

# OFFICIAL RECORDS

OF THE

## UNION AND CONFEDERATE NAVIES

IN THE

# WAR OF THE REBELLION.

97372

PUBLISHED UNDER THE DIRECTION OF

The Hon. JOHN D. LONG, Secretary of the Navy,

BY

PROF. EDWARD K. RAWSON, U. S. NAVY,

SUPERINTENDENT NAVAL WAR RECORDS,

AND

MR. CHARLES W. STEWART.

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

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**SERIES I—VOLUME 10.**

**NORTH ATLANTIC BLOCKADING SQUADRON**

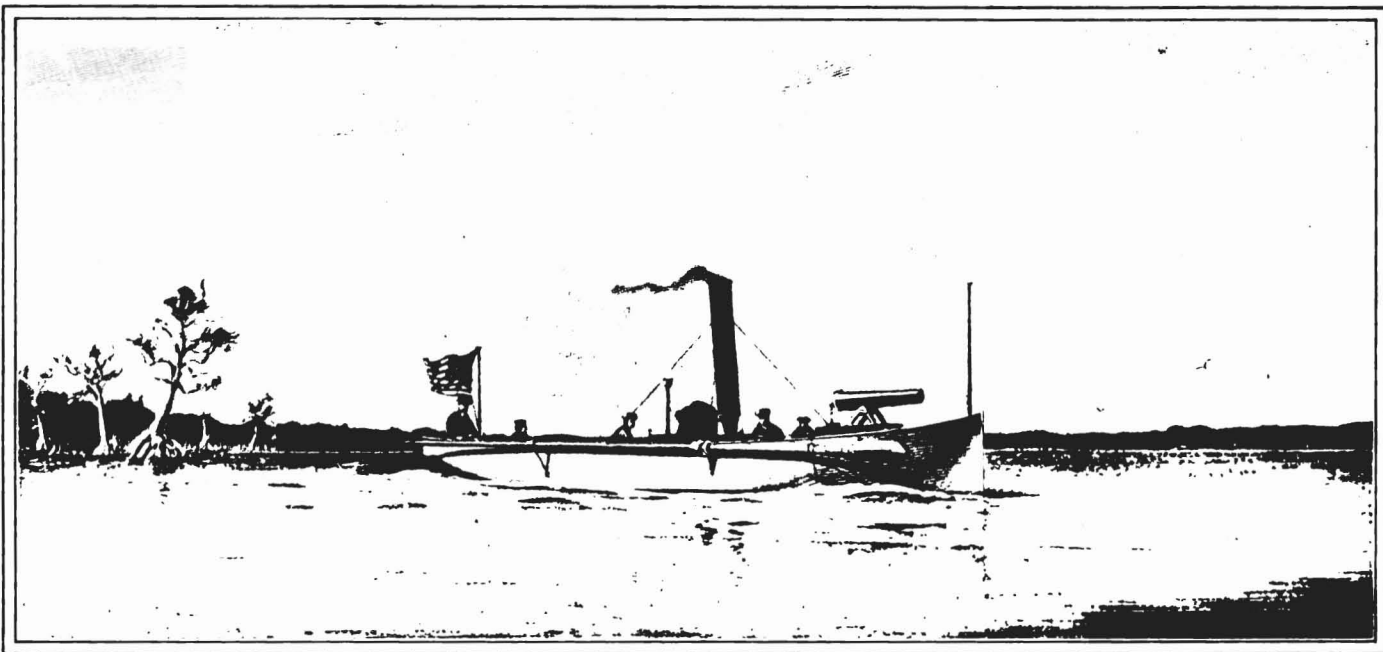
**FROM MAY 6, 1864, TO OCTOBER 27, 1864.**

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WASHINGTON:

GOVERNMENT PRINTING OFFICE.

1900.



CUSHING'S TORPEDO LAUNCH.

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## P R E F A C E .

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

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

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

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

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

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

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



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

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

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

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

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

5. Correspondence relating to naval prisoners.

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

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

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

Much difficulty has been found in collecting the records, for, while the official reports of commanders of fleets and of vessels acting singly are on file in the Navy Department, it is found that the correspondence between flag officers and their subordinates is frequently missing. Without this squadron correspondence the historical value of the work would necessarily be 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 ninth volume of the records (Series I, vol. 9), which has recently been published by the Department, gives the operations of the North Atlantic Blockading Squadron from May 5, 1863, to May 5, 1864. The present volume (Series I, vol. 10) gives the operations of this squadron from May 6, 1864, to October 27, 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.

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

NAVY DEPARTMENT,  
*Washington, D. C., May, 1900.*

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

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

N. C., was occupied by Union army forces and was open to trade by virtue of a Presidential proclamation dated May 12, 1862.

The headquarters of the North Atlantic Blockading Squadron was on board the U. S. S. *Malvern*. A fleet of Federal gunboats and iron-clads in cooperation with army forces held James River from its mouth to Dutch Gap. Confederate navy and army forces held James River from Richmond to Dutch Gap. A squadron of small, light-draft vessels was employed in the inland waters of North Carolina, and larger vessels blockaded the seacoast inlets.

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

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

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

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

\* \* \* Of said number, six thousand eight hundred and forty copies shall be for the use of the House of Representatives, two thousand one hundred and twelve copies for the use of the Senate, and one thousand and forty-eight copies for the use of the Navy Department and for distribution by the Secretary of the Navy among officers of the Navy and contributors to the work. The quotas herein authorized of said publication for the Senate and House of Representatives shall be sent by the Secretary of the Navy to such libraries, organizations, and individuals as may be designated by the Senators, Representatives, and Delegates of the Fifty-third Congress, it being the purpose of this distribution herein provided for to place these records in public libraries, and with permanent organizations having libraries, so far as such libraries may exist in the several States and Territories. Each Senator shall designate not exceeding twenty-four and each Representative and

Delegate not exceeding nineteen of such addresses, and the volumes shall be sent thereto from time to time, as they are published, until the publication is completed: and all sets that may not be ordered to be distributed as provided herein shall be sold by the Secretary of the Navy for cost of publication, with ten per centum added thereto, and the proceeds of such sale shall be covered into the Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent.

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

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

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

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

# ORDER OF COMPILATION OF NAVAL WAR RECORDS.

## SERIES I.

### 1. Operations of the Cruisers, 1861-1865.

#### Union cruisers.

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

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

Confederate cruisers and privateers.

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

Surrender of the Pensacola Navy Yard.

Cooperation of the Navy in the relief of Fort Pickens.

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

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

Abandonment and destruction of the Norfolk Navy Yard.

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

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

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

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

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

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

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

### 5. Atlantic Blockading Squadrons, 1861-1865.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## XVIII ORDER OF COMPILATION OF NAVAL WAR RECORDS.

### 6. Gulf Blockading Squadrons, 1861-1865.

- Gulf Blockading Squadron, under Flag-Officer Mervine, U. S. N., 1861.
- Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1861-1862.
  - \* Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
- East Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1862.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1862.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Bailey, U. S. N., 1862-1864.
- East Gulf Blockading Squadron, under Captain Greene, U. S. N., 1864.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Stribling, U. S. N., 1864-1865.
- West Gulf Blockading Squadron, under Flag-Officer Farragut, U. S. N., 1862-1863.
  - Mortar Flotilla, under Commander Porter, U. S. N., 1862.
  - Lower Mississippi River Defenses, under Commander J. K. Mitchell, C. S. N.
  - \* 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 Rogers, 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.

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

# LIST

OF

*UNITED STATES VESSELS OF WAR SERVING IN THE NORTH ATLANTIC  
BLOCKADING SQUADRON, MAY 6 TO OCTOBER 27, 1864.*

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Agawam.....	Third....	974	Side-wheel steamer.....	145	10
Alabama.....	Third....	1,264	do.....	144	10
Albemarle.....	Fourth....	200	Schooner.....	22	.....
Alert.....	Fourth....	65	Screw steamer.....	15	2
Althea.....	Fourth....	72	do.....	15	1
Anemone.....	Fourth....	156	do.....	30	4
Arica.....	Third....	820	do.....	90	7
Arietta.....	Fourth....	199	Mortar schooner.....	39	2
Ascoutney.....	Third....	974	Side-wheel steamer.....	102	10
Aster.....	Fourth....	285	Screw steamer.....	30	3
Atlanta.....	Third....	1,006	Ironclad steamer.....	145	4
Augusta.....	Third....	1,310	Side-wheel steamer.....	162	10
Banshee.....	Fourth....	533	do.....	60	3
Basely*.....	Fourth....	55	Screw steamer.....	12	.....
Belle.....	Fourth....	60	do.....	24	2
Ben Morgan.....	Fourth....	407	Ordnance ship.....	35	.....
Berberry.....	Fourth....	163	Screw steamer.....	35	4
Bignonia.....	Fourth....	321	do.....	41	3
Brandywine.....	Second....	1,728	Storeship.....	72	1
Britannia.....	Fourth....	495	Side-wheel steamer.....	75	5
Brooklyn.....	Second....	2,070	Screw steamer.....	387	26
Cactus.....	Fourth....	176	Side-wheel steamer.....	32	3
Calypso.....	Fourth....	630	Screw steamer.....	70	7
Cambridge.....	Third....	858	do.....	96	10
Canonicus.....	Third....	1,034	Ironclad steamer.....	85	2
Ceres.....	Fourth....	144	Screw steamer.....	42	2
Charles Phelps.....	Fourth....	362	Supply ship.....	23	1
Cherokee.....	Fourth....	606	Screw steamer.....	92	6
Chicopee.....	Third....	974	Side-wheel steamer.....	72	10
Chippewa.....	Fourth....	507	Screw steamer.....	64	6
Clematis.....	Fourth....	296	do.....	46	3
Clinton.....	Fourth....	50	do.....	16	.....
Cohasset.....	Fourth....	100	do.....	12	2
Colorado.....	First....	3,425	do.....	628	52
Commodore Barney.....	Fourth....	513	Side-wheel steamer.....	96	7
Commodore Hull.....	Fourth....	376	do.....	68	6
Commodore Jones.....	Fourth....	542	do.....	88	6
Commodore Morris.....	Fourth....	532	do.....	88	6
Commodore Perry.....	Fourth....	513	do.....	29	6
Connecticut.....	Second....	1,800	do.....	166	11
Crusader.....	Fourth....	545	Screw steamer.....	79	7
Daotah.....	Third....	997	Screw sloop.....	147	8
Dawn.....	Fourth....	391	Screw steamer.....	60	4

\* Afterwards known as Beta or *Tug No. 2.*

*List of United States vessels of war serving in the North Atlantic Blockading Squadron,  
May 6 to October 27, 1864—Continued.*

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Daylight.....	Fourth..	682	Screw steamer.....	57	8
Delaware.....	Fourth..	357	Side-wheel steamer.....	68	3
Dumbarton.....	Fourth..	700	.....do.....	96	4
Emma.....	Fourth..	350	Screw steamer.....	70	8
Eolus.....	Fourth..	344	Side-wheel steamer.....	53	3
Eutaw.....	Third..	955	.....do.....	135	10
Fahkee.....	Fourth..	699	Screw steamer.....	73	3
Florida.....	Third..	1,261	Side-wheel steamer.....	150	7
Fort Donelson.....	Third..	900	.....do.....	137	7
Fort Jackson.....	Second..	1,770	.....do.....	194	11
General Putnam*.....					
Gettysburg.....	Fourth..	726	Side-wheel steamer.....	96	7
Glance.....	Fourth..	80	Screw steamer.....	14	.....
Glaucus.....	Third..	1,244	.....do.....	170	11
Governor Buckingham.....	Third..	886	.....do.....	112	6
Grand Gulf.....	Third..	1,200	.....do.....	201	11
Granite.....	Fourth..	75	Sailing sloop.....	15	1
Harcourt.....	Fourth..	75	Screw steamer.....	68	.....
Hellotrope.....	Fourth..	238	Side-wheel steamer.....	24	1
Henry Brinker.....	Fourth..	108	Screw steamer.....	18	1
Henry James.....	Fourth..	261	Schooner.....	50	3
Hetzel.....	Fourth..	301	Side-wheel steamer.....	66	2
Howquah.....	Fourth..	397	Screw steamer.....	55	4
Hoyt.....	Fourth..	19	.....do.....	6	.....
Hunchback.....	Fourth..	517	Side-wheel steamer.....	99	7
Huron.....	Fourth..	507	Screw steamer.....	76	6
Hydrangea.....	Fourth..	224	.....do.....	29	2
Iosco.....	Third..	974	Side-wheel steamer.....	164	10
Isaac N. Seymour.....	Fourth..	133	.....do.....	30	2
Isonomia.....	Fourth..	693	.....do.....	62	3
James Adger.....	Third..	1,151	.....do.....	120	9
John L. Lockwood.....	Fourth..	180	.....do.....	30	3
Juniata.....	Second..	1,240	Screw steamer.....	160	10
Kansas.....	Fourth..	593	.....do.....	108	8
Keystone State.....	Third..	1,364	Side-wheel steamer.....	163	10
Lilac.....	Fourth..	129	Screw steamer.....	17	2
Lillian.....	Fourth..	630	Side-wheel steamer.....	63	2
Louisiana.....	Fourth..	296	Screw steamer.....	85	5
Maackinaw.....	Third..	974	Side-wheel steamer.....	145	10
Mahopac.....	Fourth..	1,034	Screw steamer.....	92	2
Malvern.....	Fourth..	627	Side-wheel steamer.....	68	3
Maratanza.....	Third..	786	.....do.....	111	6
Martin.....	Fourth..	35	Screw steamer.....	9	.....
Massasoit.....	Third..	974	Side-wheel steamer.....	141	10
Mattabesett.....	Third..	974	.....do.....	145	10
Maumee.....	Fourth..	593	Screw steamer.....	96	6
Mendota.....	Third..	974	Side-wheel steamer.....	144	10
Mercedita.....	Third..	776	Screw steamer.....	121	9
Miami.....	Third..	730	Side-wheel steamer.....	134	8
Minnesota.....	First..	2,307	Screw frigate.....	540	48
Mohican.....	Third..	994	Screw steamer.....	150	10
Montgomery.....	Third..	787	.....do.....	110	6
Monticello.....	Fourth..	655	.....do.....	96	3

\* See William G. Putnam.



