati and Pittsburgh, but it is quite creditable for first attempts.

If it is the intention of the Government to build any more monitors, or indeed iron vessels of peculiar construction, I would beg leave to recommend that a fair portion of patronage be given to the Western foundries. I believe the work will be done cheaper and better than it can be done elsewhere. Vessels of any size can be built in any part of these rivers.

The senseless cry about the want of water, here or there, should not be taken into consideration for a moment, for at low water, the whole Mississippi is a chain of sand bars, and no place then possesses any advantage over another. There is less water below Cairo than there is at Cairo and neighborhood, and at dead low water, a boat drawing 6 feet can not get above Helena, while for eight months in the year a vessel drawing 10 feet could traverse nearly the whole length of the river. It matters little, then, what point on the river is occupied as a building point; proper encouragement on the part of the Government would cause workshops to spring up in all directions, and Government would have vessels built by private enterprise cheaper than could be built at Government works out here, which, in this region, would cost large outlays before they would be ready to build a steamer.

It is astonishing how little these Western manufacturers require to commence operations with; and while the Government officials would be laying out the yard to work in, they would have the vessel built.

I do not know that any useful information can be gained by a history of the ironclads used on this river, for I presume and hope that there is no intention of building any more vessels of that class; they were temporary expedients, and they have done their work well. I do not think it desirable, however, that any more should be built. No vessels have done harder fighting anywhere; they have averaged 21 hours each under fire since they were first built and put in commission. Some of them have been sunk, and others badly cut up; but they have seldom failed to achieve their object, and have opened or helped to open, over 8,600 miles of river, once in the hands of the enemy. Had they been monitors they would have accomplished their work in much less time, as there was never sufficient confidence in their ability to stand shot, except when opposed to a fort, bow on, in which case I know of no failure on their part to silence a battery, though they could not always take possession. Had they been monitors, many things would have been undertaken that were deemed too hazardous in semiwooden vessels, and many forts would have been captured, or attacked successfully, that were deemed impregnable against anything but monitors. I can say, however, that no backwardness was ever shown by the commanders of the temporary gunboats in attacking any fort that was erected on the river, with more or less success, and the reason why more casualties did not occur on board the vessels was owing to their fighting bow on, and presenting their strongest part. These vessels have a wood backing on their bow of 24 inches of oak, which is covered with 3 inches of iron. I know of no instance where the iron on the bow was perforated. Some of the plates were cracked and badly indented, but were always serviceable afterwards, and it was seldom thought necessary to repair them.

In connection with this matter, I beg leave to say that, from my observation, the resistance of iron depends more on the wooden backing than on the thickness of iron—that is, 2 inches of iron on 36 inches of oak—will resist more than 3 inches of iron on 15 inches of oak. I have, moreover, noticed that where there is a backing of wood, covered with 3-inch iron, and that iron with wood again, the resistance of the latter will prevent balls of heavy size from entering the iron. In fact, it is hardly indented. This was particularly demonstrated in the passage of the fleet past Vicksburg, when it was necessary to take every precaution to insure success and prevent injury to the steamers. Heavy logs 20 inches in diameter were hung perpendicularly on the sides of the vessels, close together, and so secured that no shot could strike the side without passing through the logs. Bales of hay were also packed over the decks and sterns in sufficient thickness (it was supposed), to prevent the passage of any shot. Suffice it to say, that the pressed hay was no protection whatever against shot or shell. They passed through four or five bales and very much endangered the vessels by setting the hay on fire. Whenever the projectiles of the enemy struck the logs, they did no further damage; they would pass through the logs, strike the iron without leaving more than an indentation and glance off. Many instances of narrow escapes could be mentioned where the vessels were

saved by the intervention of the wood, and in no instance were the vessels damaged where the logs were properly placed. The incidents of that night, the passage of the Vicksburg batteries, suggested to me the idea of first having a heavy backing of wood, then a layer of iron, and then a covering of wood over the iron, which will, I am convinced, make a vessel perfectly shot-proof. I notice that the idea is not an original one, but has been discovered and recommended by several persons. There are two vessels in this squadron, the *Lafayette* and *Choctaw*, which give proof of the value of heavy backing to iron. These vessels were built with heavy frames covered on the outside with gutta-percha, and then with a light thickness of iron. Whenever these vessels have been struck on the iron, where the wood backing was heavy, they resisted the shot of heaviest caliber, but where the backing was light, shot went in at one side, and out at the other. The defense of gutta-percha was not of the slightest use; on the contrary, it was a detriment, and aided very much in destroying the vessels by rot. It is so much extra weight that the vessels have to carry without deriving the slightest benefit from it. The money that built the *Lafayette* and *Choctaw* would have built three monitors of such a model, that one monitor would have destroyed both of the first. I would here state that these two vessels will only be serviceable for a short time, as they are already showing signs of weakness. They are not very serviceable, have not speed enough, and are too unwieldy for rams, and in some parts are very vulnerable. They have, however, fine machinery, and when they wear out it can be fitted to better hulls. I consider these vessels only as temporary expedients, to give way to the monitor class when there is a sufficient number built.

Another class of vessels in this squadron deserves mention, as showing the different expedients resorted to to open and defend the Mississippi River. I allude to the *Tuscumbia*, *Ohilliothe*, and *Indianola*. Two of these have been tried under batteries, and the *Indianola* in battle against vessels, and have shown that the monitor principle only was the right one. Their turrets were in no instance found impenetrable to the heavy rifled shot, and, besides, they were soon damaged in their wheels, which afforded fine targets for the enemy to fire at. Still, two of these vessels remained under fire as long as any monitors have been known to remain at one time, and if they did not come up to the monitors in invulnerability, they accomplished all that was required at the time, viz, the capture of the enemy's stronghold. The builders never claimed that they should be considered more than temporary expedients with which to harass the enemy, and taken in that sense they certainly may be considered very good vessels, and have fairly repaid all the money spent on them, taking into consideration the work they have done.

As to approving of any of the above-mentioned styles of gunboat as part of a permanent system of national defense to be adopted in this country, that I can not do. Any professional man who will lay aside his prejudices, caused by the discomforts incident to the monitors, must admit that, as a harbor defense, they are the best and only vessels to be built, and I hope we shall see every harbor in the United States, where there is a chance of an enemy penetrating, supplied with two or three of these floating batteries.

If they have not been able to penetrate the harbor of Charleston, where fifty guns to one were opposed to them, and where they had to contend with obstructions placed in their way, impossible to be removed, it in no way detracts from their well-earned reputation for efficiency. They have done at Charleston what no other vessels ever built could possibly have accomplished, and though the army as usual (when combined operations were carried on) has monopolized all the honors, it is a very certain fact that the monitors held their own as no other vessels could have done, and under their shelter the army was enabled to perform their work successfully.

I hope, sir, you will excuse the unreasonable length of this communication on the subject of monitors, but I know their value when properly used, have felt the want of them so much at times that I would have exchanged several, even of the best of my vessels, for one of them properly fitted.

I have seen a whole army kept at bay for the want of one of these little shot-proofs, and have now and then been tempted to do foolish things in hopes of accomplishing what I deemed impracticable. The *Cincinnati* was sunk when my own judgment told me it was wrong to place her where I was called upon to order her to. With a single monitor, results would have been very different, and on that day, instead of having a vessel sunk, the right wing of our army would have gained a position commanding the most important works in and about Vicksburg. Vulnerable as this vessel was, it would not have done for the navy to hesitate when the army thought there was a prospect of success.

In conclusion, sir, permit me to express the hope that the West may be converted into a large workshop for the building of future monitors of all sizes. I know of no part of the Union where the work can be done quicker or better.

I have the honor to be, sir, very respectfully, your obedient servant,
 DAVID D. PORTER,
Rear-Admiral.

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

[Telegram.]

NASHVILLE, *February 16, 1864.*

The following dispatch is just received from General Dodge:

PULASKI, *February 16, 1864.*

There is a steamboat running on Tennessee River trading in cotton, paying salt, sugar, coffee, and gold. It runs to Eastport and Waterloo. On the boat is a relative of General Roddey's, and the boat has his permission. The points it runs to are all in rebel lines.

G. M. DODGE,
Brigadier-General.

General J. A. RAWLINS,
Chief of Staff.

U. S. GRANT,
Major-General.

Admiral D. D. PORTER,
Mound City.

[Telegram.]

St. LOUIS, [Mo.], *February 16, 1864.*

Can we depend on a convoy up Arkansas to Little Rock and Fort Smith, [Ark.], when there is a rise? It is reported the gunboats are unloading to go up, as the river is so uncertain. Boats have been waiting convoys, it is said, for a long time.

LEWIS B. PARSONS,
Colonel, Chief Quartermaster.

Rear-Admiral D. D. PORTER,
Mound City, [Ill.].

[Telegram.]

MOUND CITY, *February 16, 1864.*

There is no chance of getting up Arkansas just yet; the water is too low; the gunboats have orders to convoy the moment the river rises and are waiting there for that purpose.

DAVID D. PORTER,
Rear-Admiral.

Colonel L. B. PARSONS,
Chief Quartermaster.

Letter from the quartermaster at St. Louis to Rear-Admiral Porter, U. S. Navy, transmitting letter from quartermaster at Little Rock, Ark.

QUARTERMASTER'S DEPARTMENT,
OFFICE OF GENERAL SUPERINTENDENT OF TRANSPORTATION,
St. Louis, February 16, 1864.

ADMIRAL: I enclose copy of letter from Captain B. O. Carr, chief quartermaster, Little Rock, Ark., also copy of dispatch. I know nothing of the matter beyond these statements, except that Captain Lewis reported to me that he had had several boats loaded and waiting for some weeks to go up the Arkansas. If it is deemed by your officers impracticable or injudicious to go up the Arkansas, owing to the danger of being caught by a fall of the river, I think the best way would be to depend upon White River and the railroad. I am not familiar with the condition of the Arkansas, and would be glad to have your views.

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

LEWIS B. PARSONS,
Colonel and Chief Quartermaster of W. R. Transportation.

Rear-Admiral PORTER,
Comdg. Mississippi Squadron, Mound City or Cairo.

[Enclosure—Telegram.]

LITTLE ROCK, *February 13, 1864.*

The water on the highest bars below here is about 3 feet and falling. There has been up to this time, for about 3 weeks, a good stage

of water, varying from 9 to 4 feet in the channel, but so far the navy have declined trying to come up. At least three fleets could have come here and returned. The great trouble in getting corn in the country is that I have not boats enough to bring it to this place. I have about 250,000 bushels contracted for and have about 50,000 bushels delivered on the bank. Boats have been promised, but they have not yet been able to get conveyed up.

B. O. CARR,

Captain and Acting Quartermaster.

Colonel W. M. MYERS,
Chief Quartermaster.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report regarding operations in Yazoo River in cooperation with army expedition to Meridian, Miss., February 2-5, 1864.

No. 42.]

MISSISSIPPI SQUADRON,

Flagship Black Hawk, Cairo, February 17, 1864.

SIR: Enclosed I send you a report of Lieutenant-Commander Owen in relation to an expedition I sent up Yazoo River to cooperate with General Sherman (who is marching on Meridian) and to confuse the enemy with regard to movements on foot. It appears the troops did not consider themselves strong enough to land and force the position. The vessels will work their way along cautiously until the water is high enough to send an ironclad or two.

This move has had the effect of driving the guerrillas away from the Mississippi River, as they are fearful it is intended to cut them off.

I don't expect much from the expedition beyond diverting their attention.

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

DAVID D. PORTER,

Rear-Admiral.

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

[Enclosure.]

U. S. S. MARMORA,

Four miles below Yazoo City, February 5, 1864.

SIR: I have the honor to report the arrival of the expedition at this place last evening. To-day has been spent in reconnoitering the enemy's position, and so far have discovered a battery of two small guns situated in a valley seemingly perpendicularly to the river, and also a heavy force of infantry and cavalry behind a hill to the right of the battery and running parallel to the river. On the 2d we arrived at Satartia, and at 10 a. m. of the 3d we attacked the enemy at Liverpool, number about 2,700 men, under Ross, with two pieces of artillery. We silenced their guns, the army holding its position on the hills. At nightfall the troops reembarked, and we dropped down for the night. The casualties were: The *Petrel* struck four times without any serious damage; the other vessels, *Marmora*, *Ew-*

change, and *Romeo* receiving no damage of any consequence. The *Exchange* and *Romeo* were hit several times by sharpshooters.

On the morning of the 4th we advanced for another attack, but found the enemy had gone, only leaving a small force of about 200 sharpshooters to annoy us and the transports in passing.

The wheelhouses of the sunken steamer *Ivy* are above water, directly opposite Liverpool, and in the narrowest part of the river. To the right of her, however, there is plenty of water. The river is high and rising. I forgot to mention the land forces lost 8 killed and 22 wounded in the attack of the 3d. We understand that there are about 8,000 men under Starke, Ross, and Loring at Yazoo City. Our spies and scouts have failed to return. To-morrow will probably develop the strength of the enemy. I am happy to say that Colonel Coates, commanding the land forces, and myself, get along together very well, nor have any of the crews of the vessels touched any property of any description without sanction of the owners and paying the full value in money. I issued stringent orders in relation to pillaging, etc. Captain Wilson, of the *Ouachita*, sent up a boat, the *Emma Boyd*, with the mails for the vessels here. My mail was not received, and I suppose kept on the *Louisville*. I am short of ammunition, and have asked Captain Wilson to send me some from Natchez by a transport. The *Exchange* was struck twice out of four shots to-day in the first reconnoissance, but no one hurt. One shot struck within 2 feet of the boilers without doing any damage.

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

E. K. OWEN,

Lieutenant-Commander, Commanding Fifth District.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

ST. LOUIS, *February 17, 1864.*

Do you think it would be safe for transports to navigate White River as far as Devall's Bluff without a convoy, each boat taking a small guard?

LEWIS B. PARSONS,

Colonel and Chief Quartermaster Western River Transportation.

Rear-Admiral PORTER,
Commanding Mississippi Squadron, Mound City or Cairo.

[Telegram.]

MOUND CITY, *February 17, 1864.*

Not with a small guard, but there are plenty of vessels to convoy in White River, or patrol the same, as in Tennessee.

DAVID D. PORTER,
Rear-Admiral.

Colonel L. B. PARSONS,
Chief Quartermaster.

Report of Lieutenant-Commander Pattison, U. S. Navy, regarding repairs to vessels and information relative to Confederate batteries in Red River.

U. S. NAVAL STATION,
 Memphis, Tenn., February 17, 1864.

SIR: Since my last report the U. S. S. *Queen City* has arrived at this station for repairs, and is now undergoing the necessary repairs upon her boilers and machinery.

The boxing of the machinery selected by Mr. Faulkner is completed and is now being put on board the *Volunteer* for shipment to Cairo.

The work upon the roof of the U. S. naval hospital is finished. There is now on hand at this station about 20,000 bushels of coal.

Two seamen who were captured with the U. S. S. *Harriet Lane* have escaped, and succeeded in reaching this place. They pretend to have valuable information respecting batteries, etc., on Red River. I have sent them up to you by the *Volunteer*.

Very respectfully, your obedient servant,

T. PATTISON,
 Lieutenant-Commander, Commanding Naval Station.
 Rear-Admiral D. D. PORTER,
 Commanding Mississippi Squadron, Cairo, Ill.

Report of Lieutenant-Commander Shirk, U. S. Navy, regarding the operations of the steamer S. C. Baker in Tennessee River.

U. S. S. PEOSTA,
 Clifton, Tenn., February 17, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of the 16th instant, relative to a steamboat trading in cotton on the Tennessee River, and enclosing a copy of a telegram from Brigadier-General Dodge to Major-General U. S. Grant.

The steamboat referred to is the *S. C. Baker*, owned by Halliday Brothers, of Cairo, and William H. Cherry & Co., of Memphis. These gentlemen had proper permits to purchase cotton in the counties bordering on the river, in the States of Tennessee, Mississippi, and Alabama, from the supervising agents of the Treasury.

The supplies that the *S. C. Baker* took up the river were all distributed under the personal supervision of a Treasury agent. Acting Volunteer Lieutenant Jason Goudy, commanding the U. S. S. *Tawah*, convoyed the *Baker*, and his orders from me were to see that no supplies were put on shore where they could fall into the hands of rebels. This he did do.

The papers of the *Baker* and the permits for family supplies were all correct, and in accordance with the requisitions of the Treasury Department for "commercial intercourse with, and in, States declared in insurrection," and the general orders of the War and Navy Departments, annexed thereto, direct, that "all officers of the Army or Navy should not permit, prohibit, or in any manner interfere with any trade or transportation conducted under the regulations of the Secretary of the Treasury."

The officers commanding convoys in this river are attentive in a high degree to their duty, and I know that they would not permit any violation of any order or regulation of the Government.

The *Baker* is now in the river again with supplies permitted by the collector of customs in Paducah, Ky., and was cleared for Florence, Ala. She is now at Craven's Landing, about 10 miles below Savannah. I have directed Acting Volunteer Lieutenant E. M. King, commanding U. S. S. *Key West*, who is convoying her, not to go any farther up the river, to seize her if any relative of General Roddey is on board, or if anyone on board has a permit to trade given by General Roddey, and to take her to Cairo.