*List of United States vessels of war serving in the North Atlantic Blockading Squadron,  
May 6 to October 27, 1864—Continued.*

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Morse .....	Fourth .....	513	Side-wheel steamer .....	78	6
Mount Vernon .....	Fourth .....	625	Screw steamer .....	50	5
Mount Washington .....	Fourth .....	500	Side-wheel steamer .....	40	1
Mystic .....	Fourth .....	541	Screw steamer .....	65	7
Nansemond .....	Fourth .....	340	Side-wheel steamer .....	63	4
Nereus .....	Third .....	1,244	Screw steamer .....	164	11
New Berne .....	Fourth .....	948	.....do .....	92	6
Kipbon .....	Fourth .....	475	.....do .....	70	9
Nyack .....	Fourth .....	563	.....do .....	118	8
Onondaga .....	Second .....	1,250	Ironclad steamer .....	130	4
Osceola .....	Third .....	974	Side-wheel steamer .....	145	10
Otaego .....	Third .....	974	.....do .....	145	10
Pawtuxet .....	Third .....	974	.....do .....	189	12
Pequot .....	Fourth .....	563	Screw steamer .....	180	12
Phlox .....	Fourth .....	317	Side-wheel steamer .....	32	.....
Pink .....	Fourth .....	184	Screw steamer .....	24	1
Poppy .....	Fourth .....	93	.....do .....	20	2
Powhatan .....	First .....	2,415	Side-wheel steamer .....	266	18
Quaker City .....	Second .....	1,600	.....do .....	163	9
R. R. Cuyler .....	Third .....	1,202	Screw steamer .....	154	12
Release .....	Fourth .....	327	Bark .....	85	3
Renshaw .....	Fourth .....	80	Schooner .....	.....	.....
Rhode Island .....	Second .....	1,517	Side-wheel steamer .....	157	12
Roanoke .....	First .....	3,435	Ironclad steamer .....	246	6
Roman .....	Fourth .....	350	Storeship .....	9	1
Rose .....	Fourth .....	96	Screw steamer .....	17	1
Sabine .....	Second .....	1,726	Sailing frigate .....	328	36
St. Lawrence .....	Second .....	1,726	.....do .....	118	12
Samuel Rotan .....	Fourth .....	212	Sailing schooner .....	29	4
Santiago de Cuba .....	Second .....	1,567	Side-wheel steamer .....	143	11
Sassacus .....	Third .....	974	.....do .....	145	10
Saugus .....	Third .....	1,034	Ironclad steamer .....	81	2
Seneca .....	Fourth .....	507	Screw steamer .....	90	6
Shamrock .....	Third .....	974	Side-wheel steamer .....	160	11
Shawheen .....	Fourth .....	180	.....do .....	40	3
Shenandoah .....	Second .....	1,378	Screw steamer .....	171	10
Shokokon .....	Fourth .....	700	Side-wheel steamer .....	112	6
State of Georgia .....	Third .....	1,204	.....do .....	113	8
Stepping Stones .....	Fourth .....	226	.....do .....	21	5
Susquehanna .....	First .....	2,450	.....do .....	306	16
Tacony .....	Third .....	974	.....do .....	145	10
Tallapoosa .....	Third .....	974	.....do .....	202	10
Tecumseh .....	Third .....	1,084	Ironclad steamer .....	81	2
Tristram Shandy .....	Fourth .....	444	Side-wheel steamer .....	80	3
Tritonia .....	Fourth .....	202	.....do .....	26	2
Tug No. 1 (Alpha) .....	Fourth .....	55	Screw steamer .....	9	.....
Tug No. 2 (Beta) * .....	Fourth .....	55	.....do .....	12	.....
Tug No. 3 (Gamma) .....	Fourth .....	55	.....do .....	.....	.....
Tug No. 4 (Delta) .....	Fourth .....	50	.....do .....	4	.....
Tug No. 5 (Epsilon) .....	Fourth .....	55	.....do .....	10	.....
Tug No. 6 (Zeta) .....	Fourth .....	60	.....do .....	5	.....
Tuscarora .....	Third .....	997	.....do .....	172	10

\* Found in this volume as the Bazely and J. E. Bazely.

*List of United States vessels of war serving in the North Atlantic Blockading Squadron,  
May 6 to October 27, 1864—Concluded.*

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Unadilla .....	Fourth .....	507	Screw steamer .....	81	6
Unit .....	Fourth .....	56	do .....	20	.....
Valley City .....	Fourth .....	190	do .....	48	6
Vanderbilt .....	First .....	3,380	Side-wheel steamer .....	209	17
Vicksburg .....	Third .....	886	Screw steamer .....	122	7
Victoria .....	Fourth .....	254	do .....	44	3
Violet .....	Fourth .....	166	do .....	20	3
Wabash .....	First .....	3,274	do .....	550	46
Whitehead .....	Fourth .....	139	do .....	45	4
Wilderness .....	Fourth .....	390	Side-wheel steamer .....	41	4
William Badger .....	Fourth .....	334	Sailing ship .....	29	1
William G. Putnam * .....	Fourth .....	149	Side-wheel steamer .....	32	4
Wyalusing .....	Third .....	974	do .....	145	14
Wyandotte .....	Fourth .....	458	Screw steamer .....	68	5
Yantic .....	Fourth .....	593	do .....	113	8
Young America .....	Fourth .....	173	do .....	13	2
Young Rover .....	Fourth .....	418	do .....	85	5
Zouave .....	Fourth .....	127	do .....	25	2

\* Found in this volume as General Putnam.

# CALENDAR.

## 1864.

### MAY.

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

### AUGUST.

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

### JUNE.

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

### SEPTEMBER.

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

### JULY.

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

### OCTOBER.

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

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**NORTH ATLANTIC BLOCKADING SQUADRON.**

**FROM MAY 6, 1864, TO OCTOBER 27, 1864.**

# NORTH ATLANTIC BLOCKADING SQUADRON.

FROM MAY 6, 1864, TO OCTOBER 27, 1864.

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the landing of the army at City Point and Bermuda Hundred, Va.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*James River, May 6, 1864—2:40 p. m.*

SIR: I informed the Department this morning of the successful landing of the army at City Point and Bermuda Hundred last night.

The army movement was admirably planned and executed. Contrabands say that there are no rebel troops in the vicinity and that within the last two days all the troops from Richmond have been sent to Lee. I transmit enclosed a copy of my order\* of 4th instant, under which the naval part of the movement was made.

I deeply regret to report that the *Commodore Morris*,† Lieutenant Commanding Fyffe, has just been blown up by a torpedo and utterly destroyed near Four Mile Creek, opposite Jones' Neck.

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

S. P. LEE,

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

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

P. S.—Later contraband intelligence represents that there are many troops near the left bank of this river.

S. P. LEE,  
*Acting Rear-Admiral.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Clitz, U. S. Navy, regarding the disposition of vessels for the protection of the army at City Point and Bermuda Hundred.*

FLAGSHIP MALVERN,  
*Bermuda Hundred, May 6, 1864—9:30 a. m.*

*Eutaw* will relieve the *Osceola* above Bermuda Hundred and *Osceola* will take the *Eutaw's* present position off City Point. The *Pequot*, when she arrives, will take up position with the *Eutaw* to protect the landing at Bermuda Hundred. The *Shokokon* and *Putnam* are to occupy the Appomattox below Point of Rocks.

The object of this disposition is to protect the occupation of the army and its landings at City Point and Bermuda Hundred.

\* See Vol. 9, pp. 724-726.

† The U. S. S. *Commodore Jones* was destroyed, not the U. S. S. *Commodore Morris*; see p. 9.

The senior officer present will keep this order and communicate to the other commanding officers as soon as practicable.

Respectfully, etc.,

S. P. LEE,

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

Commander CLITZ,

*U. S. S. Osceola.*

P. S.—Notify the *Saugus* to join me when she arrives.

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*Report of Acting Volunteer Lieutenant Simmons, U. S. Navy, regarding the capture of a signal station in the James River.*

U. S. S. DAWN,

*Off Wilson's Wharf, May 6, 1864.*

SIR: I have the honor to report that at the request of General Wild I this morning took my vessel about 7 miles down the river and captured the principal signal station at this part of the river, killing 5 of the enemy and capturing the mail, which I delivered to General Wild.

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

J. W. SIMMONS,

*Acting Volunteer Lieutenant, Commanding U. S. S. Dawn.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

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*Detailed report of Acting Volunteer Lieutenant Simmons, U. S. Navy, regarding capture of signal station in James River, May 6, 1864.*

U. S. S. DAWN,

*Off Wilson's Landing, Va., June 30, 1864.*

SIR: I have the honor to acknowledge the receipt of your letter, dated June 27, 1864, ordering me to send you a circumstantial report of the capture of the principal signal station near Wilson's Wharf, on May 6, 1864.

In obedience to that order, I respectfully report that on Friday, May 6, at the request of Brigadier-General Wild, I took on board a small detachment of soldiers and proceeded down the river and landed the soldiers about 2 miles above the signal station. I then proceeded with this vessel to Sandy Point, where the signal station was located, and anchored for the purpose of covering the landing of my boats. I then sent the second cutter, with 10 men armed, in charge of Acting Ensign E. T. Sears, accompanied by Acting Assistant Paymaster R. C. Peirce. Before landing, the enemy was plainly seen by the officers in charge of the boat, but could not see anything of our soldiers, who had not yet come up. The boat was pushed rapidly to the shore; the men landed and at once started to capture, if possible, the enemy and their property. The enemy retreated to a small piece of woods. Acting Ensign Sears left one of his men to guard the boat and took the rest and pushed on toward the woods where the enemy had retreated. As Mr. Sears neared the woods he saw a body of men approaching. He supposed them to be a party of rebels, and wishing to finish his work before the advancing party could come up to their assistance, he made a bold push and was just about commencing the attack when he

heard a volley of musketry, and then learned that the advancing party were our own men. By this volley 3 men were killed and 2 wounded and captured. The other 2 were killed as they were retreating by another party of our soldiers who were advancing from another direction. Upon the landing of the second cutter, Acting Assistant Paymaster Peirce, who knew my great desire to capture the rebel signal flag and code, at once started for the house above. As he neared the house the rebel officer retreated on horseback. Mr. Peirce captured the signal flag and code, which I forwarded to you. At this time, leaving the ship in charge of Acting Master J. A. Jackaway, who had been shelling the woods in the rear of the signal station, I proceeded on shore and gave orders to have the dead buried, which was done by Mr. Sears and Mr. Peirce. I had the wounded and prisoners brought on board and embarked the troops and returned to my station off Wilson's Wharf. I take pleasure in reporting to you that Acting Master Jackaway performed his duty in his usual cheerful and cool manner, placing him very high in my estimation as an officer and seaman.

The conduct of Acting Ensign E. T. Sears was deserving of great credit, charging as he did in the face of what he supposed was a reinforcing party of the enemy, for the purpose of carrying out the orders he received from me. The conduct of Acting Assistant Paymaster R. C. Peirce was truly brave and gallant in the extreme, charging as he did alone toward the house, that he might capture the signal officer with the flag and code, thus accomplishing the object of the expedition. The signal flag and spyglass captured by me are on board this vessel at present, in use. I should have sent them to you, but supposed I was to keep them on this vessel until the end of the cruise and deliver them with my other nautical instruments.

I can not close this report without making mention of S. F. Patten, quartermaster, and Robert Braid, coxswain, and Patrick Kelley, landsman, attached to this vessel, for very good conduct at the time Mr. Sears was about making the charge. They were all three close to him, and by their conduct set an example to the other men which had a very good effect.

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

J. W. SIMMONS,

*Acting Volunteer Lieutenant, Commanding U. S. S. Dawn.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

[Endorsement.]

Acting assistant paymaster is an applicant for a regular appointment, and is well known to me as a most worthy man.

Fox.

*Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, responding to request regarding lights in the James River.*

NAVY DEPARTMENT, May 6, 1864.

SIR: The Light-House Board has been requested to give immediate attention to the matter of lighting up the light-houses mentioned in your letter of the 3d instant.

Very respectfully, etc.,

GIDEON WELLES,

*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

*Capture of the British steamer Young Republic, May 6, 1864.*

Report of Commander Ransom, U. S. Navy, commanding U. S. S. Grand Gulf.

U. S. S. GRAND GULF,  
Off Wilmington, N. C., Western Bar, May 9, 1864.

SIR: I have the honor to report that this vessel, after a chase of six hours and thirty minutes, on the morning of the 6th instant, overhauled and captured the English steamer *Young Republic* (blockade runner), fourteen hours from Wilmington, N. C., bound to Nassau, New Providence. I had left New Inlet, off Wilmington, the evening of the 5th instant, to report, in obedience to an order of the senior officer, for duty off Western Bar.

At 4:40 a. m. a steamer was reported from the masthead, bearing S. W. I stood in chase. At 11:10 a. m., after 37 shots from the 100-pounder, and 3 shots from the 30-pounder Parrott guns, the stranger turned around and surrendered in latitude 32° 10' N., longitude 78° 49' W.

The *Young Republic* is a new side-wheel steamer of 775  $\frac{4}{100}$  tons (gross), English, and she is a valuable prize. Her cargo consists principally of cotton and tobacco. In the chase she threw overboard several hundred bales of cotton, of which, with the aid of the prize, I have succeeded in picking up from the sea 319 bales, besides a quantity of loose cotton, amounting to several bales.

She had cut away her anchors and thrown her chains overboard. She had cut away two of her boats, which were recovered. She had no manifest, no clearance, no bill of health, nor muster roll of ship's company. The chronometer, charts, and nautical instruments had all been thrown overboard by the captain. She did not show any colors at any time. No other vessel was in sight at the time of the capture. I have retained, for their better preservation, on board of this vessel one common deck spyglass and one marine opera glass. The former had been thrown overboard, and was picked up from the sea; the latter was found in possession of one of her crew. I have also retained a small boat for the use of this vessel.

In obedience to your order of March 16, 1864, I have instructed the officer in charge of the prize, Acting Ensign Charles H. Frisbie, to report to you at Hampton Roads or off Newport News, Va., leaving blanks as to the prize court to which the prize is to be sent, also in the report to the Department and the district judge.

I detailed an acting third assistant engineer, 2 acting master's mates, and a prize crew consisting of 16 men, leaving on board of her, also, her captain, purser, doctor, chief mate, and an assistant engineer.

I have received on board of this vessel 42 prisoners, of which I transmit herewith a descriptive list in duplicate.

I find that her captain is a master in the rebel Navy.

It appears from her log book, which was picked up from the sea, and which I have forwarded by the officer in charge of the prize to the judge of the U. S. district court at ———, that this steamer, *Young Republic*, was formerly called the *Conqueror*, of New York.

I enclose herewith two letters addressed to persons in Nassau, New Providence, which were found in possession of one of the prisoners.

I enclose herewith a duplicate list of the officers and crew of this vessel who are entitled to share in whatever may accrue of prize money



from this capture, the original being enclosed to the honorable Secretary of the Navy.

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

GEORGE M. RANSOM,  
Commander.

Acting Rear-Admiral S. P. LEE,  
Commanding, etc.

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Letter from Commander Ransom, U. S. Navy, to the judge of the U. S. district court.

U. S. S. GRAND GULF,  
At Sea, off Wilmington, N. C., May 6, 1864.

SIR: I have the honor to report the circumstances attending the capture by this vessel of the English steamer *Young Republic* (blockade runner), this day, as follows:

The steamer was reported in sight from the masthead at 4:40 a. m., bearing S. W., and immediately I stood in chase. At 11:10 a. m., after many shots from the 100-pounder Parrott gun, the stranger turned around and surrendered in latitude 32° 10' N., longitude 78° 49' W., and proved to be the English steamer *Young Republic* (blockade runner), about fourteen hours from Wilmington, N. C., bound to Nassau, New Providence. She did not show any colors at any time from the commencement of the chase to the time that she surrendered as a prize.

No other vessel was in sight at the time of the capture. In the chase the *Young Republic* threw overboard many bales of cotton, boxes, trunks, etc., and the only paper found on board of her was the certificate of British registry, herewith enclosed, and dated April 23, 1864. She had no manifest, no clearance, no bill of health, nor muster roll of ship's company. She had cut away her anchors and thrown the chain cables overboard. She had cut away two of her boats, which were recovered. The chronometer, charts, and nautical instruments had all been thrown overboard by the captain.

I have instructed Acting Ensign Charles H. Frisbie, U. S. Navy, under whose charge she will arrive, to deliver her and the persons retained as witnesses to the judge of the U. S. district court or to the U. S. prize commissioners at \_\_\_\_\_.

I forward to you also by this officer in charge, her log book, which was picked up from the sea, by which it appears the steamer *Young Republic* was formerly called the *Conqueror*, of New York.

The persons retained and to be delivered as witnesses are as follows, viz:

F. M. Harris, master (in the rebel Navy); Thomas Foley, surgeon; William Rainey, purser; Albert Roberts, third assistant engineer; Dan. Shaw, chief mate.

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

GEORGE M. RANSOM,  
Commander, U. S. Navy.

Hon. JUDGE OF THE U. S. DISTRICT COURT.

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Report of Captain Sands, U. S. Navy, transmitting captured letter.

U. S. S. FORT JACKSON,  
Off Western Bar, Cape Fear River, May 10, 1864.

DEAR SIR: I enclose a late paper from Wilmington, which may be interesting to you, which an officer obtained from prize steamer *Young*

*Republic*, captured by the *Grand Gulf*, and in looking for papers a letter was found, partly written, from the captain of the *Young Republic* to his owner, a copy of which I also enclose.

Respectfully and truly, yours, etc.,

B. F. SANDS,

*Captain, U. S. Navy, Senior Officer, etc.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

[Enclosure.]

STEAMSHIP *YOUNG REPUBLIC*,

*Off Wilmington Bar, May 9, 1864.*

DEAR SIR: I crossed the bar at 8:25 p. m. on the night of the 5th instant, and made a number of vessels cruising off the bar, which delayed me until 11:30 p. m., when I shaped my course, the ship running about 9 miles per hour, perfectly smooth water. At 4:30 a. m. on the following morning made a steamer astern and at once made all steam to get away from her. At 5 a. m. commenced to heave overboard cotton. After heaving over more than one-half of our cargo and throwing overboard anchors, chains, and in fact everything that was movable above deck, I headed the ship in for land, distance about 68 miles. This was about 10 a. m., the steamer in chase firing all the time. I found that the steamer would overhaul us in the course of an hour, we making, with from 38 to 45 pounds of steam, only 10 miles per hour; in fact, the damned steamer is not, and never was, worth a cent. The officers and crew of this ship did their duty, and finding that it was impossible to either get away from the enemy or to make the land, and the enemy throwing their shots over and alongside of the ship, to save the lives of the crew (not caring whether they even destroyed the vessel or not), has compelled me to surrender the steamer. Everything about the vessel was destroyed.

On our inward passage, the second day out, it was as much as I could do to keep this steamer from breaking into pieces with us all; in fact, she stove in all the bulwarks forward and aft, started her coal bunkers, boilers leaking, the bolts in the hog braces snapping, and wood-work working about 4 inches. But with the blessing of God we managed to weather it through. The steamer, I believe, is to be taken to Boston.

After capturing us they put a prize crew on board and both steamers commenced to pick up the cotton, and the weather has been perfectly smooth for the last seventy hours; in fact, they were over sixty hours in picking cotton; how much they got I hope I will be able to tell you some other time.

As you are aware, when leaving N[assau?] I was quite unwell, and from the exposure of the inward trip I had to lay up in Wilmington, and I can assure you that I am anything but a well man either in body or mind. We are treated very kindly by the officer in command of this steamer at present, and I am in hopes that as soon as possible after our arrival at Boston they will let me go home, and I will see you in Liverpool, as you can telegraph me as soon as you arrive at Southampton.

*Destruction by a torpedo in the James River of the U. S. S. Commodore Jones, May 6, 1864.*

[Telegram.]

FLAGSHIP MALVERN,  
*In James River, May 6, 1864—5 p. m.*

Since sending my dispatch\* I learn that the *Commodore Jones* was destroyed, not the *Commodore Morris*. Two previous verbal reports had stated it to be the latter.

List of killed and wounded not received.† Commanding officer badly wounded. Vessel blown into fragments.

S. P. LEE,  
*Acting Rear-Admiral.*

HON. G. WELLES,  
*Secretary Navy.*

[Endorsement.]

Above received at Fort Monroe 10 p. m., May 7. Do not know cause of delay.

[G. D.] SHELDON.

Report of Commander Beaumont, U. S. Navy, commanding U. S. S. Mackinaw.

U. S. S. MACKINAW,  
*Deep Bottom, James River, Virginia, May 6, 1864.*

SIR: In obedience to orders from Fleet Captain Barnes, I proceeded up the river with the *Commodore Morris* and *Commodore Jones*, following at a safe distance boats from the different vessels which were dragging for torpedoes. When within about 500 yards of the position of some torpedoes, as informed by the contrabands, I anchored, ordering the *Morris* and *Jones* not to approach nearer the boats, explaining to them both the danger to be anticipated by so doing. While endeavoring to get a more convenient berth farther down the river, and occupied by the movements of my own vessel, the *Jones*, disregarding the repeated orders she had been given, ran over a torpedo, which exploded instantly and totally destroyed her.

I am unable at this time to furnish the names or number of those who were lost in this disastrous occurrence.

Very respectfully, your obedient servant,

J. C. BEAUMONT,  
*Commander.*

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

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports of Fleet Captain Barnes and Commander Beaumont, U. S. Navy.

FLAGSHIP MALVERN,  
*James River, May 13, 1864.*

SIR: I transmit enclosed the following reports in relation to the torpedoes in the James River: (1) From Fleet Captain J. S. Barnes, giving information received from two prisoners taken at Deep Bottom after

\* See p. 3.

† The total reported casualties number 69.—COMPILERS.

the destruction of the *Commodore Jones* on the 6th instant, in regard to the positions of the torpedoes, etc.; (2) from Commander J. C. Beaumont, U. S. S. *Mackinaw*, with its enclosures, reporting the discovery of the galvanic batteries used to explode the torpedo that destroyed the *Commodore Jones*, with a tracing showing relative positions, and a plan of the battery, which the reports fully explain.

I send in a separate parcel specimens of the rope and insulated wire connected with this battery.

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

S. P. LEE,

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

HON. GIDEON WELLES,

*Secretary of the Navy.*

[Enclosure 1.]

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,

*James River, May 10, 1864.*

SIR: Immediately after the U. S. S. *Commodore Jones* was destroyed by the explosion of the torpedo at Jones' Point on the 6th instant, a party of marines and sailors from the *Mackinaw* landed at the point and discovered three galvanic batteries sunk in pits in the ground, to which wires were attached to one or more torpedoes which were not exploded and were still lying in the channel.

The body of the man who had been shot by the coxswain of one of the boats employed in dragging was found lying near the first galvanic battery, shot through the head. In the third battery were captured 2 men who were ready to explode another torpedo should any of our vessels pass over it. The names of these men are P. W. Smith, who represents himself as an acting master in the Confederate Submarine Battery Service, under the command of Lieutenant Hunter Davidson, of the boat torpedo, and Jeffries Johnson, a private in the same service. From Smith I learned that there were many more torpedoes in the river, but he would not communicate their location or any facts connected with them. Johnson stated that he was forced into the rebel army as a conscript, and procured his exchange into the service as it would keep him near his home, which was at Deep Bottom, opposite Jones' Point.

At first he was not communicative and evaded, on the grounds of ignorance, the questions put to him, but being placed in the forward gunboat employed in dragging for torpedoes and given to understand that he would share the fate of the boat, he signified his willingness to tell all he knew about them. He stated that the torpedo which was exploded was put down last fall; that it contained 2,000 pounds of powder; that there are several more near a place called McGuire's, above Aiken's Landing, and others at Osborne's; that there may be others of which he knows nothing; that these are all of which he has any knowledge; that he has heard there were many in the river above Osborne's. He states that there are several kinds, but that the smallest of those exploded by means of a galvanic battery contains about 400 pounds of powder. The small ones are floating, and are exploded by contact or a line from shore.

The large torpedoes can be put down and arranged in a day by the boat torpedo, which is prepared for that particular service under the command of Lieutenant Hunter Davidson, formerly of the U. S. Navy, who, with 12 men, was on the opposite shore when the *Commodore Jones* was destroyed, having gone ashore there from his vessel a few hours before our vessels came up.

I enclose the enlisting articles of those employed in this service, a telegram from Mr. Mallory to Lieutenant Davidson, and various telegrams announcing the approaches of our vessels from the signal stations along the river, all found upon the persons of those captured and the man who was killed.

Very respectfully, your obedient servant,

JOHN S. BARNES,

*Fleet Captain, North Atlantic Blockading Squadron.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

[Subenclosures.]

*Enlisting articles, C. S. Naval Submarine Battery Service.*

We, the undersigned, for and in consideration of the sums set opposite our names, do agree, individually—

Article 1. To enter the C. S. Naval Submarine Battery Service.

Article 2. To do our duty in said service loyally and faithfully.

Article 3. To obey all lawful orders of those set over us in authority.

Article 4. Under no circumstances, now or hereafter, to make known to any one not employed on this service, anything regarding the methods used for arranging or exploding the submarine batteries, excepting only by permission of the honorable Secretary of the Navy or the commanding officer of said service.

This agreement to remain in force whilst its articles are adhered to, or until the expiration of thirty days from the date on which we may give the commanding officer of this service written notice of our desire to be discharged. The certificate of employment to be returned before the discharge is delivered. To all of which we hereunto subscribe ourselves.

RICHMOND, May [5?].

Four monitors, the *Atlanta*, 5 gunboats, 2 ironclads, 59 transports [are] coming up the river; also 3 rafts have passed Fort Boykin.

S. R. MALLORY,

*Secretary Navy.*

Lientenant H. DAVIDSON.

TURKEY ISLAND, May 5.

Mr. Bingley reports 3 gunboats in sight of Presqu'isle.

Respectfully,

T. H. FRIEND.

Mr. SMITH.

TURKEY ISLAND, May 6.

We can see no movements of the enemy this morning, but suppose from the sound of their drums they are marching up on the other side of the river.

Captain DAVIDSON.

[Enclosure 2.]

U. S. S. MACKINAW,  
James River, Va., May 12, 1864.

SIR: I have the honor to transmit the enclosed reports from First Assistant Engineer in Charge Jefferson Young, and Acting Master's Mate J. F. Blanchard, of this vessel, of their observations of the rebel torpedoes at Deep Bottom, opposite Sturgeontown, James River. The sketch by Mr. Young shows the exact locality of the galvanic batteries and the position of the unexploded torpedo.

I deem it proper to state that the connecting wires from the battery to the water were found just beneath the surface of the earth.

I am, very respectfully, your obedient servant,

J. C. BEAUMONT, U. S. Navy.

Acting Rear-Admiral S. P. LEE,  
U. S. Flagship *Malvern*, James River, Virginia.

[Subenclosure.]

U. S. S. MACKINAW,  
James River, May 12, 1864.

SIR: I have the honor to submit a sketch of the galvanic batteries (known as the Point submarine batteries), showing their positions on the bank of the river and the direction by which the wires were connected to torpedoes.

The galvanic batteries were formed of nine zinc cups each, one battery or set of cups being placed on shelves directly over the other. In each zinc cup was placed a porous clay cup. In the zinc cup and outside the porous cup was placed the sulphuric acid and water, and inside the porous cup was placed the nitric acid. The zinc of one cup was connected to the cast iron of the other by a clamp and thumbscrew. The negative wires led directly to the torpedoes (one to each).

The positive wires ran along near a footpath parallel with the river for about 200 feet and terminated at a subbattery.

In this subbattery were two large wooden plugs, with a hole about one-half inch diameter in each, these holes being filled with mercury. The positive wires connecting from the torpedoes to the bottom of these plugs, the positive wires from the charged batteries being inserted in the mercury at the top of its respective plug to form the connection and explode the torpedoes. The wires from the river bank to the torpedoes were supported by a 3-inch rope, being stopped to rope about every 4 feet.

At a distance of every 15 feet of the rope were some 5 or 6 feet of three-quarter link chain to assist in keeping it on the bottom.

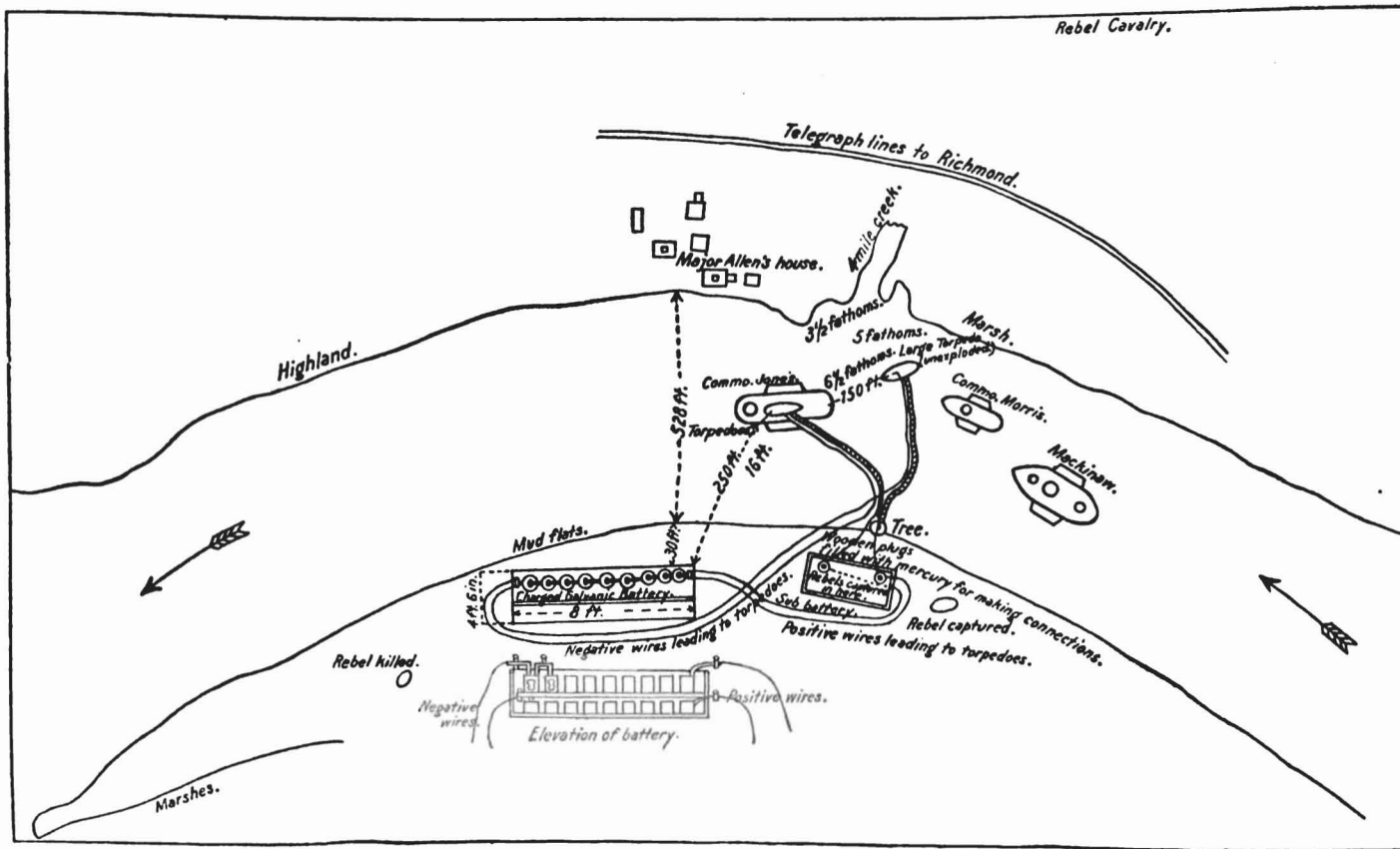
The wires were covered with gutta-percha about one-quarter inch thick.

The battery used is generally known as the Bunsen battery.

Respectfully submitted.

JEFFERSON YOUNG,  
First Assistant Engineer, U. S. Navy, in Charge.

Commander J. C. BEAUMONT, U. S. Navy,  
Commanding U. S. S. Mackinaw.



U. S. S. MACKINAW,  
James River, May 11, 1864.

SIR: I respectfully report that in obedience to your order I landed with an armed boat's crew on the right bank of the river just above Four Mile Creek to look for wires and galvanic batteries. I proceeded at once to search the buildings on shore. I had only searched two when the explosion took place. I immediately returned to the boat in order to save the wounded and drowning. I had filled my boat just as a man was seen running on the opposite shore. Several shots were fired at him and he fell. I landed and found the battery. It was one of Bunsen's simplified batteries. There were two distinct batteries arranged on shelves and both fully charged. From each end of the box were two wires. I closed the box and reported to you on board. I then received an order from you to accompany Mr. Young on shore and trace the wires. I went immediately to the battery and disconnected the wires from the box containing the battery and followed them down the river for about 75 yards, then turned directly to the river. I here captured the two prisoners. They were concealed in a small box inserted in the ground. It was about 4 feet square. On close examination I found in two corners of the box a plug, with a wire in each of them. By these wires the torpedoes were exploded. The two wires running down the river bank were the charged wires. They ran into this pit. The torpedo was exploded by applying one of the wires leading through the plug to the charged wires, thereby emitting a spark. Mr. Young taking the prisoners on board, I proceeded to examine the wires directly underneath the river bank. I found the wires attached to a hawser. I traced the hawser to the water's edge. It here branched off, one leading to the exploded torpedo; the other we traced in the boat about 150 yards. We found it too heavy to lift with the boat. We cut the wires and hawser, buoyed it, and returned on board.

Very respectfully,

J. F. BLANCHARD,  
Acting Master's Mate.

Commander J. C. BEAUMONT,  
Commanding U. S. S. Mackinaw, James River, Virginia.