Supplies were permitted by General Sherman to be sent up the river, partly upon my representation of the extreme necessity of the families living on the bank of the river, many of whom I know to have been loyal to the Government at times when Union men were hunted like wild beasts.

I shall do all in my power to prevent supplies of any kind from falling into the hands of rebels.

I have certain information that the rebel Roddey has gone with his command into the State of Georgia. There may be a few stragglers from his force on the west or southern side of the Tennessee River, but I believe that there are no rebels in arms near the places the *Baker* has been trading. I have directed Acting Volunteer Lieutenant Commanding King to afford the *S. C. Baker* every facility in buying cotton on the lower part of the river, provided he finds her to be all right.

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

JAMES W. SHIRK,

Lieutenant-Commander, Comdg. 7th Dist. Mississippi Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding U. S. Mississippi Squadron,

Flagship Black Hawk, Mound City, Ill.

[Telegram.]

CAIRO, February 17, 1864.

The *Rodolph* will go to Mound City this evening to take her battery on board.

A. M. PENNOCK,

Fleet Captain.

Rear-Admiral D. D. PORTER,

Mound City.

Report of Acting Volunteer Lieutenant Gregory, U. S. Navy, of arrival at New Orleans and sinking of steamer Hope.

ON BOARD U. S. S. ST. CLAIR,

New Orleans, February 17, 1864.

SIR: With hard labor and perseverance I arrived here at about 8 a. m., the wind strong a little up the river and on the city shore.

I have not chain enough to let go an anchor in this high water, and in landing I got into the eddy, and, being thus driven by the wind and tide, I accidentally touched the *Hope*. It started a butt and the boat sunk before any assistance could be rendered after it was known that it was damaged.

I will write you again to-morrow.

Very respectfully, your obedient servant,

THOS. B. GREGORY,
Acting Volunteer Lieutenant, Commanding.

Captain ROBERT TOWNSEND,
Commanding First District Mississippi Squadron.

Report of Acting Volunteer Lieutenant Gregory, U. S. Navy, regarding sinking of steamer Hope off New Orleans.

ON BOARD U. S. S. ST. CLAIR,
New Orleans, La., February 18, 1864.

SIR: As per my letter of yesterday, you will see that I am unfortunately detained.

Commodore Palmer required me to report on board the flagship this morning at 9:30 o'clock. He requires me to raise the *Hope*, which I think I can do; but he told me that he would check the damages against my pay, which, if he does, I will be obliged to ask, with all deference, a court of enquiry, feeling as I do that I would be able to defend myself against any imputation of want of attention on my part. The witnesses in the protest say she (the *St. Clair*) was apparently swinging round by the force of a strong wind. They unloaded the barge to-day, but they broke one of her beams. I have her here now and some of our lines under the *Hope*, and will try her as soon as possible.

Very respectfully, your obedient servant,

THOS. B. GREGORY,
Acting Volunteer Lieutenant, U. S. Navy.

Captain ROBERT TOWNSEND,
Commanding First District Mississippi Squadron.

P. S., 19th.—I will be ready by 12 o'clock m. to try my strength on the *Hope*.

Yours, etc.,

T. B. G.

[Telegram.]

CINCINNATI, *February 19, 1864.*

Boats will be detained on account of ice. Shall I send recruits by rail?

E. SELLS,
Acting Master, U. S. Navy.

Admiral D. D. PORTER,
Mound City.

[Telegram.]

CINCINNATI, *February 20, 1864.*

Work suspended on boats on account cold; resumed to-day. Thirty recruits. Will send draft by rail Monday.

E. SELLS,

Acting Master, Commanding.

Admiral D. D. PORTER,
Mound City.

[Telegram.]

ST. LOUIS, *February 20, 1864.*

Please telegraph me at what time transport to carry General Sherman's troops to cooperate with you should be at Vicksburg.

R. MACFEELY,

Lieutenant-Colonel and Commissary of Subsistence.

Admiral D. D. PORTER,
Mound City.

Report of Lieutenant-Commander Shirk, U. S. Navy, regarding reported speculation in cotton by Army officers in the Tennessee River.

U. S. S. PEOSTA,

CAIRO, *February 20, 1864.*

SIR: When I stopped at Clifton, Tenn., on my way up the Tennessee River, on the evening of February 16, 1864, the commanding officer at that place, Major Murphy, of the (I think) Fifth Tennessee Cavalry, informed me that some of his captains owned cotton near the Tennessee River in the neighborhood of Florence and Waterloo, Ala.

The impression left upon my mind by the conversation between us was that some of his officers were taking advantage of their position and power to speculate in cotton, in direct violation of the laws of Congress and the General Order No. 88 of the War Department, issued March 31, 1863.

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

JAMES W. SHIRK,

Lieutenant-Commander, Commanding Seventh District.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding U. S. Mississippi Squadron.

[Telegram.]

CINCINNATI, OHIO, *February 20, 1864.*

Cricket will leave Wednesday morning with 30 recruits sure.

JOSEPH BROWN,

Admiral D. D. PORTER.

Report of Rear-Admiral Porter, U. S. Navy, giving names of vessels interested in money deposited in Treasury to credit of the squadron.

No. 45.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, February 20, 1864.

SIR: I have the honor to enclose herewith prize list of the following vessels interested in the \$59,943.42, deposited in the Treasury January 3, 1864, to the credit of this squadron, viz:

U. S. S. *Conestoga*, 1 steamboat bell and 3,000 pounds of cotton, captured January 20, 1863; 16½ bales of cotton March 7, 1863; 30 bales of cotton and 1 sack of cotton, March 3, 1863. Half net proceeds capture share, \$4,178.51.

U. S. S. *Louisville* captured cotton on the Steele's Bayou and Deer Creek expedition, March, 1862. Capture share, \$5,170.19½.

U. S. S. *Marmora*, 60 bales of cotton, captured April 12, 1863. Half net proceeds capture share, \$4,624.43.

U. S. S. *Pittsburg*, 50 bales of cotton, captured March 29, 1863. Half net proceeds capture share, \$5,170.19½.

U. S. S. *Signal*, 32 bales of cotton, captured April 13, 1863. Half net proceeds capture share, \$2,466.35.

U. S. S. *New Era*. Two trunks and contents, 16 packages of quinine, captured on board the *J. W. Knapp*, and two trunks and contents, captured on steamer *White Cloud*, all on the 14th of February, 1863. Half net proceeds capture share, \$524.31½.

U. S. S. *Mound City*, 50 bales of cotton, captured March 24, 1863. Half net proceeds capture share, \$5,170.19½.

I have the honor to be, sir, very respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral.

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

Report of Rear-Admiral Porter, U. S. Navy, transmitting prize lists.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, February 20, 1864.

SIR: I have the honor to enclose herewith prize lists of the following vessels:

U. S. S. *Conestoga*, for capture of 60 bales of cotton and 5 hogsheads of sugar, between December 1, 1863, and February 1, 1864.

U. S. S. *Cricket*, for capture of 8 bales of cotton, January 24, 1864.

U. S. S. *Champion*, for capture of steamer *Volunteer*, November 26, 1863.

I am, sir, very respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral.

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

Letter from Rear-Admiral Porter, U. S. Navy, to the quartermaster at St. Louis, regarding navigation in the Arkansas River.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Cairo, February 21, 1864.

SIR: Your communication of 16th instant has been received, in relation to the navigation of Arkansas River.

Captain Carr only shows his ignorance in making such a report. Captain Phelps has gone up the Arkansas; the Arkansas may be navigable above, but not below. Pilots and naval officers are the best judges of this.

I don't think it advisable ever to abandon the White River and railroad; it is the most certain way, and the Arkansas is very uncertain—an expedition might be defeated depending on it. You may depend, the officers of the gunboats will push up when it can possibly be done.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Captain L. B. PARSON,
Chief Quartermaster, St. Louis, Mo.

Report of Lieutenant-Commander Foster, U. S. Navy, transmitting information regarding contraband trade in cotton.

U. S. S. LAFAYETTE, *February 21, 1864.*

SIR: Enclosed you will find two letters from Thomas O. Selfridge, lieutenant-commander, which will give you an idea of the manner in which goods are sent into the Confederacy, however particular we may be in carrying out your orders and those of the Treasury Department.

The two men spoken of in these letters I will send to New Orleans with all the papers found on them at the time.

I am, sir, very respectfully your obedient servant,

JAS. P. FOSTER,

Lieutenant-Commander, Comd. Second Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosures.]