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Report of Acting Volunteer Lieutenant Wade, U. S. Navy, commanding U. S. S. Commodore Jones.

U. S. NAVAL HOSPITAL,  
Norfolk, Va., May 13, 1864.

SIR: It becomes my painful duty to inform you of the total loss of the U. S. gunboat *Commodore Jones* on the 6th instant, off Deep Bottom, James River, Virginia, as follows, viz:

While dragging for torpedoes and covering the boats, which were also searching for them, a torpedo was exploded directly under the ship with terrible effect, causing her destruction instantly, absolutely blowing the vessel to splinters. Of the loss of crew I am unable to inform you, as the rescued were distributed among the fleet and sent to the naval hospital, being seriously wounded myself and unable to attend to duty.

The officers and crew are loud in their praise of the gallant officers and crews of the several ships for their kindness. Although they have lost everything, their only regret seems to be in the absence from the fight now going on in the fleet.



Justice demands that I should specially call to notice the gallant conduct of Acting Ensign George W. Adams, executive officer, who, although severely wounded, rescued several from death, myself among the number.

The paymaster [Acting Assistant Paymaster Edward T. Chapman] having been killed and the accounts of the ship lost, and as there was a draft of men transferred to the vessel from the army without accounts, etc., a few days previous, Mr. J. G. Barnum, jr., paymaster's clerk, now at the naval hospital, will respectfully wait the orders of the Department.

The Department will please excuse my not making out a report sooner, as the injuries that I received prevented me from doing so.

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

THOS. F. WADE, U. S. Navy,

*Acting Vol. Lieutenant, late Comdg. U. S. S. Commodore Jones.*

HON. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

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Report of Acting Rear-Admiral Lee, U. S. Navy, concerning the gallant conduct of Acting Ensign Adams, U. S. Navy.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,

*Off Wilmington, N. C., August 30, 1864.*

SIR: At the time of the destruction of the *Commodore Jones* by a monster torpedo on May 6, ultimo, Acting Ensign George W. Adams, her executive officer, though injured by the explosion, saved his commanding officer from drowning and recovered the ensign before he was himself taken from the water.

He deserves promotion for his conduct and services on this occasion, and I would respectfully recommend his advancement to the grade of acting master. His present address is Gloucester, Mass. I am unaware whether or not he has recovered from his injuries.

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

S. P. LEE,

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

HON. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

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Abstract log of the U. S. S. Commodore Morris.

May 5, 1864.—At anchor off Harrison's Bar. All boats called away to drag for torpedoes. At 4:20 p. m. our troops landed at City Point and took possession.

May 6.—At 8:20 a. m. weighed anchor with the fleet and proceeded up the river. From 12 to 4 p. m.: Off Jones' Neck; sent second cutter to search for torpedoes. Admiral came up on the *Shawsheen*, transferred his flag to the *Malvern*. At 2 p. m. U. S. S. *Commodore Jones* was blown up by a torpedo. Immediately lowered all boats to save lives. As nearly as could be estimated there were about 40 lives lost. A boat from this vessel and one from the *Mackinaw* landed and found the body of a rebel, evidently the one who exploded the torpedo. Discovered the battery and destroyed it, by order of the admiral.

May 8.—At 2:15 p. m. an officer from the *Mackinaw* came on board with P. W. Smith, who styles himself an acting master in the so-called

C. S. Navy. He was captured in the act of exploding a torpedo, after having blown up the *Commodore Jones*. Sent Jeffries Johnson, a prisoner who was captured at the same time that Smith was, on board the *Mackinac*.

*Report of Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Vicksburg, regarding the chase of a suspicious vessel.*

U. S. S. VICKSBURG,  
Beaufort, N. C., May 6, 1864.

SIR: I enclose you the abstract log of this ship for the month of April. By it you will perceive I had a chase on April 30, while off-shore. Had I had three hours more daylight I feel confident I could have captured her, as in a chase of five hours I gained at least 10 miles, and only lost owing to the night coming on.

Very respectfully, your obedient servant,

D. L. BRAINE,  
*Lieutenant-Commander.*

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

*Report of Acting Ensign Osborn, U. S. Navy, regarding boat expedition to Bogue Sound.*

U. S. S. VICKSBURG,  
Beaufort, N. C., May 6, 1864.

SIR: I have the honor to report that, in obedience to your order, I last night took charge of the launch of this vessel with a crew of 16 men, fully armed and equipped, with two days' rations.

I proceeded up Bogue Sound until I came a little to the westward of the outer fortifications of Morehead City, and then came to anchor, keeping the howitzer (loaded with canister and primed) trained up the sound.

I observed frequent flashes of lights along the shore within our lines, which I took to be from our pickets.

At about 3 a. m. a rocket was exploded from a point at or near picket station No. 4, on Bogue Island. I immediately got underway and stood slowly up and down the sound, keeping the howitzer trained to the westward and my crew with their arms ready for action.

At daylight I proceeded to return to this vessel, and when abreast of the fortifications above referred to was hailed from the shore. I laid on my oars and answered the hail with, "This is an armed boat from the United States steamer *Vicksburg* on picket duty. Do you wish the countersign?"

I was ordered to come nearer, and at once put about, stood inshore, and while so standing in was fired upon from the direction of the hail, the ball passing very near us.

I repeated my answer, got ready for immediate action (in case it might prove the enemy), trailed oars, and hoisted my colors. On doing so they hailed from on shore, "All right; you may go home."

Very respectfully, your obedient servant,

F. G. OSBORN,  
*Acting Ensign.*

Lieutenant-Commander D. L. BRAINE,  
*Commanding U. S. S. Vicksburg.*

*Report of Commander Davenport, U. S. Navy, regarding the siege of New Berne by the enemy.*

U. S. S. HETZEL,  
Off New Berne, N. C., May 6, 1864.

ADMIRAL: New Berne is besieged by the enemy in force. Our pickets were driven in Wednesday evening. Yesterday they took possession of the railroad between this place and Beaufort and attempted to erect a battery on the Neuse River, near the old blockade. I sent the *Lockwood* down to patrol the river, and on the enemy making his appearance, sent the *Barney* and *Louisiana* to drive him away from the river bank, which they succeeded in doing. This morning the rebel general [R. F.] Hoke, sent a verbal message to General Palmer, informing him that he had possession of the railroad and command of the river, and demanding the surrender of the place. The general, I understand, declined to receive a verbal message, and the flag of truce returned.

I have here the *Tacony*, *Louisiana*, *Commodore Barney*, *Lockwood*, and *Hetzl*, and shall do all in my power to defeat the enemy.

Captain Smith directed me to write directly to you, sending him copies of my letters.

I have the honor to be, very respectfully, your obedient servant,  
H. K. DAVENPORT,  
Commander, U. S. Navy, and Senior Officer Present.

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

P. S.—6 p. m.: I have just received a letter from Captain Smith directing me to send the *Barney* to him.

I learn that there has been heavy firing heard in the direction of Plymouth yesterday evening.

P. S.—May 7, 1. p. m.: Everything is quiet here to-day, but I learn that the enemy is in force between this place and Kinston.

I have just received a dispatch from you for Captain Smith marked immediate. I will forward it by first conveyance.

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*Letter from Commander Davenport to Captain Smith, U. S. Navy, regarding U. S. steamers Commodore Barney and Tacony.*

U. S. S. HETZEL,  
Off New Berne, N. C., May 6, 1864

SIR: Yours of the 4th instant has just been received, and I send the *Commodore Barney* to report to you.

The commanding officer will inform you of the state of affairs here. As to the *Tacony*, I beg leave to say that she can move at any moment. I enclose copy of a letter from the chief engineer.

I also send copy of a letter to the admiral.

Very respectfully, your obedient servant,  
H. K. DAVENPORT,  
Commander, U. S. Navy.

Captain M. SMITH, U. S. Navy,  
Senior Naval Officer in Sounds of North Carolina.

*Order of Commander Davenport, U. S. Navy, to Acting Volunteer Lieutenant Williams, U. S. Navy, commanding U. S. S. Commodore Barney.*

U. S. S. HETZEL,  
*Off New Berne, N. C., May 6, 1864.*

SIR: Proceed without delay with the U. S. S. *Commodore Barney* under your command to Albemarle Sound and report to Captain M. Smith, senior naval officer in sounds of North Carolina.

Respectfully, yours,

H. K. DAVENPORT,  
*Commander and Senior Officer Present.*

Acting Volunteer Lieut. J. M. WILLIAMS, U. S. NAVY,  
*Commanding U. S. S. Commodore Barney.*

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*Attack upon United States vessels off New Inlet, North Carolina, by the C. S. S. Raleigh, May 6 and 7, 1864.*

Report of Lieutenant-Commander Watmough, U. S. Navy, commanding U. S. S. *Kansas*.

U. S. S. KANSAS,  
*Off New Inlet, North Carolina, May 7, 1864.*

SIR: I have the honor to make the following report:

Last night whilst lying at my station (No. 2), at 8:20 p. m., saw a rocket and heard a gun fired, bearing S. W. by W. At 8:25 p. m. heard another gun and saw a second rocket on same bearing. Stood off to the southward and eastward to intercept any blockade runner that might be coming out. Seeing nothing turned inshore again.

About twenty minutes before 9 saw a blue light and heard the report of two more guns bearing S. W. by S. Maintained our station until 2 a. m., when, seeing a Coston light to the southward and eastward, stood for it and spoke the *Britannia*. At daylight saw the *Mount Vernon*, *Howquah*, and *Nansemond* firing at a rebel ironclad, which was lying off the bar; the *Tuscarora* and *Britannia* standing in from seaward, and the *Nippon* and *Fahkee* bearing down from their stations (4 and 6) toward the scene of firing.

At once stood toward the ironclad and fired two shots from the 150-pounder rifle, both of which we had the mortification to see turn over and fall short.

The ironclad was in all respects similar to the *Atlanta*, as far as appearance went, though accounts present her as a more formidable vessel as regards strength and plating. After moving about between the bar and buoy at No. 1 station, advancing and retiring for about an hour, she returned over the bar at 7 a. m. The atmosphere was hazy and prevented our seeing if a red flag she hoisted on her return over the bar was an English ensign or common battle flag. Several of the commanders believe the former.

As she neared Fort Fisher a salute of, I think, nine guns was fired by the fort.

Very respectfully, your obedient servant,

PEND. G. WATMOUGH,  
*Lieutenant-Commander.*

Commander WILLIAM A. PARKER,  
*Senior Officer Present, off New Inlet, North Carolina.*

Report of Commander Parker, U. S. Navy, transmitting reports of the commanding officers of the U. S. steamers *Mount Vernon* and *Howquah*.

U. S. STEAM SLOOP *TUSCARORA*,  
Off *New Inlet*, North Carolina, May 7, 1864.

SIR: I have to report that an ironclad ram came out over the bar at about 8 o'clock (at high water) last night and engaged the *Nansemond* and *Britannia*, stationed at the bar, but without doing any damage.

At daylight this morning she was discovered standing out toward the buoy, which marks the day anchorage off the bar.

She was engaged by the *Mount Vernon*, *Kansas*, *Howquah*, *Nansemond*, and *Britannia*.

The *Tuscarora* had the outer station about 6 miles to the eastward of the buoy, and we did not see her till after sunrise. We stood for her to reconnoiter, but did not get within fighting distance. At a little before 7 o'clock the ram returned and went over the bar. The smokestack of the *Howquah* was struck once about two-thirds of the way up from the deck with a rifled shot, which made a hole about 23 inches by 16 inches, and which appeared to be an 8-inch rifled shot; the ram being about  $1\frac{1}{2}$  miles distant by estimation.

The *Howquah* [fired] sixteen 30-pounder Parrott rifled shot, and struck the ram twice. It is believed that none of the other vessels hit the ram. There were three other steamers in sight inside the bar, but only one was ironclad, apparently.

A blockade runner ran out over the bar last night at the same time that the ram came out, and was chased by the *Nereus* stationed just outside the buoy.

This ram appeared to be about the same size and model as the *Atlanta*, and was a most formidable and dangerous looking vessel.

There was a house on deck, arched over, but with a flat top and sloping sides; and she carried three guns on each side and one at each end, either 8-inch or 10 inch rifled guns.

If she comes out to-night I shall engage her with the *Tuscarora*.

I enclose herewith reports from Acting Volunteer Lieutenant James Trathen and Acting Master J. W. Balch.

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

WM. A. PARKER,  
Commander.

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

[Enclosures.]

U. S. S. MOUNT VERNON,  
Off *New Inlet*, North Carolina, May 7, 1864.

SIR: I have the honor to report that at 6:30 p. m. yesterday we observed in *New Inlet*, behind *Fort Fisher*, which bore by compass N. W. by W., distant 3 miles, four steamers, two of which appeared to be for river service, and two seagoing, one of the former having the appearance of an ironclad rebel ram. At 6:45 p. m. we steamed down to our night station No. 5, end of woods on *Bald Head*, bearing W. N. W. At 8:30 p. m. saw two rockets thrown from the vicinity of *Fort Fisher* in a S. S. E. direction, and saw the flashes of five guns. Steamed ahead under full speed, steering to the southward and eastward in order to intercept any vessel trying to escape from *New Inlet*; after having run 8 miles and seeing nothing, we returned to our night station. Everything remained quiet until 12:15 a. m. of this date,

when we heard the report of seven heavy guns and saw the flashes of six more. Called all hands to quarters and cleared ship for action and steamed toward Fort Fisher to ascertain the cause. After arriving at the station usually occupied by the senior officer, seeing nothing, and everything appearing quiet, we returned slowly to our night station. At 4 a. m. as day began to break we steamed toward Fort Fisher again, and at 4:45 a. m. saw U. S. steamers *Howquah* and *Nansemond* bearing N. by W. The U. S. S. *Howquah* fired a shot and hoisted her ensigu; the shot was returned by a vessel in toward the shore. Hoisted our colors and started ahead toward them, and cleared ship for action. At 5 a. m. discovered the strange vessel to be a rebel ironclad ram, flying the Confederate flag aft and English red ensigu forward, and engaged with the *Howquah*. We then steamed down close to the *Howquah's* port quarter to draw the fire of the ram from her, and opened fire on her with the 100-pounder Parrott rifle and IX-inch guns. About the same time U. S. S. *Kansas* also opened fire on her. At sunrise U. S. steamers *Tuscarora* and *Britannia* in sight, coming in to the anchorage. At 6:30 a. m. the ram steered toward Fort Fisher, accompanied by two other steamers, one apparently an ironclad gunboat, and the other a tugboat; she was pursued by the U. S. steamers *Howquah*, *Kansas*, *Niphon*, *Nansemond*, and this ship. At 7 a. m. she crossed New Inlet bar and entered the river, and was saluted by the different batteries as she passed in.

This ram resembles very much the *Atlanta*, captured from the rebels, but is much larger than that vessel.