U. S. S. CONESTOGA,
MORGAN BEND, *February 18, 1864.*

SIR: I captured to-day two men, Joseph Graveline and Gabriel Gingras, whom I forward to you as prisoners of war; and also 33 bales of cotton which they pretend to own.

You will see from the enclosed copies of papers found on their persons that they have not only taken goods into the rebel lines, but delivered them to rebel officers for the use of the army.

That the cotton is Confederate turned over to these men at 25 cents per pound as payment for the goods delivered.

They had also memoranda for a large amount of goods for officers, some copies of which I enclose.

They are therefore traitors and spies to their country and oath, and should be dealt with accordingly.

Three rebel soldiers gave themselves up to me on condition that I would parole them, which I did.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Lieutenant-Commander JAS. P. FOSTER,
Commanding Second District.

U. S. S. CONESTOGA,
Mississippi River, February 19, 1864.

SIR: It becomes my duty to inform you that there is at present a large contraband trade going on with the rebel army under Walker through the agency of cotton buyers.

These men obtain the goods at New Orleans or Baton Rouge, under the head of family supplies, when, if the barrels were inspected, they would be found to contain most everything else.

They are landed at Waterloo, and on being hauled to Walker's lines, he returns them cotton at 25 cents per pound to the amount of goods delivered.

The cotton is mostly shipped from the vicinity of False [Fausse] River to New Orleans.

I have captured 55 bales with Major-General Walker's permit, and, from the amount I have seen pass, this is not probably a twentieth part of what has actually been traded.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Lieutenant Commander JAS. P. FOSTER,
Commanding 2d District Mississippi Squadron.

Letter from Lieutenant-Commander Greer, U. S. Navy, to Brigadier-General McArthur, U. S. Army, giving information of contemplated attacks by Confederates near Lake St. Joseph, Waterproof, and Vidalia, La.

U. S. S. BENTON,
Off Natchez, February 21, 1864.

GENERAL: I have the honor to inform you that R. S. Thompson, one of your scouts, arrived at Waterproof this morning and reports that the rebels under General Polignac, viz, 2 regiments Texas cavalry, 2 regiments of infantry, and 6 pieces of artillery, are in the neighborhood of Lake St. Joseph, and contemplate making a raid on the camps opposite Vicksburg by a portion of the force under Harrison, while the rest attack Waterproof and Vidalia. I send you this information, although I have been informed that it has been reported, but I desire that you certainly obtain it.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieut. Commander, Comdg. Benton and 4th Dist. Miss. Squadron.

General McARTHUR,
Commanding U. S. Forces, Vicksburg, [Miss.].

Letter from Lieutenant-Commander Greer, U. S. Navy, to Brigadier-General McArthur, U. S. Army, regarding reported outrages committed at Waterproof, La., by troops of his command.

U. S. S. BENTON,
Off Natchez, February 21, 1864.

SIR: I have the honor to inform you that Captain Johnston, commanding U. S. S. *Forest Rose*, reports that the troops at Waterproof, La., under Captain [Jos. M.] Anderson, have been committing many outrages, and have I understand even attempted rape. Captain Anderson's command are in no discipline, as was shown at the recent attack upon that place, when men and officers ran down the bank and begged to be set across the river. Finding that Captain Johnston would not listen to them, they were obliged to defend themselves. Had it not been for the gunboat, they would have been destroyed. I make this report, feeling that such is my duty.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieut. Commander, Comdg. Benton and 4th Dist. Miss. Squadron.

General McARTHUR,

Commanding U. S. Forces, Vicksburg, Miss.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, commanding U. S. S. Rattler, regarding convoy duty.

U. S. S. BENTON,
Off Natchez, February 21, 1864.

SIR: You will get underway to-morrow morning at 4 o'clock and convoy the *Champion No. 5* and *New Champion*, with their coal, until you meet a boat belonging to the Third District, when you will turn your convoy over to her and immediately return to this place.

Very respectfully, your obedient servant,

JAS. A. GREER,

Lieut. Commander, Comdg. Benton and 4th Dist. Miss. Squadron.

Acting Volunteer Lieutenant JAMES LANING,

Commanding U. S. S. Rattler.

Report of Lieutenant-Commander Ramsay, U. S. Navy, regarding the armament of Fort De Russy, and other information regarding affairs in Red River.

U. S. S. CHOCTAW,
Off Mouth Red River, February 21, 1864.

SIR: I have the honor to inform you that I have seen two letters written from Fort De Russy, the latest of which was written January 24. In these the writer informs his father that on that day there were mounted in Fort De Russy 1 IX-inch gun, 1 64-pounder rifled, 1 30-pounder rifled, and 3 24-pounders. He stated also that there was a raft in the river some few miles below Fort De Russy; that

the gunboats could not possibly take the fort, but that "if a land force gets in the rear of us, we (the rebels) will all receive a piece of paper called a parole." From the tenor of these letters I should suppose the writer to be an officer. They were in the possession of two refugees from Shreveport, who left there about the 1st of February. They report that at that time there were at Shreveport three gunboats, the *Missouri*, the *Webb*, and the *Cotton* (formerly the *Mary T*), and that there was not water enough for them to get over the Falls. The refugees also report that they saw two 32-pounders going in the direction of Alexandria, and were informed that they were for Fort De Russy.

Three hundred seamen had arrived at Shreveport from Mobile to man the gunboats. Negroes report that the raft is now breaking up, in consequence of the backwater from the Mississippi. The water rose until there was 26 feet at the mouth of Old River. It is falling again, and to-day there is only 23 feet. Scurry's brigade is still about Simmesport and on Bayou de Glaise, and has pickets in Morgan Bend and abreast of us.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,

Lieutenant-Commander, Comdg. 3d Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Commander Townsend, U. S. Navy, acknowledging confidential orders in preparation for the Red River expedition.

U. S. IRONCLAD STEAMER ESSEX,
Off Donaldsonville, La., February 21, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your circular "to commanders who will join the expedition, etc.," and to report that the *Essex* will be in readiness when you call for her services. You understand her condition; her history tells what it must be; yet I do not think it will militate against her fighting qualities. She has a first-rate battery, and—I trust I may unpretendingly say—officers and men who will make a good use of it.

You direct us to be prepared with a full supply of ammunition, coal, and provisions. We have, I think, a sufficiency of ammunition and provisions. There is plenty of coal here now, but I do not think it prudent or judicious to take on board more than 1,800 bushels. Until recently, for eleven months out of twelve, the *Essex's* bunkers were virtually empty. The preponderating weights at the extremities and the heavy wear and tear she has experienced have hogged her considerably. Since we have had a good supply of coal, I have kept the amidship bunkers filled, thus somewhat reducing the defect. But filling the forward bunkers would aggravate the evil. Besides, it would bring her nose too much down. We draw water enough forward, and when underway make water enough already. I think, admiral, that you will agree with me it is most judicious not to fill the forward bunkers. Should you think differently, we can fill up with coal at the mouth of Red River.

The expedition up Red River will keep the western bank of the Mississippi below well clear of rebels. I think the *St. Clair* and *Argosy* can take good care of the guerrillas that occasionally make a flying visit to the left bank.

I have the honor to remain, very respectfully, your obedient servant,
ROBERT TOWNSEND,
Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

*Report of Lieutenant-Commander Foster, U. S. Navy, commanding
 Second District, preparatory to expedition up Red River.*

U. S. S. LAFAYETTE,
 February 21, 1864.

SIR: By the 25th instant, all the ironclad boats of my district will be prepared to advance to any point to which they may be ordered, and the light clads will be ordered to take their places immediately before their leaving on your arrival.

I am, sir, very respectfully, your obedient servant,
JAS. P. FOSTER,
Lieut.-Commander, Comdg. 2d Dist. Miss. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Sinking of the U. S. S. Linden in Arkasas River, February 22, 1864.

Report of Rear-Admiral Porter, U. S. Navy.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Vicksburg, February 26, 1864.

SIR: On my arrival at White River I found that the *Linden* had been sunk by running against a snag in the Arkansas River.

I have opposed going up the river until high water, but the quartermasters and officers commanding posts, who are generally very ignorant about the hydrography in these regions, made so many applications for the provisions to be taken up the Arkansas, instead of up White River, that Lieutenant-Commander Phelps yielded to them. The result was the sinking of a transport full of stores by running on a snag, and the *Linden* was sunk on going to her assistance.

The vessels could not get within 15 miles of Little Rock, and are now all stuck in the river, where they may be detained the rest of the season.

The guns, stores, and ammunition have been removed from the *Linden*, and I will raise her, if possible, as soon as there is water enough to get the steam pump to her.

If the railroad from Pine Bluff, [Ark.], to Little Rock is not put in running order our army at that place will, for want of transporta-

tion, be left without provisions. I have represented this, but it does not seem to be attended to.