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

JAMES TRATHEN,

*Acting Volunteer Lieutenant, Commanding.*

Commander WILLIAM A. PARKER,

*Comdg. U. S. Steam Sloop Tuscarora and Senior Officer Present.*

U. S. S. HOWQUAH,  
*Off New Inlet, May 7, 1864.*

SIR: I have the honor to report while cruising on our station (No. 7), between 5 and 6 fathoms of water, at 8:30 p. m. of the 6th instant, saw the flash of two guns bearing N. N. E., and three rockets fired to the southward and eastward; I supposed a blockade runner running in that direction, and ran E. S. E. to head him off. Stood out as far as the buoy. At 9:10 p. m., while standing back to our station, made a steamer bearing N. E. by E. Stood for and challenged her with night signals. Not being answered, fired the 30-pounder rifle at her; stood for and spoke her. She proved to be the U. S. S. *Nansemond*. At 9:30 p. m. saw a white or blue light (not certain which), saw flash, and heard report of three guns, but from rockets being thrown, supposed a blockade runner to be running out. Stood out to cut her off, if possible. At 11 p. m., not seeing anything, stood in for our station. At midnight saw Coston signal and a white or blue light; saw the flash and heard the report of three guns bearing N. E. by E.  $\frac{1}{2}$  E. Stood for it, but could see nothing, and returned to our station. At 2:35 saw a rocket thrown from the N. N. E. to the S. S. E.; stood out, but could see nothing, and returned again to our station. At 4:25 a. m., of the 7th instant, U. S. S. *Nansemond* bore E. by N., distant  $1\frac{1}{2}$  miles, at the same time saw a strange steamer bearing N. W. by N., in line with Fort Fisher

(burning soft coal), distant  $1\frac{1}{2}$  miles. She proved to be the rebel iron-clad ram *North Carolina* [*Raleigh*], with Confederate ensign flying, accompanied by one armed steamer and two tugboats. There were no other blockaders in sight at this time except the U. S. S. *Nansemond*. Called all hands to quarters, the ram making toward us fast (good 6 knots per hour). Wore ship, head offshore, and commenced firing at her, our shot striking near her. She returned the fire with her bow gun, the shell exploding close to our starboard quarter. We moving slowly toward the buoy, the ram following and firing from her bow and broadside guns. We kept within range, and fighting him out as far as the buoy (on station No. 1). At 5 a. m. U. S. S. *Mount Vernon* in sight, bearing S. S. E. and steaming to our assistance. At 5:20 the U. S. steamers *Fahkee* and *Nippon* in sight, coming from stations to the northward. At 5:30 U. S. S. *Mount Vernon* fired four shells at the ram, all falling short.

At 5:50 made the U. S. steamers *Tuscarora*, *Kansas*, and *Britannia*, bearing to the eastward.

At 6 a. m. the ram near the buoy fired at us her fifth and last shot, going through our smokestack about two-thirds of the way up (apparently an 8-inch rifle shot).

We fired 14 30-pounder solid shot, 2 30-pounder percussion shells, and 3 shells from 12-pounder howitzer, two of our shots striking him. At 6:15 U. S. S. *Kansas* came in and fired two shells, both falling short. Ram steaming toward the bar with English ensign at the fore. At 6:45 came to anchor near the buoy, the ram going in over the bar.

They fired a salute of nine guns from the batteries. The rebel ram *North Carolina* [*Raleigh*] is a facsimile of the ram *Atlanta* (larger if anything). She has three ports on a side and one at each end, with a torpedo on her bow, such as the *Atlanta* had. Fleet anchored at 8:15.

This ship was the last to leave her station, and the first on it. We were not out of sight of the buoy at any time this morning. The officers and crew under my command deserve much credit. I submit the above report.

I am, very respectfully, your obedient servant,

J. W. BALCH,

*Acting Master, Commanding U. S. S. Howquah.*

Commander W. A. PARKER, U. S. Navy,

*Senior Officer Present.*

Report of Acting Volunteer Lieutenant Huse, U. S. Navy, commanding U. S. S. *Britannia*.

U. S. S. BRITANNIA,

*Off New Inlet, North Carolina, May 8, 1864.*

SIR: I have to report to you that on the evening of 6th instant, on going in on Station No. 1, I noticed a suspicious looking vessel, which I took to be one of the rebel ironclad rams inside the bar. I accordingly ran in closer than usual, and the fact that we were not fired on, though it was still quite light and we were within easy range tended to confirm my suspicions. Red, green, and white lanterns were used in a manner quite different from anything ever noticed there before. I managed to keep sight of the suspected vessel and saw her creep cautiously up toward Fort Fisher, preceded by these lights as guides. At about 8:30 she turned directly for this ship, in company with another

vessel, and ran at full speed. I fired several rockets and fired my 30-pounder Parrott at her, but as she kept on directly after us I ran for the buoy, firing at her with 24-pounder howitzer. She then commenced firing at us; the first shot put out our binnacle lights and the next went a little over the starboard paddle box, sounding very like a 100-pounder Parrott shot when it tumbles. We now burned a blue light, when the enemy fired again. Our course was changed three times, hoping to elude him, but he followed and gained on us considerably, being within about 600 yards when we passed the buoy, at which time we hauled up short N. E. and think he went on E. S. E., as we shortly after heard a gun in that direction. I laid between 1 and 2 miles to eastward of the buoy and burned several Coston signals, wishing to communicate with other ships of the fleet. At about midnight saw a blue light and heard a gun from near the buoy. Shortly afterwards fell in with the *Kansas*, and was desired by Lieutenant-Commander Watmough, commanding her, to find the *Tuscarora* as soon after daylight as possible and communicate the facts to the senior officer. When day broke we made the enemy about W. S. W., engaging the *Nansemond* and *Howquah*. Shortly after the *Mount Vernon* and *Kansas* steamed toward her and commenced firing. On making the *Tuscarora* I proceeded to her, reported to Commander Parker, and returned with him toward the fleet. By this time the enemy, accompanied by two other boats, had steamed in and was under the guns of the fort.

The vessel which had accompanied the ram out steered off to the northeast when the firing commenced. I think she was a blockade runner, though we then supposed her to be a gunboat.

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

SAMUEL HUSE,

*Acting Volunteer Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

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Report of Captain Sands, U. S. Navy, transmitting report of the commanding officer of the U. S. S. *Nansemond*.

U. S. S. FORT JACKSON,

*Off Western Bar, Cape Fear River, May 8, 1864.*

SIR: I enclose herewith a report from Acting Ensign J. H. Porter, commanding U. S. S. *Nansemond*, of having exchanged shots with the ironclad ram *North Carolina* [*Raleigh*] on the night of the 6th instant off New Inlet.

She seems to have been satisfied with her exploit in keeping away the small vessels that were stationed on the bar, and steamed away inside at the prospect of encountering heavier metal in the light of the day.

Commander Parker, whom I left senior officer on that side, sent the *Nansemond* on this side yesterday to report the affair, and to warn the vessels here. The *Quaker City* was here transferring some men to the different vessels, and I deemed it my duty to detain her for the present, or until other vessels arrive to strengthen the blockade and to meet our new enemy.

Upon arriving here on the 5th instant, I directed the *Grand Gulf* to be sent this side in place of the *Vicksburg*, which had left for outside cruising, and she was accordingly ordered that evening, but has not yet made her appearance; probably on a chase outside. I am coaling



the *Dacotah* from day to day until the arrival of the *Grand Gulf* or *Maratanza*, which is coaling at Beaufort, and as soon as there is sufficient force here to admit of my leaving this side, I will proceed again to New Inlet, as I think that bar is the most available for the use of the ram in the prevalence of the S. W. sea breezes, which, on this side, render Western Bar temporarily rough. And here I may bring to your notice the condition of the *Tuscarora* and *Dacotah*, which, although otherwise formidable vessels, are, from defective boilers, inefficient to encounter such vessels as ironclads, which we now know the enemy can get outside the bar.

The principal object, it seems to me, after the result of the enemy's ironclad experiment of the night before last, is for her to aid the outgoing and incoming of the runners by driving off the vessels stationed on and near the bar, for which the light recently erected upon the Mound Fort is an excellent aid as a leading mark for the night.

Last night was quiet; we heard only one gun about 10 o'clock, the moderate S. W. breeze possibly making the bars rough, or they may be satisfied with the first trial for a few nights. When she comes again we will try to give a good account of her.

Very respectfully, etc., your obedient servant,

B. F. SANDS,

*Captain, U. S. Navy, Senior Officer Present.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

[Enclosure.]

U. S. S. NANSEMOND,

*Off Wilmington, N. C., May 7, 1864.*

SIR: By direction of Commander Parker, I submit the following report of the occurrences of last night and this morning off New Inlet.

At 8:20 p. m., while on Station No. 3, in 6½ fathoms of water, saw a rocket thrown from the northward and in an easterly direction, and saw the flashes of two guns, followed soon after by other rockets and the flash and reports of two guns. Thinking a blockade runner had passed out, I steamed a short distance N. E. and saw the U. S. S. *Britannia* running offshore, but seeing no other vessel, and believing it unsafe to leave the bar unwatched, returned to our station. Shortly after saw a blue light, burned apparently near the buoy.

At 9:30 p. m. exchanged signals with and spoke the U. S. S. *Howquah*. After this nothing unusual occurred until 11:45 p. m., when we discovered a sail bearing E. by S., apparently lying still. Steamed up toward her and made the challenge light, which was answered by one flash of a white light, and at the same time the strange vessel started ahead steering N. E. and crossing our bow. Put our helm hard a starboard to prevent collision, and challenged again, which was answered by a steady red light, the vessels now steering directly for us. Challenged a third time with the Coston signal for the night; not being answered, opened fire on her from 24-pounder howitzer aft. She immediately replied by a shot which passed over and near our walking beam. The vessel at this time not over 500 yards from us; could see the outline of her hull and the white water from her propeller. Fired another shot from the 24-pounder, which was returned, the shot again passing over us.

The vessel coming up with (going, I should judge, from 6 to 7 knots), put on more steam to get out of range, and fired a blue light; which she fired at while burning, but without doing any damage. After burning

the blue light we suddenly lost sight of her until daylight this morning, when we discovered her lying near inshore in a W. S. W. direction from the buoy. At the same time sighted the *Howquah* a short distance to the southward of us. As soon as she could distinguish us, the vessel started out and fired four shots at the *Howquah*, one going through her smokestack near the top. *Howquah* replied, but think her shot fell short. Strange vessel then altered her course, steering for this vessel, and fired one shot, which burst before reaching. Returned fire with 24-pounder, but out of range. The *Mount Vernon* and *Kansas* coming up, fired and received several shot, without injury on either side. At 7:15 a. m. she turned and steamed in toward the bar, and at 8:30 passed inside accompanied by two small tugboats, which had lain outside during the morning.

The U. S. steamers *Tuscarora* and *Britannia* arrived from the eastward, and the *Nippon* and *Fahkee* from the northward, just after she started in.

The appearance of the vessel is like a large vessel cut down to the water line, and a house built on and plated. The sides of the house are arched, and having three ports on a side and one in each end. She has one smokestack and a small flag post aft. Goes, I think, 6 to 7 knots, and turns very quickly. The guns fired at us during the night were not heavier than 30-pounders, but this morning she used much heavier ones; some think 10 inches.

She flies the rebel flag, and is to all appearances a very formidable craft. I learned this morning that the *Britannia* was chased off by her at 8:30 last night, and escaped with some difficulty, fortunately without being hit, though several shot came very near her. I was not able to learn the extent of the damage to the *Howquah*, but think it trifling.

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

J. H. PORTER,

*Acting Ensign, Commanding Nansensmond.*

Captain B. F. SANDS,

*Senior Officer, off Wilmington, Western Bar.*

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Extract from the Report of the Secretary of the Navy of the Confederate States, November 5, 1864.

On the 7th of May last, Flag-Officer William F. Lynch, in command of the ironclad *Raleigh*, crossed the Wilmington Bar and attacked the enemy's fleet, driving his vessels to sea. In returning to port, his ship got ashore and was fatally injured, her guns, equipments, iron, etc., being saved. A court of enquiry was ordered upon the disaster, whose report is annexed.

*Report of the court of enquiry in the case of the loss of the C. S. S. Raleigh in Cape Fear River.*

AT WILMINGTON, N. C., June 6, 1864.

The court having enquired into all the facts connected with the loss of the C. S. S. *Raleigh* in the waters of North Carolina, have the honor to report the same, together with our opinion upon the points in which it is required by the precept.

In the opinion of the court, the loss of the *Raleigh* can not be attributed to negligence or inattention on the part of anyone on board of her, and every effort was made to save said vessel. We further find

that the *Raleigh* could have remained outside the bar of Cape Fear River for a few hours with apparent [safety], but, in the opinion of the court, it would have been improper; and, in view of all the circumstances, "her commanding officer was justified in attempting to go back into the harbor when he did."

It is further the opinion of the court that the draft of water of the *Raleigh* was too great, even lightened as she had been on this occasion, to render her passage of the bar, except under favorable circumstances, a safe operation, particularly as her strength seems to have been insufficient to enable her to sustain the weight of armor long enough to permit every practicable means of lightening her to be exhausted.

GEORGE N. HOLLINS,  
*Captain and President.*

J. W. B. GREENHOW,  
*Surgeon and Judge-Advocate.*

*Report of Acting Master Eldridge, U. S. Navy, commanding U. S. S. Delaware, regarding contrabands received on that vessel.*

U. S. S. DELAWARE,  
*James River, Virginia, May 7, 1864.*

SIR: I beg leave to report that on the night of the 6th instant a small boat was discovered approaching this vessel. After hailing her I found she contained contrabands, and permitted her to come alongside.

They wished to be taken on board, and as the steamer was at that time aground I did not dare to send them away, fearing they might communicate with the enemy on shore.

There are 2 men, 1 woman, and 2 small children. One of the men seems to be intelligent, and has but recently come from Richmond and may be able to give valuable information.

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

J. H. ELDRIDGE,  
*Acting Master, Commanding.*

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

*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the raising of articles from wrecks in Albemarle Sound.*

NAVY DEPARTMENT, *May 7, 1864.*

SIR: The Department has received a letter from Mr. George W. Lane, dated Fortress Monroe, April 30, 1864, in which he offers to attempt to raise the guns, shells, ammunition, and such other articles as he can raise from the wrecks belonging to the Government in Albemarle Sound and vicinity for 50 per cent. of the value of the property, to be appraised by you. There is no objection to your having the property raised on the above-mentioned terms, and you are authorized to make arrangements with reference thereto.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,  
*Hampton Roads, Virginia.*

*Capture of U. S. S. Shawsheen in James River May 7, 1864.*

[Telegram.]

FLAGSHIP,

*Curles Neck, May 7, via Fort Monroe, 12 m., May 8, 1864.*

Yesterday about 12 m. a large torpedo which dragging had failed to discover was exploded under the *Commodore Jones* near Four Mile Creek and utterly destroyed the vessel, and about half her crew were killed and wounded. One of the torpedo men was killed and the other two captured. Three coal vessels having afterwards come up, dropped down last evening under the bluff to Curles Neck, where we are now coaling the monitors.

Contrabands from Richmond this a. m. report that Lee was dangerously wounded yesterday and that our army fell back a short distance.

This morning the tug gunboat *Shawsheen*, while looking for a torpedo near Turkey Bend, of which a contraband had given information, was destroyed by a rebel battery and most of the officers and men captured. I hurried to her assistance, on hearing the firing, with the *Commodore Morris*, and shelled the enemy, who soon retreated.

S. P. LEE,  
*Acting Rear-Admiral.*

HON. GIDEON WELLES,  
*Secretary of Navy.*

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Report of Paymaster's Steward Smith, U. S. Navy, forwarding list of prisoners captured.

LIBBY PRISON,  
*Richmond, Va., May 8, 1864.*

SIR: The following is a list of prisoners taken on board U. S. S. *Shawsheen* on James River:

Charles Hickey, acting third assistant engineer; H. C. Marrow, acting third assistant engineer; William Rushmore, acting master's mate; William Cromack, acting master's mate; E. D. Smith, paymaster's steward; William Boucher, gunner's mate; W. C. Farley, officer's steward; L. Larkin, ship's cook; Joseph P. Crowell, quartermaster; George Whitteborn, quartermaster; James C. Pinkham, seaman; Richardson Brown, seaman; Maurice Kennedy, ordinary seaman; Thomas Colbert, ordinary seaman; Edward Fitzpatrick, landsman; Patrick Fitzgerald, landsman; John Jackson, seaman; William Hatchard, landsman; James Walsh, coal heaver; Edward O'Donnell, second-class fireman; D. Murtland, landsman; George Graenger, landsman; Charles Woods, ordinary seaman; William Peele, first-class boy; John Green, first-class boy; Charles Thomas, first-class boy; also Jeremiah Evans, pilot, who was slightly wounded in the leg and sent to the hospital in an ambulance.

By having the above named published you will greatly oblige us. The captain, Charles Ringot, acting ensign, was wounded in the water and drowned. John Harrington killed on board; also Michael Murphy.

Most respectfully, your obedient servant,

E. D. SMITH,  
*Paymaster's Steward.*

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

Report of Commander Parrott, U. S. Navy, regarding the recovery of the body of Acting Ensign Ringot, U. S. Navy, late commanding.

U. S. S. CANONICUS,  
*Turkey Bend, James River, May 11, 1864.*

SIR: To-day the body of Acting Ensign Charles Ringot, who was in temporary command of the *Shawsheen* when she was destroyed by the rebels, was found floating near us, and interred in the family burial ground of Mr. Watkins, at Watkins' Landing, about a mile above.

Acting Master H. A. Phelon, of this vessel, who was his late commander on board the *Shawsheen*, took charge, at his own request, of the funeral and read the services.

Acting Assistant Paymaster William J. Healey, another friend of the deceased officer, was also present.

Owing to the lateness of the hour and the necessity of remaining at our posts, the attendance from the vessel was small, but the army officers at Watkins' Landing with great kindness assisted on the occasion and their men fired a volley over the grave.

Mr. Phelon has in his possession the ring and other mementoes of the deceased.

It will be a consolation to his family to learn that friends attended his body to the grave, and I know that it will hereafter be their pride to remember that he fell faithfully serving his country.

I am, very respectfully, your obedient servant,

E. G. PARROTT,  
*Commander.*

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

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the recovery of the bodies of Acting Ensign Ringot and Seaman White, U. S. Navy.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*James River, May 10 [11], 1864.*

SIR: To-day the body of Acting Ensign Charles Ringot, late temporarily in command of the *Shawsheen*, was found in the river near Turkey Bend, and was buried by direction of Commander Parrott, commanding *Canonicus*, near Haskins' [Watkins'] farm, in Curles Neck.

The body of William White, late seaman of the *Commodore Jones*, of Lowell, Mass., recently transferred from Company F, Seventh Connecticut Regiment of the U. S. Volunteers, was also found in the river and buried under directions of Acting Master [J. H.] Eldridge, commanding the U. S. S. *Delaware*.

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

S. P. LEE,

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

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

Report of Acting Second Assistant Engineer Anderson, U. S. Navy, transmitting list of officers and crew.

U. S. NAVAL HOSPITAL,  
*Portsmouth, Va., May 18, 1864.*

SIR: I have the honor to report that in obedience to your orders of the 7th instant the U. S. S. *Shawsheen* proceeded to Turkey Bend in

search of torpedoes. We dropped anchor at about thirty minutes after 11 o'clock and, the tide being ebb, swung across the river. While in this position, and the men were at dinner preparatory to going on shore, a battery of light artillery suddenly made its appearance on the north bank and opened on us with shot and shell from 12-pounder guns, as near as I could judge, accompanied by a sharp fire from riflemen. We instantly beat to quarters and tried to get up the anchor, but owing to the murderous fire of the enemy could not keep men at the chain. Seeing the impossibility of saving the anchor, I threw off the chain from the bitt and, the bell ringing to back, stepped into the engine room to attend to it. While backing her some person threw the chain around the bitt again, and, swinging around, we backed ashore on the south bank. The second shell fired pierced the steam pipe in the engine room, and by the powder of the exploding shell and the escaping steam the left side of my face, neck, and head were severely scalded. I then went aft to assist in getting the after gun to bear on the enemy. As I reached the quarter-deck Acting Ensign Charles Ringot, commanding, and 7 men jumped overboard, Mr. Ringot having been scalded at the same time with myself. As he struck the water I heard him say, "For God's sake send a boat." I then jumped overboard, and when halfway to the shore saw the flag of the *Shawsheen* hauled down and a white one hoisted in its place. After reaching shore I proceeded up the river about 1 mile and was taken off on board the *Commodore Morris*, in one of her boats; arrived there I saw the *Shawsheen* in flames and shortly after her magazine blew up. During the whole time, from the firing of the first shot, the enemy kept up a constant and murderous fire of shell, grape, canister, and rifle balls at short range, completely riddling our boat and rendering any effort—fast aground as we were—to save her entirely useless. The body of Acting Ensign Ringot was picked up in the river some days after. He had been killed in the water by a rifle ball, which entered the right eye.

Enclosed please find list of officers and crew of the *Shawsheen*, as obtained from the storeship *Brandywine* at Gosport navy yard. All the officers and crew, except myself, Mr. Ringot in command, and 7 men, are in the hands of the enemy as prisoners; doubtless many of them killed or wounded. Those known to have escaped are so marked on the list.

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

RICHARD ANDERSON,  
*Acting Second Assistant Engineer, in Charge.*

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

[Enclosure.]

*List of the officers and crew of the U. S. S. Shawsheen.*

*Officers.*—Charles Ringot, acting ensign, commanding, killed; Richard Anderson, acting second assistant engineer, in charge, escaped; Charles Hickey, acting third assistant engineer; Henry Clay Marrow, acting third assistant engineer; William Bushmore, acting master's mate; one acting master's mate, name unknown.

*Crew.*—Edward D. Smith, paymaster's steward; George Whitteborn, quartermaster; Thomas S. McLean, first-class fireman, escaped; William W. Squires, first-class fireman, escaped; Edward O'Donnell, second-class fireman; Joseph P. Crowell, quartermaster; William Boucher,

gunner's mate; William C. Farley, officer's steward; Mark Whitehouse, seaman, escaped; Alex. Williams, ordinary seaman; Theodore Reynolds, first class boy, escaped; William G. Peele, first-class boy; Charles Thomas, first-class boy; George Graenger, landsman; John O. Green, first-class boy; Richardson Brown, seaman; Levitt Larkins, ship's cook; Charles Woods, ordinary seaman; Thomas Colbert, ordinary seaman; Maurice Kennedy, ordinary seaman; Michael Meehan, landsman, escaped; Patrick Fitzgerald, landsman; Edward Fitzpatrick, landsman; Michael Murphy, landsman, escaped; James Walsh, coal heaver; William Hatchard, landsman; Daniel Murtland, landsman; Eugene Bauer, officer's cook, escaped; James C. Pinkham, seaman; John Jackson, seaman; John Harrington, seaman.

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Report of Acting Master's Mate Rushmore, U. S. Navy.

NEW YORK, November 19, 1864.

SIR: The commanding officer of the U. S. S. *Shawsheen* having been killed, it devolves upon me to report the loss of that vessel.

On the 7th day of May, 1864, the *Shawsheen*, under command of Acting Ensign Charles Ringot, left the flagship *Malvern* at 10:30 a. m., 2 miles above Chaffin's Bluff, on the James River, under orders from Acting Rear-Admiral S. P. Lee to proceed to Chaffin's farm to search for and destroy torpedoes supposed to be in that locality. At 11:20 a. m. anchored off the farm in 6 feet of water, we drawing 5 feet 6 inches; sent all hands to dinner preparatory to going on shore to search for torpedoes. At 11:40 a. m. a field battery of four Napoleon guns and two 24-pounder howitzers, with four companies of infantry, suddenly opened fire on us from the woods on the cliff. All hands were called to quarters and the guns trained on the enemy, but they drove us from them. We succeeded in unshackling the chain 20 fathoms, when the captain jumped overboard and swam for the south bank. I then backed the vessel until nearly out of range of the enemy's guns, when a 24-pounder shot penetrated the steam drum and another one struck the walking beam; most of the crew then jumped overboard to escape the scalding steam. The captain was now seen swimming toward the vessel, wounded in the head. He hailed and ordered me to haul down the ensign and to hoist a white flag on the walking beam, the flagstaff having been shot away. I sent a boat for him, but he sank before it could arrive.

The enemy fired seven shots through the white flag before they ceased. The vessel was now aground, completely riddled with shot. Eight or ten of the crew jumped overboard and attempted to escape by swimming to the south bank; many were killed in the water; the remaining, including 4 officers and 21 men, were made prisoners.

The rebels now came on board and set fire to the vessel. The officers and crew made every exertion possible to save the vessel, but the close and heavy firing and the shallowness of the water rendered all our attempts fruitless.

I remain, very respectfully,

WILLIAM RUSHMORE,  
Acting Master's Mate, U. S. Navy.

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

## Abstract log of the U. S. S. Commodore Morris.

May 7, 1864.—The *New York* passed up the river with rebel prisoners. At 11:30 a. m. heavy firing heard from the left bank of the river. At 10 captain returned with a rebel prisoner. At 12:10 p. m. Admiral Lee, Captain Barnes, and signal officer came on board, started down the river in the direction of the firing. At 12:20 U. S. S. *Shawsheen* discovered on fire and a rebel battery on shore. Beat to quarters and opened on the battery with 100-pounder Parrott. Fired 16 shell, also fired 2 shell from the forward 30-pounder Parrott. Sent a boat in and picked up 6 men who escaped from the *Shawsheen*. Steamer attacked while at anchor; first shot went through her steam pipe. The fire was so severe that they were not able to return it. Most of the men jumped overboard under fire of the enemy's sharpshooters. Captain was captured. Enemy went off in a boat and set fire to her. At 1 p. m. started back to station; met the monitor on the way down. They were all ordered back to station. The *Morris* collided with the monitor *Tecumseh*; machinery slightly injured; anchored to repair damages. At 1:15 *Shawsheen* exploded. At 2:15, engine reported repaired, weighed anchor and went up the river.

## Report of Lieutenant-Colonel Elliott, C. S. Army.

CAMP 25TH BATTALION VA. VOLUNTEER INFANTRY,  
*Chaffin's Farm, May 7, 1864.*

SIR: I have the honor to report that the expedition organized by the commanding general, composed of a detachment of artillery under Major Stark, and a detachment of four companies from my command, in support of the same, proceeded on the errand assigned it Friday evening, and that the whole have returned to camp, having as far as possible accomplished the object of the expedition.

About 12 m. to-day the command encountered the gunboat *Shawsheen*, off Turkey Island, she having either incautiously or defiantly approached the position taken by the command, dropping anchor at a point within easy range for effective execution by the artillery and cooperating infantry, which opened upon her with such telling effect as to drive the gunners from their pieces and prevented resistance after the first discharge of the same. Very speedily the vessel was completely disabled by the excellent fire of Major Stark's artillery, and though reluctantly, she nevertheless hauled down her colors and displayed the white flag in token of surrender. A boat was dispatched to enforce the delivery of the prisoners on board, the enemy's boats being made available to bring them off. The officer was also instructed to fire the vessel, which was effectively done, the fire quickly reaching the magazine, exploding it, consigning all to the wind and waves. The immediate approach of two ironclads, against which we were not prepared to contend, prevented the removal of anything from the vessel save the prisoners.

During the engagement many jumped overboard and attempted to escape to the opposite side of the river, the larger portion of whom were killed by the infantry firing among them, it is thought Ensign Ringot, commanding, being of the number. Not more than five made their escape. The number of prisoners taken is 27, one of them being slightly wounded and now in brigade hospital. The crew is reported to have numbered between 40 and 50. She carried three guns—one 30 and



one 20-pounder Parrott and one 12-pounder howitzer (Dahlgren). It may be counted a matter of satisfaction that the vessel was so summarily and effectually destroyed, since we had information deemed satisfactory that it was a party from this vessel who had an hour before fired the barn and corn houses of Mr. Robert Taylor, adjoining.

It affords satisfaction to report that in this affair the troops engaged under my command were fully equal to the requirements of the occasion, and I desire especially to commend the excellent performance of the artillery under Major A. W. Stark, who did everything which the occasion demanded of them with energy and promptness. There is occasion also for thankfulness that in this affair we sustained no loss whatever.

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

W. M. ELLIOTT,  
*Lieutenant-Colonel, Commanding.*

Captain C. F. LINTHICUM,  
*Assistant Adjutant-General.*

*Order of Captain Smith, U. S. Navy, to Commander Davenport, U. S. Navy, regarding the U. S. S. Commodore Barney.*

U. S. S. MATTHEW, *Commanding,*  
*Off Roanoke River, May 7, 1864.*

SIR: You will send the steamer *Barney* to this place without the least delay after the receipt of this order. Commander Renshaw will take passage in her.

The *Sassacus* is totally disabled; the *Whitehead* can not be trusted on picket duty even, without a vessel to accompany her, and the *Miami* is by no means sufficient.

Very respectfully, your obedient servant,

MELANCTON SMITH,  
*Captain.*

Commander H. K. DAVENPORT,  
*Senior Officer at New Berne.*

*Report of Captain Smith, U. S. Navy, regarding the condition and disposition of vessels in the sounds.*

U. S. S. MATTHEW, *Commanding,*  
*Albemarle Sound, May 7, 1864.*

SIR: I would respectfully inform you, in reply to your letter of the 28th ultimo, which reiterates your order of the 25th ultimo to "send the *Barney* to Beaufort if she can possibly be spared," would, in view of the precarious state of affairs here, be exceedingly injudicious, and, in consequence of the disabled condition of the *Sassacus*, reported to me last evening, I have ordered the *Commodore Barney* to proceed to this place without delay, as I must have three vessels with heavy guns to meet the ram, should he make his appearance again.

There is a large nominal naval force under my command, but very few efficient vessels.

The *Hetzel* and *Lockwood* are reported to me as worthless; the *Louisiana* and *Tacony* are repairing boilers; the *Whitehead* may at any

moment lose her rudder and can not be trusted for any duty unless accompanied by another vessel; the *Mattabesett* is obliged to work by hand after reversing engine; the *Wyalusing* can use but one of her rudders, and the *Miami* requires very extensive repairs on boiler, engine, and engine frames.

The *Hetzel*, *Tacony*, *Lockwood*, and *Valley City* are at New Berne for the protection of that place, the commanding general having written me as follows:

We are now being harassed some here by the enemy, and I think they have cut off our communication with Morehead City. However, I still think it is merely a raid on the railroad, and even if we are cut off for a few days we can hold our own.

I am of opinion that the *Southfield* will be raised and accompany the *Albemarle*, if another expedition is fitted out at Plymouth, and I have to assist me in repelling an attack from these vessels the *Mattabesett*, *Wyalusing*, *Miami*, *Ceres*, *Whitehead*, and the *Barney*, which I trust is on her way here, and which I trust will not be considered too large a force for an iron vessel and a very formidable wooden one, and if there did not appear to be a great scarcity of vessels, I should feel it my duty to ask for two vessels capable of ramming in addition to my force. If they were heavy and without guns I would be satisfied.

In reply to the paragraph contained in your letter of the 29th in relation to the withdrawal of the *Mattabesett* and *Wyalusing*, I would state most emphatically that they could not be withdrawn from the sound under existing circumstances.

I am, very respectfully, your obedient servant,

MELANCTON SMITH,

*Captain and Senior Officer in Sounds of North Carolina.*

Acting Rear Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

[Endorsement.]

Captain Smith was, in compliance with a suggestion to me by the Assistant Secretary of the Navy when at Fortress Monroe, consulted as to whether or not one or two of the four additional double-enders, which had lately been sent to the sounds, could be withdrawn for the James River Expedition. The events which occurred in the sounds subsequent to this, and preceding his reply, abundantly justified the opinion he has here given.

S. P. LEE,

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

*Report of Commander Davenport, U. S. Navy, regarding the forwarding of dispatches and torpedoes.*

U. S. S. HETZEL,

*Off New Berne, N. C., May 7, 1864.*

SIR: I send the *Lockwood* to you with torpedoes and dispatches. I have heard unofficially of your fight with the ram. The *Barney* will have informed you of the state of affairs here.

Please send the *Lockwood* back at once.

Very respectfully,

H. K. DAVENPORT,

*Commander, U. S. Navy.*

Captain M. SMITH, U. S. Navy,

*Senior Naval Officer in Sounds of North Carolina.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Sheldon, U. S. Navy, commanding U. S. S. Shokokon, to cooperate with the army in the Appomattox River.*

FLAGSHIP MALVERN,  
James River, May 8, 1864.

SIR: The army will make a movement up both sides of the Appomattox at daylight to-morrow. I wish the *Shokokon* and *Putnam* to cooperate as far up and as effectively as practicable.

General Graham, with his army gunboats, will accompany you with a signal officer on board, from whom you can learn the movements of the army.

Respectfully, yours,

S. P. LEE,

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

Acting Master W. B. SHELDON,  
*U. S. S. Shokokon.*

[Telegram.]

JAMES RIVER,  
9 a. m., May 8, via *Fortress Monroe*, May 9, 1864.