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

DAVID D. PORTER,
Rear-Admiral.

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

Report of Rear-Admiral Porter, U. S. Navy, transmitting reports of commanding officer and board of survey.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Alexandria, La., March 24, 1864.

SIR: I have the honor to enclose herewith the report of Acting Master Thomas M. Farrell, concerning the loss of the U. S. S. *Linden*, which happened on the 22d February, in Arkansas River, by running against a sunken snag. This is one of those unfortunate accidents which will happen on this river, and which no human foresight can prevent.

It appears that Captain Farrell did his duty.

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

DAVID D. PORTER,
Rear-Admiral.

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

[Enclosure.]

U. S. GUNBOAT COVINGTON,
Mouth of White River, March 12, 1864.

SIR: It is my painful duty to report to you the sinking of the U. S. gunboat *Linden*, under my command, by a snag, at Church Bar, Arkansas River, on the 22d of February, while going to the assistance of the transport *Ad. Hines*, that had snagged on the 18th ultimo, and still remained in a helpless condition.

On the 19th ultimo I arrived at Pine Bluff, [Ark.], and on the 21st, when the freight I had taken from the steamer *Curlow* to lighten her was removed from me, and all arrangements were completed to hurry the loading of the private boats with cotton, I got underway and stood down the river to sound Church Bar. My pilot found 3½ feet on the bar, and we returned to Pine Bluff that evening. Upon enquiry I found that the private boats could not get over that water, and we concluded to wait for a rise.

As these boats lay safe at a military post, and my pilot informed me that it was perfectly safe for my vessel to go to the *Ad. Hines*, I deemed it my duty to go to her and render what assistance I could. On the 22d ultimo, at 6:30 a. m., I got underway and stood down the river. At 7:45, when the starboard lead gave 3 feet and the port lead 4, she struck a stump on her port bow. I immediately went below and followed the break, which extended from the port bow to a point near the port magazine (distance about 90 feet), breaking the timbers and planking as it passed along.

The doctor and bilge pumps were started, but knowing their inability to gain on such a break, I ordered the ammunition and pay-

masters' stores whipped up. In the meantime a line was taken to the bank from our port quarter, but the settling of the vessel separated the connection between the "nigger" engine and the capstan, and our efforts to pull her off failed.

In fifteen minutes after she struck she filled with water, commenced hogging badly and careening over to starboard, the snag coming up through her bottom at the port magazine. Fearing that she might upset, I had the starboard battery removed to the port side. The sand commenced washing out from under her stern as she settled, but this was soon stopped by rigging a spar on each quarter and shoving brush under her, aft.

It was my opinion then, and I have since had the same opinion expressed by men whose business it has been to raise sunken steamboats, that the *Linden* was too badly sunk to be raised by any material that could be obtained in the vicinity.

Firmly believing in this opinion, and that the only hope of ever raising her was to lighten her of all the material I could, I sent a request to the commanding officer at Pine Bluff for a steamer to take my guns, ammunition, and what stores I had already saved to that place, and commenced removing the iron casemate.

That evening the steamer *Lebanon* came alongside, and I sent the guns, ammunition, and stores to Pine Bluff in charge of my executive and a sufficient number of officers and men to guard them. On the evening of the 23d I received some pumps from the quartermaster at Pine Bluff. As the river was filling rapidly I thought I might pump the vessel sufficiently to obtain the stores that still remained below, perhaps get at the break. On the morning of the 24th the pumps were rigged to, and worked by the doctor and "nigger" engines, while all the men I had worked hand pumps and buckets. Our efforts availing nothing, I ordered the engineer to take the engines apart, opened the deck to get at what ammunition and stores were still below, and by the afternoon of the 28th the engines and all the stores that could be obtained were safe on the bank, guarded by a detachment of cavalry from Pine Bluff.

Having obtained all we could from below, I had the hatches battened down, and all the places that were cut in her deck stopped and calked, to prevent the sand from washing in, should the river rise.

On the evening of the 28th, the steamer *Lillie Martin* came to my assistance, took what material she could well carry to Pine Bluff, and returned on the following day.

The falling of the river was checked on the 1st instant, and on the evening of that day the river began to rise rapidly. The engineer was about to commence removing the boilers, but before he could well start, the water was 3 feet above the berth deck.

Aware of the uncertainty of the Arkansas River, and of its liability to carry the cabin off her, perhaps that night, I took nearly all the officers and men to Pine Bluff, leaving a sufficient guard on board, acting with an army picket on shore, to defend the flag and pennant that still floated over her.

Most of my officers and men had been in the water, more or less, for over a week, and as they could not do any more service by remaining on board I deemed their removal to Pine Bluff the most prudent course.

Alone, and with very little assistance, I did, in removing the material, etc., to Pine Bluff, what, in my judgment, I thought best for the interests of the Government. The vessel could be raised easier with the material off her than if it were on. Then, again, taking into consideration the uncertain rise and fall of the Arkansas River, the material was safer off the vessel, and if finally we were compelled to abandon her, all that made her a gunboat would be safe within the Federal lines.

Our time at Pine Bluff was spent in getting the material saved ready for transportation and taking an inventory for the settlement of the ship's accounts.

The river commenced falling again on the 5th instant, and when the *Naumkeag* returned to Pine Bluff on the 6th, I had my officers and crew, guns, ammunition, masters' and paymasters' stores put on board of her and brought to this place. I left my engineer at Pine Bluff, with instructions to have the machinery cleaned and got ready for transportation, and if the river fell before he got orders to the contrary, to have the boilers of the *Linden* removed to that place.

When I took the guard from off the vessel on the 7th instant the water was within 1 foot of her boiler deck and from 12 to 14 feet deep around her. The port hogchain had parted, and the vessel was still settling down aft.

I have consulted a number of experienced river men, and it is the opinion of the officers and myself that it will be impossible for the steamer *Champion* to raise her. When the water falls sufficiently to admit of working at her, the *Champion* can not get to her, and I fear that a bar will then be formed over and around her. From the position in which she lays, and her shape, it is my opinion that she is badly broken amidships, and that it will be impossible to do anything more with her.

I am here with my officers and men and all the saved material that could at this time be transported, awaiting your further orders.

I am, very respectfully, your obedient servant,

THOS. M. FARRELL,
Acting Master.

Lieutenant Commander JAMES M. PRICHETT,
U. S. Navy, Comdg. 6th Dist., Miss Squadron.

[Enclosures.]

U. S. GUNBOAT LINDEN,
Arkansas River, February 23, 1864.

GENTLEMEN: You will hold without delay a survey on this vessel and report to me in writing the practicability of getting her afloat, and whether or not, in your opinions, it would be prudent to remove her machinery first.

I am, very respectfully, your obedient servant,

THOS. M. FARRELL,
Acting Master, Commanding.

Acting First Assistant Engineer W. C. PERRY,
U. S. S. Linden.

Acting Ensign JOSEPH McDONALD,
U. S. S. Linden.

First-Class Pilot SAMUEL HUMBERSTONE,
U. S. S. Linden.

U. S. GUNBOAT LINDEN,
Arkansas River, February 23, 1864.

SIR: In obedience to your order we have held a survey on this vessel, and have to report that in our opinion it is impossible to get her afloat with the facilities on hand at present, but would recommend that the shaft and engines be removed without delay, leaving the doctor engine to work the new pumps when they come.

We are, very respectfully, your obedient servants,

WM. C. PERRY,
Acting First Assistant Engineer, U. S. S. Linden.

JOS. McDONALD,
Acting Ensign, U. S. S. Linden.

SAML. HUMBERSTONE,
First-Class Pilot, U. S. S. Linden.

THOMAS M. FARRELL,
Acting Master.

Report of Pilot Humberstone of the U. S. S. Linden.