I have just seen General Butler, who informed me that there was no military necessity for the naval vessels to go up to North Reach, as the height of the land there was such that they could render him no assistance, and that the occupation by the navy of Curles Neck Reach will afford the army all the protection that it requires, from which my communications can easily be kept open.

S. P. LEE,

*Acting Rear-Admiral, Flagship Malvern.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

*Report of Acting Master Sheldon, U. S. Navy, regarding condition of affairs in the Appomattox River.*

U. S. S. SHOKOKON,  
*At Point of Rocks, Appomattox River, Virginia, May 8, 1864.*

SIR: I would respectfully inform you of the state of affairs at this point. Everything is now quiet. I communicated with General Smith yesterday morning; he wishes me to lay at this point to protect his lines of pickets on the south bank of the river. There was a rumor of an artillery force of rebels coming down to fire on the transports passing up from City Point here, but I can't learn anything more. I have sent scouts ashore. They only met a few scattered cavalry. I think I can easily hold this point with the assistance of the *General Putnam* against any force that the enemy will bring down. I have nothing further to add. If there should be any force come down to attack us, I will immediately inform you.

Very respectfully, your obedient servant,

W. B. SHELDON,

*Acting Master, Commanding.*

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

*Report of Commander Dove, U. S. Navy, transmitting information regarding the withdrawal of the enemy from before New Berne.*

U. S. NAVAL STATION,  
Beaufort, N. C., May 8, 1864.

SIR: The news brought up by the *Fahkee* was communicated to Colonel [James] Jourdan, commanding this district, and to Colonel [Jones] Frankle, commanding Fort Macon, and has put us on the lookout seaward.

As an offset to it I have the pleasure of enclosing Colonel Jourdan's note, by which you will see that the enemy have retired from before New Berne, and that communication will be opened with it to-morrow.

We have been keeping a good lookout here, picketing the approaches with boats every night in Core and Bogue Sounds and toward Newport River, carrying out your instructions of May 2.

The vessels now in port are the *Glaucus*, *Monticello*, *Vicksburg*, *Maratanza*, and *Emma*.

Necessary repairs detain the *Glaucus*, *Monticello*, and *Emma*, but the *Maratanza* and *Vicksburg* will leave to-day or to-morrow.

[B. M. DOVE,  
Commander, U. S. Navy.]

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

[Enclosure.]

SUB DISTRICT HEADQUARTERS, May 8, 1864.

COMMANDER: Your dispatch this moment came to hand. I regret to learn that the enemy has succeeded in completing two such formidable vessels. I am very thankful to you for your kindness in so promptly sending me the information and your offer to send dispatches by one of your vessels, which is rendered unnecessary from the fact that I am pleased to inform you that the enemy has retired from before New Berne. Communication is opened with that place and men at work repairing the little damage done to railroad and telegraph. I think a train will be down to-morrow.

Very respectfully, your obedient servant,

J. JOURDAN,  
Colonel, Commanding.

Commander DOVE, U. S. Navy,  
Commanding.

*Report of Commander Davenport, U. S. Navy, regarding movements of vessels off New Berne, N. C.*

U. S. S. HETZEL,  
Off New Berne, N. C., May 8, 1864.

SIR: I am in receipt of your letter of the 7th instant. The *Barney* was sent immediately on receipt of your order of the 4th instant.

In company with Captain French came Acting Volunteer Lieutenant Henry Eaton with orders from the Department to assume command of the *Louisiana*. I have therefore ordered French to return and report to you for further orders.

The *Valley City* arrived from Pamlico River this morning with 30 refugees. Acting Master Brooks reports the enemy burning the property of all citizens who have traded within the Union lines.

I shall send her back immediately. I think it advisable to keep the *Louisiana* here until the *Lockwood* returns.

From reliable information the enemy expected the Roanoke River ram here when they made their attack the other day. All is quiet at present.

I am, respectfully, your obedient servant,  
 H. K. DAVENPORT,  
*Commander, U. S. Navy.*

Captain M. SMITH, U. S. Navy,  
*Senior Naval Officer in Sounds of North Carolina.*

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*Order of Lieutenant-Commander Roe, U. S. Navy, to Acting Master's Mate O'Hara to take command of prize steamer Bombshell.*

U. S. S. SASSACUS,  
*Albemarle Sound, Bluff Point, May 8, 1864.*

SIR: You are hereby detached to take command of the prize steamer *Bombshell*, of four guns, and prize crew of 10 men is furnished you from this vessel, together with coal heavers, and one very capable fireman who can take care of your machinery. Organize your men into watches and station them at quarters for action, and be ready at all times to receive an attack or to make one. You have plenty of ammunition, coal, and provisions on board.

You will accompany the *Sassacus* as soon as she gets underway, ready to take a bow line to assist in towing her head around, for the *Sassacus* can not be steered on account of injuries received in the engagement of the 5th. Keep along in company so that you may always be within hailing distance, to render us any assistance in your power.

Proceed at once to make out for me a careful inventory of all provisions, ammunition, arms, and other property found on board and now there.

I am, sir, your obedient servant,  
 F. A. ROE,  
*Lieutenant-Commander.*

Acting Master's Mate H. W. O'HARA,  
*Commanding Steamer Bombshell.*

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*Abstract log of the U. S. S. Canonicus.*

May 9, 1864.—A 7 a. m. dropped anchor at Turkey Bend. At 10 discovered rebel pickets prowling about a house on shore abreast of us. At 1:15 p. m. put the battle hatches on. Called all hands to general quarters. The gunboat *Commodore Perry*, Captain Foster, reported earthworks being thrown up on shore abreast of him. We immediately commenced shelling them out. Fired 5 XV-inch shell. Loaded 2 shrapnel and grape. At 5 the admiral went down the river and was fired upon by guerrillas.

May 10.—At 10 a. m. heard firing up the river. At 11 saw the *Malvern* and *Hunchback* shelling the woods. At 6:30 the *Commodore Perry*,

*Hunchback*, and *Shokokon* shelling the woods as they came down the river.

May 13.—At 5 p. m. the *Commodore Perry* shelled the woods while she sent a boat on shore for torpedoes. At 6:30 the commander of the *Commodore Perry* came alongside with 7 torpedoes, which were found on shore. They consisted of 7 cans from 60 to 75 pounds each of powder. They were destroyed by order of Captain Parrott.

May 14.—At 2 p. m. discovered cavalry on shore, Grant's army, General Sheridan.

May 15.—At 9:30 a. m. sent a boat in charge of Acting Master D. S. Murphy up to Turkey Creek to reconnoiter for boats and torpedoes. At 10 the boat was seen coming out of the creek with a canal boat in tow. Orders were given to destroy her, which was done by setting fire to her, meantime Acting Master Murphy proceeded back up the creek in further search of boats. At 1 p. m. sent the dingey under the command of Acting Ensign Harris in search of contraband articles. At 1:15 dingey returned. Sent dingey on shore again for same purpose under command of Lieutenant McCook. At 1:30 p. m. second cutter returned, having in tow a number of boats, flat bottoms, which were destroyed. At 2 p. m. Lieutenant McCook returned with the dingey, bringing on board a lot of cotton and a barrel of shad fish.

May 22.—At 4:30 p. m. the admiral's tug came alongside with orders to get underway and proceed up the river and take up position between the *Tecumseh* and *Saugus*. We anchored in 3 fathoms water. At 8 p. m. the *Tecumseh* commenced firing; finished at 10, when we commenced with our left gun, firing every half hour up to 1 o'clock in the morning.

May 23.—At 1:30 a. m. ceased firing. At 2:10 the *Saugus* commenced firing. 10:30 p. m. commenced firing every half hour.

May 24.—Fired 2 XV-inch loaded shell up to 1 o'clock a. m.; the *Tecumseh* then commenced firing. At 2 a. m. heard heavy musketry firing on shore.

May 27.—At 9:30 a. m. commenced firing at rebel batteries on Mount Sympathy; fired 1 10-second shell. From 12 to 4 p. m. fired every half hour during the watch. At 3 p. m. the pilot of the *Saugus* came with orders from the admiral to cease firing while he sounded out the chanuel. At 3:30 p. m. orders came from the admiral to continue firing; fired 4 shell and shrapnel. From 4 to 6 p. m. commenced firing; continued to do so every half hour, using 3 10-second shell and 1 shrapnel during the watch.

May 28.—At 4:20 a. m. the picket boats returned. Fired every half hour at a rebel fort building on Mount Sympathy. At 10 ceased firing; fired 3 10-second shell during the watch. From 4 to 6 p. m. sent the first cutter to assist in laying a hawser across the river.

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*Report of Commander Parker, U. S. Navy, requesting an additional iron-clad for the blockade off Wilmington.*

U. S. STEAM SLOOP TUSCARORA,  
Off Wilmington, N. C., May 9, 1864.

SIR: I would respectfully suggest that an ironclad should be added to the force of the blockading squadron off this port, as I doubt the ability of any wooden vessel on this station to contend successfully with the rebel ram which appeared in the midst of this squadron on

the morning of the 7th instant. My report of the affair was sent on by a previous mail, and I enclose herewith the report\* of Lieutenant-Commander Watmough, of the *Kansas*.

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

WM. A. PARKEE,  
Commander.

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

*Letter from the Secretary of the Navy to the Speaker of the House of Representatives, transmitting correspondence regarding the construction of the Confederate ram Albemarle.*

NAVY DEPARTMENT, May 9, 1864.

SIR: I have the honor to acknowledge the receipt of the resolution of the House of Representatives, passed on the 2d instant, directing the Secretary of the Navy to furnish the House "with all the information in his possession concerning the construction of the rebel ram which participated in the recent rebel attack on the United States forces and vessels at and near Plymouth, also to inform the House why the construction of said ram was not prevented; whether any steps were taken to prevent the same, or to guard against the action of said ram; also what action was taken in relation to the subjects of this enquiry, and why the same was not effective."

In conformity with the requirements contained in the foregoing resolution, I transmit herewith copies of correspondence on the files of this Department relative to the construction of the rebel ram referred to and other matters connected therewith. I also subjoin a schedule of ironclad gunboats of light draft in the process of construction, which, in anticipation of the state of things which now exist, were designed for service in the sounds and rivers of North Carolina and the shallow interior waters elsewhere on the coast. These boats were contracted for as soon as it was possible to do so after the necessary appropriations for their construction were made by Congress, and it will be seen by the data given that most of them were to have been completed last year, some of them as early as September. Not one has yet been delivered, and it will be some weeks before one can be made available for service.

I felt it my duty on repeated occasions to call the attention of Congress to the necessities for a yard and establishment where iron and armored vessels could be constructed for the Government, but the preliminary steps for such an establishment have not yet been taken. In the meantime the Department and the Government are wholly dependent on contractors, who, if they have the will, do not possess the ability to furnish these vessels promptly. Conflicting local controversies in regard to the place which shall be selected and benefited by the proposed important national establishment for an iron navy, such as the present and future necessities of the Government require, have contributed to delay action on this important subject. Having in view economy as well as the public necessities, I have at no time recommended that the number of our navy yards should be increased on the Atlantic coast, but it is my deliberate opinion that no time should be

\* See p. 18.

wasted in establishing at a proper place a suitable yard where iron ships can be made and repaired. We feel its necessity in the emergency which has called forth the present enquiry, and not a single contractor is able to meet his engagements even for one of this class of small vessels. In the event of a foreign war with one or more of the principal maritime powers, our condition would be most unfortunate with no Government establishment for the construction or repair of armored vessels, such as modern science and skill are introducing.

The omission to make provision for such an establishment on which the Government can always rely is to be regretted. Had we such an establishment at this time I should not have been compelled to make this exhibit of a want of light-draft armored boats for such an exigency as that which now exists in the waters of North Carolina, nor is it probable that the exigency would have occurred.

Such incidental aid as the Navy could render the Army was cheerfully and earnestly given at Plymouth, as it ever has been given always and at all times when its aid and cooperation could be useful. It has been less effective than it would have been even with such boats as we have in consequence of the unfortunate legislation of the last Congress, which, in its enrollment law, ignored the Navy, subjected seamen to military draft, tendered large bounties to such as became soldiers, but allowed no bounty to those who entered the naval service, and would not even permit naval recruits to be credited on the quotas required to be drafted.

The remedial legislation of the present Congress has thus far effected comparatively few transfers. Some suggestions, which I had the honor to submit to the Senate in March last in answer to an enquiry, "What further legislation is necessary to supply any deficiencies of men for the naval service," have not, that I am aware, been reported upon, and many of our vessels, some of which would have been ordered to the sounds of North Carolina, are still without crews.

The correspondence of Acting Rear-Admiral Lee and the naval officers is evidence that there has been no neglect or inattention on their part at Plymouth or elsewhere in that quarter.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

Hon. SCHUYLER COLFAX,  
*Speaker of the House of Representatives.*

[Enclosure.]

U. S. FLAGSHIP MINNESOTA,  
*Off Newport News, Va., April 17, 1863.*

GENERAL: Permit me to renew my previous suggestions in favor of abandoning the occupation of so many points in the sounds and the razing of the enemy's abandoned defenses. Our present policy of occupying detached posts struck me last fall, and more so now than then, as being expensive, insecure, and subjecting us to attack in detail; whereas, if we occupied one good position, the concentration of our land and naval forces would better enable us to act our part of prosecuting the war. Naval movements necessarily follow army policy in this matter, as we can not withdraw our assistance whilst you need it in the occupation of a place. Matters are taking the same critical turn here as in the sounds. The enemy are trying to cut off our positions in detail, and to reoccupy their abandoned works. Our policy of scattered occupation is certainly bad and can not too soon be abandoned. I have assigned to Lieutenant-Commander Flusser the charge



of naval operations at Washington, and have directed Commander Davenport to send him the *Miami*.

I hope you will soon get back your troops and transportation from South Carolina.

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

S. P. LEE,

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

Major-General J. G. FOSTER, U. S. Army,

*Commanding Department of North Carolina, Washington, N. C.*

P. S.—April 18, p. m.—I am glad to learn from Commander Townsend that your troops have returned. Your success may now be anticipated and will give immense satisfaction.

S. P. L.

[For other enclosures, see—

Report June 15, 1863, Lee to Welles.

Report June 8, 1863, Flusser to Lee.

Report August 8, 1863, Lee to Welles.

Report September 10, 1863, Lee to Welles.

Order July 22, 1863, Lee to Flusser.

Report August 21, 1863, Flusser to Lee.

Letter September 17, 1863, Welles to Stanton.

Letter September 19, 1863, Stanton to Welles.

Letter November 13, 1863, Peck to Lee.

Report November 24, 1863, Lee to Welles.

Report March 4, 1864, Lee to Welles.

Report April 24, 1864, Lee to Welles.

Tabulated statement of light draft monitors under construction—  
Report of Secretary of the Navy, 1864, p. 117.]

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Spicer, U. S. Navy, regarding five prisoners from the schooner Indian.*

FLAGSHIP MALVERN,

*James River, Virginia, May 9, 1864.*

SIR: The Department having directed that British blockade violators be detained, as well as citizens of the United States, you will send to the commandant of the New York navy yard the five prisoners from the schooner *Indian*, brought up by the *Cambridge*, with this letter, on which endorse the names and citizenship of each, of which send me a copy and report your action in the premises.

Respectfully, yours,

S. P. LEE,

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

Commander SPICER,

*Commanding U. S. S. Cambridge.*

*Unofficial letter from Lieutenant Cushing, U. S. Navy, to Acting Rear-Admiral Lee, U. S. Navy, proposing to engage the enemy's vessels, and giving results of offshore cruising by the U. S. S. Monticello.*

U. S. S. MONTICELLO,

*Beaufort, N. C., May 9, 1864.*

SIR: I write unofficially to you to say that, having just learned the particulars of the mortifying affair off Wilmington, I deem it my duty

to leave for the point of danger at once. I feel very badly over the affair, sir, and would have given my life freely to have had the power of showing my high regard for you and the honor of the service by engaging the enemy's vessels. If they are there when I arrive, I shall use the *Monticello* as a ram, and will go over her or to the bottom. If they are inside, I shall send in a written petition to carry the ram by boarding in the harbor. I enclose a copy of application and plan of operations.\* I trust that the success of this insulting bravado of the enemy will not lead you to distrust us all; I am confident that Captain Braine and myself can sink the ironclad.