U. S. S. COVINGTON,
White River Station, March 12, 1864.

SIR: I have the honor to report to you I was one of the board ordered to hold a survey on the U. S. S. *Linden*, sunk in Arkansas River on February 22, and report the state of that vessel and also the feasibility of getting her afloat. I made an examination as far as I was allowed, and made out a report answering all the questions my commanding officer asked, handed it to the other two, Acting Ensign Joseph McDonald and W. C. Perry, first assistant engineer; the other members of the board would not accept it. Mr. McDonald made one out, evading the most important questions, i. e., not answering them. First, can the vessel be raised; if so what can raise her and what length of time will it require? I say the *Champion* can raise her, and nothing but a high rise in the river would interfere with it. I examined the place where she rested on the snag or log. The hole at that place was about 12 inches long by about 8 in width; the timbers were broken on top; the plank forward as far as I could reach with my hand seemed sound and not broken. The snag lay in a horizontal position up and down the river. There appeared to be a crook or hump on the log that broke through where she stopped. I think she is more or less injured from where the snag first struck to where she stopped on it, about 90 or 100 feet, more or less. I do not think the snag came through any other place. I think the plank is cracked or shattered, and may be shoved past each other. She was a long time filling—about an hour. The majority of the officers gave her up at once, I never did. Those that did give her up, with one exception, were inexperienced in river navigation and river steamers. I have had an experience of 28 years on these Western rivers and steamers, and a little on Lake Ontario previous to it. I have built, owned, and commanded several steamers; had boats sunk and raised. The same day she sunk two men came from the steamer *Lebanon*, I think, and offered to raise her by contract. There is not the least doubt but the *Champion* can raise her and temporary repairs be

put on her, to receive her machinery again and run to Cairo for full repairs in perfect safety, and can be made as useful a vessel for the Government as she was before. The day we arrived at this station I sent Captain Lord, in command of station, a report to the effect of the above, perhaps not in the same words all through, and fully expected the *Champion No. 5* would be dispatched immediately for that purpose, i. e., to raise her. I asked Captain Lord if the *Champion* was going up to raise the *Linden*. He said not; that a man had come down from Pine Bluff on horseback, who stated that the river had fallen 30 inches per day since we left. That is all a ruse, and only for effect. I asked the Arkansas pilot on the *Naumkeag* what he thought of it. He said he did not believe it; he did not think a man could come through on horseback anyway with safety, for the guerrillas. Three boats started up last evening—the *Key West*, *Annie Jacobs*, and the *Commercial*, the latter a large side-wheel boat, and seemed to be deeper than the *Champion*. I did not see her marks. There were some men wanted to buy the *Linden* as she lay. They were steamboat men and cotton speculators, as near as I could find out. No doubt they would be glad to have her condemned and get a chance to buy her. She could be repaired there, so as to make a little fortune for a man in one trip. The *Silver Wave's* trip of cotton alone amounted to \$35,000 at \$30 per bale freight, and \$50 was paid for some small lots. Captain Rogers told me when he left Little Rock the river had fallen 1 foot in 30 hours. After, when the *Naumkeag* left Pine Bluff, it had not fallen there to exceed 5 inches, and the night previous to our getting out of Arkansas River it raised 6 inches. We left Pine Bluff on the 7th, came to that evening about 35 miles below the bluff, lost two or three hours waiting on steamer taking on cotton. The 8th, lost time waiting on boats to wood and to take on cotton; 9th the same; according to that we did not go as fast as the current. That p. m. the *Silver Wave* ran on a sand bar, and we had to remain by her that night. Captain Rogers sent some men to set a mark at the edge of the water to see whether it was rising or falling. The next morning they reported the river had raised 6 inches; we were then 30 miles from the station. The *Naumkeag* went to her assistance and soon got her off. A few days after the *Linden* was sunk Captain Farrell sent in an order to hold a survey on the vessel's boilers and steam capstan. We, the officers ordered to hold the survey, could not agree. I wished to make out a separate report. It was agreed to. Mr. McDonald went aft; in about 20 minutes returned, and said it would not do; we must all sign the same report. I told him I did not feel at liberty to condemn the boilers, and asked Mr. Perry about the boilers. He said they were thin iron and had been in use some time, and he did not think they would pay the Government to move and freight them to Cairo, and he did not think them fit to go into a new boat. I am aware he has not been in a habit of carrying as high steam of late as he did when I first came on the vessel. I signed the document with a great deal of reluctance. I was not allowed to write any part unless they dictated for me. They were the majority. I signed the document, saying there were no means at hand to raise her after it had rained over twenty-four hours, and the river rising. My opinion is that I could have raised her without

the *Champion*, if I had had full control. There was plenty of lumber in the casemates to make bulkheads in her. I frequently said the *Linden* could be raised, in conversation; Captain Farrell as often cut me short by saying she could not, or she can't be raised (I don't like the word "can't"; it will do for children to say "I can't"). We had eight days of as pretty weather as I ever saw after she sunk, and the river falling, fell about 6 or 8 inches in that time, and nothing done toward examining the extent of the damage, only what I did myself with the help of one of the quartermasters, George Deardoff, and they also say the *Linden* is old and not worth raising. Her inspection papers make her three years old last August. She was built at Pittsburg, Pa., in August, 1860. Several of the officers wanted to be transferred before she was sunk. Mr. Fletcher is a practical steamboat man, acting third assistant engineer, is of my opinion in regard to the above. I ask your pardon for trespassing on your valuable time to peruse so long a letter, but it is all fact, on the square, and the good of the cause in which I am engaged.

I am very respectfully, your obedient servant,

SAM'L HUMBERSTONE,
First-class Pilot, U. S. S. *Linden*.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

N. B.—If the river is too low for the *Champion* to go up to raise the *Linden*, one of her pumps could be sent up White River, and across to Little Rock and down on one of the light steamers, with tools to attach them. I can't bear the idea of letting those sharks get her. I forgot to tell you that our flag was taken out of the stern of the gig and trailed in the water by a secesh lady who came on board to see the vessel the evening before she sank.

HUMBERSTONE.

Another battery to prevent the *Linden* being raised. Four steamboat captains came down and pretended they had raised \$2,000 to raise her, alleging that they had better do that than wait for the *Naumkeag*. They brought a man along who was to raise her. Of course he condemned her. All and everything that could be, I think, was brought to bear against the raising of that vessel. I was told yesterday she was rotten and that the person who said so was in her hold and examined her last fall in Memphis. He might have found a defective timber, but that the boat is so in general, I don't believe it.

S. H.

Statement of Pilot McKay.

CAIRO, [ILL.], June 27, 1864.

SIR: I respectfully request your attention to the statement I now make you in regard to the loss of the *Linden*.

I was ordered on the 1st of February to her, to take her up the Arkansas River to Pine Bluff. On our arrival found we should have to remain for the transports to load with cotton. The river fell so much that it was impossible to return.

The transport *Ad. Hines* struck a snag and sunk 8 miles below Pine Bluff. Captain Farrell asked me if I could take the *Linden* down to her assistance. I told him I would try, but doubted there being water enough. We got within about 400 yards of the *Hines* when we struck a small snag which projected about 6 inches above the bottom of the river bed. When I came down from the [pilot house] to see what damage had been done, I found Captain Farrell in his room packing his trunk, and neither officers nor men taking any steps to save the boat. You can judge yourself, sir, how great the damage done, when she was one hour and a half in filling two-thirds full of water.

I told the captain the hole could be stopped and the boat saved and repaired in twelve hours. Captain Farrell insisted that she would go to pieces and nothing could be done. He had the guns fired several times, but for what purpose I can not say, unless to cause her to leak more.

He seemed very much frightened and excited, and, it seemed to me, very anxious that the boat should be destroyed; so, also, did all the officers and crew.

Colonel Clayton sent 200 men to assist Captain Humberstone. The other pilot told Captain Farrell there was no doubt but we could save the boat, and the carpenter of the transport *Lebanon* told Captain Farrell he would contract to raise and repair the boat in a few days for \$3,000.

The *Ad. Hines* sunk in 8 feet water, and filled in about five minutes after striking. Her captain raised her with his own crew.

The *Linden* lay in 3 feet water and not one single attempt was made to save her. The crew remained on the *Linden* twelve days, not a day of which but was good working weather, but not a thing was done.

These facts I can prove by Captain Humberstone, the pilot, and by the captain of the *Hines*. I feel, sir, that you have acted hastily and unjustly in my case and hope you will give me a fair trial in the case.

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

ROLLA MCKAY.

Extract from log of U. S. S. *Linden*, Thomas M. Farrell, acting master, commanding.

February 22, 1864.—4 to 8 a. m. Weather calm and clear and pleasant. At 6:30 a. m. weighed anchor and stood down the river. At 7:45 struck a snag and commenced sinking rapidly. Examined the break and found it to extend from port bow 90 feet aft. Started the doctor and bilge pumps and commenced whipping up ammunition and paymasters' stores. At 7:50 ran a line ashore from port quarter and commenced heaving off. At 7:55 4 feet of water in the hold. Nigger engine got out of repair, vessel commenced to hog badly amidships and careen over to starboard; snag coming up through her at bottom at port magazine. Men engaged transporting ammunition on shore. At 8, men engaged getting paymasters' stores ashore. Executive officer sent to Pine Bluff for assistance, at the

same time sent cavalry picket to Pine Bluff with dispatches. Fired guns as signals to hurry assistance. At 8:10 got large flat from wreck of *Ad. Hines* and commenced loading with masters' and paymasters' stores. At 9 vessel stopped settling. Seven feet of water on port bow, $4\frac{1}{2}$ feet water starboard bow, 6 feet amidships, both sides, and $6\frac{1}{2}$ feet on each quarter. At 10, all the ordnance stores saved—transported ashore. Got the bow guns on the forecastle ready for shipment, shifted starboard guns to port side to counteract vessel's careening to starboard. Men engaged taking paymasters' stores ashore. At 11:30 fired guns again to hurry assistance. At 1:45 p. m. continued taking paymasters' stores ashore. At 2:30 commenced taking off casemating. At 4:30 all paymasters' stores ashore. At 5 the transport *Lebanon* came down from Pine Bluff. Sent executive, 5 officers, and 14 men on board of her to take charge of and guard the stores sent to Pine Bluff. At 6:15 shipped our 6 24-pounder howitzers and carriages on board the *Lebanon*, also paymaster's safe, etc. At 8:30 the *Lebanon* cast off and went to the bank and took aboard ordnance and paymasters' stores. At 10 got out 2 spars astern to relieve hogchains and prevent settling of vessel aft.

February 23.—At 1 a. m. watch bringing brush from shore and placing it under ship's stern to keep sand from washing out. At 7:20 commenced getting ready to pump out vessel. Engineers taking wheel apart. At 9 engineers raised steam and worked steam pumps. Men engaged taking off casemating. At 10:45 cut through the deck over the shell locker to get the balance of ammunition remaining there. At 11 knocked off pumping and set all hands to taking off casemating. At 2 p. m. got out from shell locker 2 shell, 49 shrapnel, and 31 canister; sent them ashore. At 3:30 finished taking off port and bow casemating. At 6 received dispatches from shore. Sent our boat off and received on board 25 men (a detachment from Fifth Kansas Cavalry) in charge of a sergeant, also 4 pumps from Pine Bluff.

February 24.—At 7:30 engineers getting pumps rigged to doctor and nigger engines. At 8:30 started the pumps. At 11 ceased pumping; all our efforts proved unavailing. At 12 finished taking off casemating. At 8 p. m. set pickets of Fifth Kansas Cavalry ashore. Vessel still careening to starboard side; sand apparently washing out.

February 25.—Engineers removing machinery, men removing casemating.

February 27.—At 7 a. m. all hands at work clearing up decks and collecting material. At 9 pilot went off in cutter to sound. At 9:50 returned, reported water on bar 3 feet scant.

February 28.—At 9:30 a. m., having obtained all the material possible from below, commenced battening down hatches.

February 29.—Weather cloudy, cold, snow and rain, wind N. W. At 12 midnight water began to rise. At 3 a. m. called all hands to batten down hatches and calk decks. At 7 finished battening hatches and calking deck and commenced moving stores again. At 2 p. m. finished moving stores on board the *Lillie Martin*; cast off and stood up river for Pine Bluff with an officer and 8 men as guard. At 4:30 p. m. water still rising; berth deck cleared and everything taken to boiler deck.

March 1.—The *Lillie Martin* hove in sight from Pine Bluff; ran on a snag a short distance astern of us. Sent our men on shore to assist her. At 5:40 p. m. she got clear, dropped down, and made fast to bank and commenced taking on board casemating.

March 2.—Water rising very fast; 18 inches on berth deck. At 7 a. m. commenced moving all furniture and stores to the *Lillie Martin*. At 11, 3 feet of water on the berth deck. At 11:30 all officers and crew removed on board the *Lillie Martin* except an officer and 4 men to guard the ship.

Approved:

THOS M. FARRELL,
Acting Master, Commanding.

[Telegram.]

ST. LOUIS, *February 24, 1864.*

I have following dispatch from Captain [Byron O.] Carr, quartermaster at Little Rock, dated 23d instant:

The gunboat *Linden* was snagged and partially wrecked day before yesterday 7 miles below Pine Bluff. It is doubtful if she can be saved.

CHARLES PARSONS,
Captain and Assistant Quartermaster.

Admiral D. D. PORTER.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding navigation in the Arkansas River, advising that White River be the dependence for transportation of supplies for Little Rock.

U. S. GUNBOAT SILVER CLOUD,
Memphis, February 22, 1864.

SIR: I arrived here this evening from White River. On the 15th instant, I sent a convoy up the Arkansas River, with the *Naumkeag* and *Linden*. I learned at Devall's Bluff on the 19th that they had arrived at Pine Bluff in safety, but I fear the vessels will not get out of the river till there shall be another rise. The stage of water in that river is too uncertain to be in any degree depended upon for transportation of supplies for General Steele's forces.

I visited the general at Little Rock and stated to him that I had consulted with all the men familiar with the Arkansas River and who had no interests to subserve in that stream, whom I could find and was satisfied from their united testimony that no reliance could be placed upon its navigation for his purposes and that White River must remain his dependence for transportation of supplies, but that gunboats would be held in readiness to take advantage of rises in the Arkansas and to protect his vessels engaged in collecting forage along its banks. The *Queen City*, with the *Linden*, I propose to detail for that stream, and the *Covington*, *Fawn*, and *Naumkeag* for the White River. I directed that on the return trip the *Linden* should specially look after several cotton boats which left for Pine Bluff with the

convoy of the 15th. I ascended White River to some miles above Jacksonport and also went a distance up the Black River. That section of Arkansas is suffering greatly from bands of deserters who have organized for plunder and are committing every conceivable outrage. Jacksonport was plundered by a small party of them a few nights since.

The *Fawn*, *Linden*, and *Naumkeag* all require considerable repairs. The latter has still a hole made by a snag in her bow, about which a box has been built and which, filled with clay, prevents much leak, but the vessel is unsafe. The *Linden* has been much injured in her guards and hull in the difficult navigation of White River. I propose that the *Exchange* shall first relieve the *Fawn* to come to this place for repairs, and then one of the others. The *Silver Cloud* and *New Era* will be the only boats remaining to cruise on the Mississippi from Cairo to White River.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Order of Lieutenant-Commander Greer, U. S. Navy, to Engineer Bickerstaff, U. S. Navy, regarding U. S. S. Ouachita.

U. S. S. BENTON,
Off Natchez, February 23, 1864.

SIR: You will please work at night upon the *Ouachita*, as her services are needed.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieut. Commander, Comdg. Benton and 4th Dist. Miss. Squadron.

Mr. BICKERSTAFF,
Acting Chief Engineer, in charge of repairs.

Letter from Rear-Admiral Porter, U. S. Navy, to quartermaster at St. Louis, Mo., regarding the difficulties of transportation through the Arkansas River and referring to the loss of steamer Hines and U. S. S. Linden.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, White River, February 24, 1864.

SIR: I arrived at this place an hour ago and found everything in a muss. Owing to the continued requests for the convoys to go up the Arkansas, Captain Phelps consented against his judgment and let them go, though some of the transports were loaded down to 6 feet, when it was pretty certain there was no such water to be found. The result was the vessels (a few of them) reached Pine Bluff and there they are stuck with a falling river. The *Hines* struck a snag

and sunk. A gunboat went to her assistance and also sunk, and the chances are that both will be a total loss. All the rest of the boats are stuck in the river, and the chances are that their services may be lost for a long time. I have myself given no encouragement for using the Arkansas River while there is so much better way for provisions by the White River. There are now thousands of pounds at Devall's Bluff being damaged for want of transportation across the railroad, which, if put in fair running order, would keep up supplies; if we depend on the Arkansas River we may lose the army at Little Rock.

I have found that as long as the convoys are conducted according to the information I get from pilots and intelligent officers, nothing happens out of the way, but if we are to be governed by the wishes of importunate officers of the Army, who know nothing about the difficulties of navigation, we will meet with serious loss in boats and stores.

This occupation of Arkansas is not to be the business of a day, but of a lifetime, and I earnestly recommend that steps be taken to make the railroad available, which it can scarcely be considered at this moment for the want of a little energy. Arkansas will not be fit for navigation until late in the spring, and then only for a short time—from July to March it may be considered out of the question. This is my earnest advice, and, if carried out, will enable you to keep Steele's army supplied.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Colonel L. B. PARSONS,
Chief Quartermaster, St. Louis, Mo.

Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Volunteer Lieutenant Hoel, U. S. Navy, commending his action in relation to steamer Welcome in connection with cotton speculation.

U. S. S. BENTON,
Off Natchez, February 25, 1864.

SIR: Your letter of the 24th instant in regard to the *Welcome* * affair, with copies of letters from and to General Ellet, is received.

Your whole course in the matter is heartily approved. I am convinced in my own mind (although I have not tangible evidence) that the Marine Brigade to some extent are engaged in speculation. I return Mr. [Charles] Poplar's letter for your endorsement on the back.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieut.-Commander, Comdg. Benton and 4th Dist. Miss. Squadron.
Acting Volunteer Lieutenant WM. R. HOEL,
Commanding U. S. S. Pittsburg.

* See Official Records of Union and Confederate Armies, vol. 32, pt. 1, pp. 397, 398.

[Telegram.]

CAIRO, *February 27, 1864.*

The admiral has ordered one of the gunners attached to this station away on temporary duty. The ordnance officer informs me that the service of Mr. Ellis can not at present be dispensed with.

A. M. PENNOCK,

*Fleet Captain, Commandant of Station.*Commodore J. B. HULL,
St. Louis.

Letter from Brigadier-General McArthur, U. S. Army, to Rear-Admiral Porter, U. S. Navy, giving information regarding the movements of Major-General Sherman, U. S. Army.

HEADQUARTERS POST,

Vicksburg, February 27, 1864.

ADMIRAL: The following telegram has just been received from Big Black Bridge:

Courier just in from General Sherman. He arrived at Canton last night; had no fighting. Wants bread. I start a train in an hour or two. Send those dispatches from General Banks and I will forward them to-day.

J. M. TUTTLE,
Brigadier-General.

I thought proper to send you the above. General Sherman being so near, and coming back, you might want to see him before going.

Your most obedient servant,

J. MACARTHUR,
Brigadier-General.

Rear-Admiral D. D. PORTER,

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, for the seizure of vessels engaged in illicit trade.

MISSISSIPPI SQUADRON,

Flagship Black Hawk, Off Natchez, February 29, 1864.

SIR: You will, whenever you are called up by Ralph S. Hart, in charge of the Natchez district, seize any vessel engaged in illicit trade or endeavoring to deprive the Treasury of its rights. You will not hesitate to use force if you find any opposition to the laws or refusal to obey the orders of the Treasury agent.

Very respectfully, your obedient servant,

DAVID D. PORTER,
*Rear-Admiral.*Lieutenant-Commander JAMES A. GREER,
Commanding Benton and Fourth District.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report regarding successful expedition up the Black and Ouachita rivers, under command of Lieutenant-Commander Ramsay, U. S. Navy, February 29 to March 5, 1864.

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Red River, March 6, 1864.

SIR: I have the honor to report that I sent an expedition up the Black and Washita [Ouachita] rivers on the 1st instant, under command of Lieutenant-Commander F. M. Ramsay. The following vessels composed the expedition: *Ouachita*, Lieutenant-Commander Byron Wilson; *Fort Hindman*, Acting Volunteer Lieutenant John Pearce; *Osage*, Acting Master Thomas Wright; *Lewington*, Lieutenant George M. Bache; *Conestoga*, Lieutenant-Commander Thomas O. Selfridge; and *Cricket*, Acting Master H. H. Gorringer.

The expedition was perfectly successful. The rebels, about 2,000 strong, under General Polignac, were driven from point to point, some extensive works captured, and three heavy 32-pounders brought away. The works were destroyed. The enemy suffered severely from our guns, and the vessels brought away all the cotton they could find. They also destroyed a pontoon bridge, cutting the rebels off from their main body at or near Alexandria, [La.], but having no force to put on shore, they had time to escape.

The water falling very rapidly forced the expedition to give up the intended trip farther into the interior. Some houses were necessarily destroyed, but as the community is all rebel, it is not to be regretted.

I regret to say that we lost 2 killed and 14 wounded, and the *Fort Hindman* was badly cut up with shot and shell, being struck 27 times, but nothing to impair her efficiency.

I enclose Lieutenant Commander Ramsay's report. I am well pleased with the result of the expedition.

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

DAVID D. PORTER,
Rear-Admiral.

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

[Enclosure.]

U. S. S. CHOCTAW,
March 5, 1864.

SIR: In obedience to your order, I left here on the *Fort Hindman* at 1:30 p. m. on the 29th ultimo, taking the *Osage*, *Cricket*, *Ouachita*, *Lewington*, and *Conestoga* with me, and proceeding up Red River, anchored at dark about 15 miles from the mouth of Black River, [La.]. At daylight on the 1st instant, I got underway and proceeded up Black River. At 4 p. m., when about 15 miles below Trinity, we were fired into by sharpshooters concealed behind the levee. All the vessels immediately opened on them with shrapnel, grape, and canister and drove them away. When we reached Trinity, white flags were shown on the lower side of the town, but as soon as we rounded the point, we were opened on by a battery of two 12-

pounder rifle guns. We immediately opened fire, and in a few moments drove the rebels, who were under the command of General Polignac, from the town. I then proceeded 2 miles above the town and anchored for the night. At daylight on the 2d, I got underway and proceeded up the Ouachita, with the *Osage* leading, and the *Hindman* next. We had not proceeded more than 5 miles, when the *Osage* became disabled by the main wheel of the turret breaking in three pieces, which rendered it impossible to revolve the turret. Fortunately the guns were pointed directly ahead at the time of the accident. When we arrived within 2 miles of Harrisonburg, we were attacked by a brigade (General Polignac's) of sharpshooters, lying behind the levee, and a battery of 12-pounder rifled guns. The fire of the battery was directed entirely at the *Fort Hindman*. She was struck twenty-seven times by shot and shell, one shot disabling the starboard engine. I immediately dropped her down below the other vessels and then went on board the *Ouachita*. The *Ouachita* was struck three times, but no damage done. The firing of the vessels was excellent and soon drove the battery away. The banks were so high that it was impossible for the vessels abreast of the sharpshooters to do them any damage, but the lower vessels enfiladed the banks and, I afterwards learned, killed and wounded a great many. A deserter reported that the colonel of his regiment was killed. Leaving the *Hindman* in a safe place, I proceeded up the river with the other vessels to Bayou Louis, which enters Sicily Island. The water was so shoal that the lightest boat I had could not enter. I then proceeded to Catahoula Shoals, where I found plenty of water to enable me to proceed to Monroe, but the water was falling so fast I deemed it best to return. On our arrival at Harrisonburg I landed with the *Ouachita*, and set fire to some of the largest houses in the town. While the houses were being fired, a body of cavalry and infantry were observed coming down a ravine. I called the men on board and opened fire from the vessels, causing the troops to scatter in every direction. The works at Harrisonburg are very formidable. There are four forts on high hills commanding the river for 2 miles below the town and more than a mile above. Rifle pits run all around and connect two forts. At dark I anchored 2 miles above Trinity. At daylight on the 3d, I got underway and proceeded to Trinity. At this place two excellent earthworks are thrown up, one of which commands the river for more than 2 miles. It was my intention to burn the town, but finding so many women and children in it I spared it. We found there three 32-pounder guns and carriages. The guns I brought away and burned the carriages and platforms. Hearing that the rebels had a pontoon bridge a mile from the mouth of Little River, I sent the *Cricket* up and burned it. I remained at Trinity until the morning of the 4th, when we proceeded down Black River and, picking up all the cotton near the bank, anchored at dark about 12 miles from the mouth. At daylight on the 5th, I got underway, and arrived at this place at meridian.

I am much indebted to the officers of the different vessels for the manner in which they performed their duty. I regret to report that 8 men were wounded on the *Fort Hindman*, 1 mortally (since dead) and 2 severely. One man was killed on the *Ouachita* and 2 slightly wounded. One man was wounded severely on the *Osage*.

Acting Ensign Ezra Beaman, of the *Choctaw*, whom I took with me as signal officer, was wounded in the right foot while on board of the *Ouachita*. I would respectfully bring to your notice James K. L. Duncan (ordinary seaman), Hugh Melloy (ordinary seaman), and William P. Johnson (landsman), of the *Fort Hindman*, for their gallant conduct during the engagement with the battery near Harrisonburg. A shell burst at the muzzle of one of the guns, setting fire to the tie of the cartridge, which had just been put in the gun. Duncan immediately seized the burning cartridge, took it out of the gun, and threw it overboard. A shell pierced the bow casemate on the right of No. 1 gun, mortally wounding the first sponger, who had the sponge in his hand, which he dropped out of the port on the forecastle. Melloy immediately jumped out of the port on the forecastle, picked up the sponge, sponged and loaded the gun, standing outside, under a heavy fire of musketry. Johnson, although badly wounded in the hand, took the place of a wounded man, sponged and loaded the gun during the entire action.

The following is a list of casualties in the different vessels:

Hindman, 1 man mortally wounded, since died; 8 wounded, 2 severely; hit 27 times.

Osage, 1 wounded.

Ouachita, 1 killed, 2 wounded; struck 3 times.

Choctaw, 1 wounded.

I am, very respectfully, your obedient servant,

F. M. RAMSAY,

*Lieutenant-Commander, Commanding,
Expedition to Black and Washita [Ouachita] Rivers.*

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.