My offshore cruising thus far has resulted in one chase, in company with the *Connecticut*, on the 12th of April. Just before black smoke was sighted my main valve stem got bent and it was eighty minutes after we saw it before my cut-off could be detached, giving the Englishman a chance to get to windward of me. I then chased for over 100 miles, but, with full stroke, could only keep up enough steam to go 11 knots. The vessel chased escaped from the *Connecticut*.

On the 22d of April I picked up the English schooner *James Douglass* outside the Gulf Stream, dismasted, and with no one on board. She had 6 feet of water in the hold, and a cargo of cocoanuts and bananas, which I hove overboard. Finding that she was a fine schooner of about 150 tons, and that she was sound and without a leak, I towed her in and will forward her, making a claim for at least 80 per cent. salvage.

I think that the blockade runners have given up the direct route and go more to the southward.

There is no doubt but that my vessel can overtake the majority of those vessels, and I trust that you will not cancel my permission to cruise outside after this ram business is settled.

I am, sir, very respectfully,

W. B. CUSHING.

Admiral S. P. LEE,  
*Hampton Roads, Virginia.*

[Letter of same date and like tenor to Captain Sands, U. S. Navy, senior officer off Wilmington, N. C.]

*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Commander Almy, U. S. Navy, commanding U. S. S. Connecticut, regarding the capture of the blockade running steamer Minnie.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*James River, May 10, 1864.*

SIR: I transmit enclosed the report of Commander J. J. Almy, dated 9th instant, of the capture of the blockade running steamer *Minnie* on that date.

I would call the attention of the Department to the opinion expressed by Commander Almy that the *Minnie* will be found a good vessel to take into Government service as a cruiser.

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

S. P. LEE,

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

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

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\* See letter of Cushing to the Secretary of the Navy, May 21.

[Enclosure.]

U. S. S. CONNECTICUT,  
*At Sea, Lat. 34° N., Long. 75° 28' W., May 9, 1864.*

SIR: I have the honor to report the capture to day by this steamer under my command of the Anglo-rebel blockade runner steamer *Minnie*, Captain G. S. Gilpin, after an active and exciting chase of four hours and a quarter.

At 11:30 a. m., when in latitude 23° 22' N., longitude 75° 40' W., 115 miles E. by S. from Cape Fear, the *Minnie* was discovered to the northward and westward, distant about 5 miles, the atmosphere being quite hazy, and steering toward Bermuda, whither she was bound. She was captured and taken possession of at 3:45 p. m. in latitude 34° N., and longitude 75° 28' W., after a chase of four hours, in which it was necessary to fire five 100-pounder rifle shot to make her heave to and stop. She threw overboard about 40 bales of cotton to endeavor to avoid capture, but it was of no avail.

The *Minnie* is a very fine iron screw steamer, built at Glasgow last year, and her gross tonnage is 355. She is therefore nearly new, and this was her second trip to Wilmington. The quantity of cargo now remaining and now on board is said to be 540 bales of cotton, 25 tons of tobacco, and 12 barrels of turpentine.

She left Wilmington last night at high water (9:30 p. m.); showed English colors during the chase, which were kept up until hauled down by Lieutenant Kempff, U. S. Navy, executive officer of this steamer, upon his boarding and taking possession of her.

She had on board as passenger Lieutenant Lincoln C. Leftwich, of the Confederate Navy, who showed me his commission, and whom I now have a prisoner on board this steamer.

I have placed officers and a prize crew on board of the *Minnie* and ordered her to Boston in charge of Acting Ensign Francis Wallace, with Acting Master's Mate E. P. Blague and Acting Assistant Engineers William W. McGrath and Charles H. Lawrence.

No other United States vessel than the *Connecticut* was in sight at the time to claim a share in the prize.

About \$10,000 in gold, equal to about \$17,500 Government currency, were found on board in a secret drawer, which is sent in the vessel in charge of the prize master.

I am of the opinion that the *Minnie*, after examination and survey, will be found a good vessel to be taken into the service as a cruiser.

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

JOHN J. ALMY,  
*Commander.*

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

[Telegram.]

NAVY DEPARTMENT, *May 10, 1864.*

For the present make daily reports by telegraph of all the information you can obtain from Richmond and the operations within your knowledge.

GIDEON WELLES,  
*Secretary Navy.*

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

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Lynch, U. S. Navy, regarding the transfer of submarine armor from the store-ship Roman.*

FLAGSHIP MALVERN,  
James River, Virginia, May 10, 1864.

SIR: Transfer to Commodore Livingston at the Norfolk navy yard the submarine armor now on the *Roman*, with a list of articles and condition.

Please direct Acting Master Studley, of the guard ship *Young Rover*, to forward to the Department through the senior officer present a duplicate report of arrivals and departures.

Very respectfully,

S. P. LEE,

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

Commander D. LYNCH,

*Commanding U. S. S. St. Lawrence, Hampton Roads.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Quackenbush, U. S. Navy, regarding the protection of the army occupation of Fort Powhatan.*

FLAGSHIP MALVERN,  
James River, May 10, 1864.

SIR: You will remain for the protection of the army occupation of Fort Powhatan until further orders. Your best position will probably be above the fort, the *Atlanta* between Fort Powhatan and Wilson's Wharf, and the *Daicn* above or below the latter, as circumstances may require.

Respectfully,

S. P. LEE,

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

Lieutenant-Commander S. P. QUACKENBUSH,

*Commanding U. S. S. Pequot.*

*Report of Commander Almy, U. S. Navy, regarding the capture by the U. S. S. Connecticut of the British steamer Greyhound.*

U. S. S. CONNECTICUT,  
At Sea, Lat. 30° 3' N., Long. 75° 55' W., May 10, 1864.

SIR: Yesterday I had the pleasure of reporting to you the capture of the Anglo rebel blockade runner steamer *Minnie*, from Wilmington, bound to Bermuda, with a very valuable cargo on board, comprising 540 bales of cotton, 25 tons of tobacco, and 12 barrels of turpentine. Sent her to Boston.

To-day I have the additional satisfaction of reporting to you that at noon, when in latitude 33° 25' N., longitude 75° 48' W., discovered a suspicious looking steamer to the southward and westward steering to the eastward toward Bermuda, whither she was bound. Immediately stood for her and gave chase. At 2 p. m. got within gunshot range, and after firing a couple of shot at and over her, she having English colors, she hauled them down, stopped the engine, and surrendered.

This occurred in latitude 33° 3' N., longitude 75° 55' W., 109 miles E. by S. of Cape Fear.

Upon boarding her she proved to be the Anglo-rebel blockade runner steamer *Greyhound*, built at Liverpool in December, 1863. She left Wilmington and ran through the blockade last night, bound for Bermuda. She has a very valuable cargo on board, comprising 800 bales of cotton, 35 tons of tobacco, and 25 casks of turpentine. She threw overboard 20 bales of cotton in endeavoring to avoid capture.

The captain represents himself as George Henry, but his real name is George H. Bier, whom I formerly knew as a lieutenant in the U. S. Navy, and his name appears in the Confederate Navy Register as a lieutenant in that service.

I have placed officers and a prize crew on board of the *Greyhound* and ordered her to Hampton Roads to report to you. Acting Ensign Samuel Harding, jr., is in charge of her, who will give you any further information in detail which you may require.

I have left the place of the U. S. district judge blank, in his address, in the communications which I have written to him for you to fill up, though I would respectfully suggest Boston as the best port to send the *Greyhound*.

I shall follow on, and be in Hampton Roads the day after the *Greyhound* reaches there, if nothing unforeseen occurs. This is rendered necessary by the large number of prisoners (80) whom I have on board, and rather a desperate set they are, too.

Having 4 engineers, 2 ensigns, and 2 master's mates, with 10 firemen and coal heavers, and 20 sailors away in prizes, so reduces my force as to render the *Connecticut* inefficient for present cruising.

The forecastle pivot gun of this steamer, 32-pounder rifled Parrott, is cracked, and another required.

The *Greyhound* may need coal to take her to Boston. I hope that she may be detained at Hampton Roads until I arrive, as myself and the paymaster have some unfinished business with the vessel and the prize crew.

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

JOHN J. ALMY,  
Commander.

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

*Report of Acting Volunteer Lieutenant Breck, U. S. Navy, commanding U. S. S. Nippon, regarding the chase of a blockade runner.*

U. S. S. NIPPON,  
Off New Inlet, North Carolina, May 10, 1864.

SIR: I have the honor to report that on the morning of this date, at 4:30 a. m., while close in to the beach half a mile south of the entrance to Masonboro Inlet, saw a steamer heading about S. W., going fast, the *Nippon* heading S S. W. Day was just breaking. The steamer saw us at the same time, put his helm hard astarboard, we doing the same, our distance apart being about 2½ miles. We immediately threw up rockets and opened on her with all our guns, only one of which struck her—at the paddle box. The chase then headed N. E. by E. and commenced throwing cargo overboard. It was nearly calm, and remained so for two hours; in that time there was no difference in

speed. At 9 a. m. a breeze sprung up from the south; chase steered S. E. by E. and gained on us. At 10 a. m. was some 4 miles off. Kept him at the same bearing until 11 a. m., he throwing cargo overboard all the time. After 11, gained on us still more, heading S. S. E. At 12 o'clock noon some 6 or 7 miles ahead. At 1:30 p. m. lost sight of him, the weather being hazy. The blockade runner was a large, long, side-wheel steamer, painted a greenish white; two smokestacks, wide apart, placed fore and aft; two masts; appeared very much like the *Robert E. Lee*. After losing sight of him, stood back to our station. The *Nippon's* speed during the chase averaged 12 knots by patent log, with 90 revolutions. We were moving slowly when the steamer was first seen, and it took some ten minutes to get our steam up.

Very respectfully, your obedient servant,

J. B. BRECK,

*Acting Volunteer Lieutenant, Commanding U. S. S. Nippon.*

Commander W. A. PARKER,

*Senior Officer Present.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Dove, U. S. Navy, regarding the U. S. S. Nansemond.*

FLAGSHIP MALVERN,  
*James River, May 10, 1864.*

SIR: If the *Nansemond* is now at Beaufort detain her for the defense of the harbor while the necessity for her presence lasts. If she is not there, ask the senior officer off Wilmington to send her to you.

Respectfully,

S. P. LEE.

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

Commander B. M. DOVE,

*Beaufort.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Smith, U. S. Navy, regarding the retention of vessels in the sounds.*

FLAGSHIP MALVERN,  
*James River, Virginia, May 10, 1864.*

SIR: Yours of 2d instant is received. You can retain all the vessels in the sounds as long as their presence there is absolutely necessary, but as the retention of Beaufort Harbor is of very great importance to the Navy, I desire that you send two vessels there as soon as they can be spared.

The *Ceres* and *Lockwood* would do very well for this purpose. Neither the *Valley City* nor *Louisiana*, with which you are blockading the approaches to Washington would be suitable.

Coal has been written for to supply your wants.

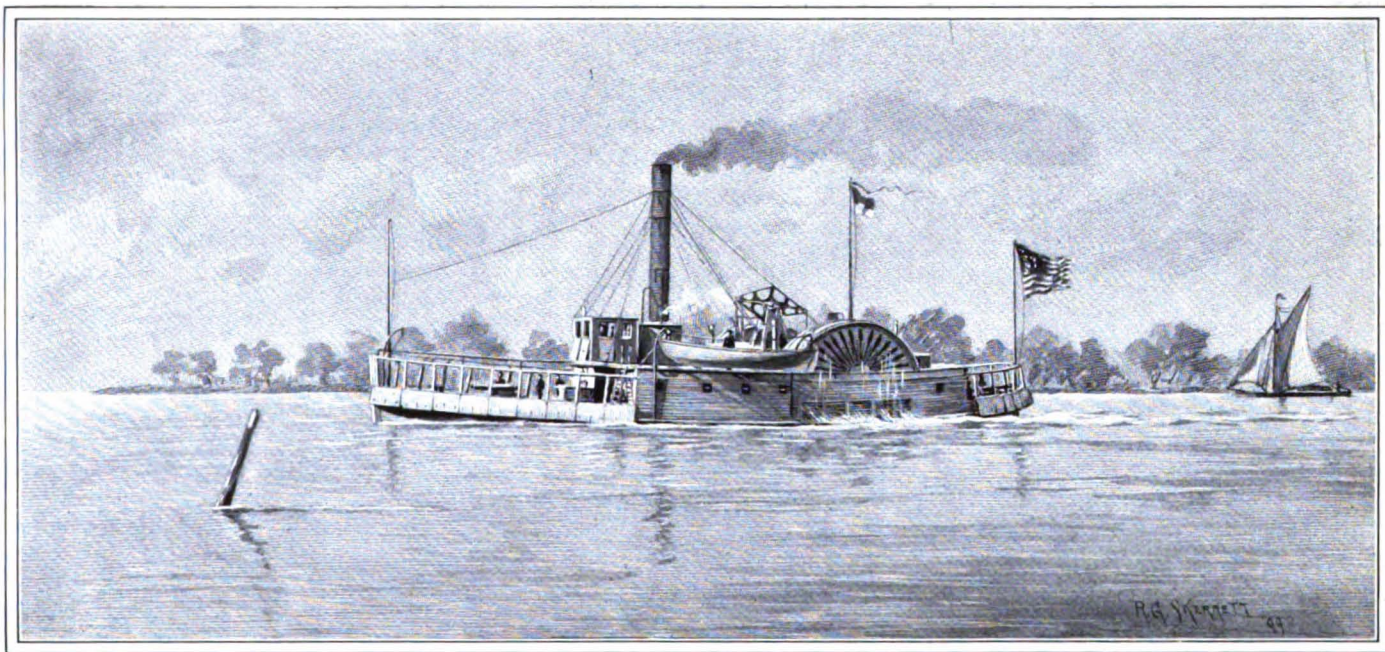
Respectfully, yours,

S. P. LEE,

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

Captain M. SMITH,

*Senior Officer in Sounds of North Carolina.*



UNITED STATES STEAMER COMMODORE BARNEY.

*Report of Commander Davenport, U. S. Navy, regarding the disposition of vessels of his command.*

U. S. S. HETZEL,

*Off New Berne, N. C., May 10, 1864.*

ADMIRAL: I have the honor to make the following semimonthly report of the disposition of vessels in the sounds for term ending at date:

*April 26.*—Commodore Barney and *Sassacus* arrived from Hampton Roads.

*April 27.*—Commodore Barney sailed for Washington; *Seymour* arrived from Roanoke Island.

*April 28.*—*Tacony* arrived from Roanoke Island; *Sassacus* sailed for Albemarle Sound.

*April 29.*—*Mattabesett* arrived from Hampton Roads.

*April 30.*—*Valley City* arrived from Washington.

*May 1.*—Commodore Barney and Commodore Hull arrived from Washington; Commodore Hull sailed for Albemarle Sound; *Valley City* sailed for Pamlico River; *Louisiana* arrived from Washington.

*May 2.*—*Mattabesett* sailed for Albemarle Sound.

*May 6.*—Commodore Barney sailed for Albemarle Sound.

*May 7.*—*Lockwood* sailed for Albemarle Sound.

*May 8.*—*Valley City* arrived from Pamlico River.

*May 10.*—*Valley City* sailed for Pamlico River.

I have the honor to be, very respectfully, your obedient servant,  
H. K. DAVENPORT,

*Commander, U. S. Navy, Senior Officer Present.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

P. S.—Captain Smith directed me to keep on as usual. I have accordingly made out the above report, which comprises all the changes that have come to my notice.

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*Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding submarine operators.*

NAVY DEPARTMENT, *May 11, 1864.*

SIR: Messrs. Hayden and Maillefert, submarine operators, have offered their services in connection with the operations of the fleet in James River. Are you in want of such assistance?

Very respectfully, etc.,

GIDEON WELLES,

*Secretary of Navy.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

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*Report of Acting Muster Savage, U. S. Navy, commanding U. S. S. General Putnam, regarding the operations of that vessel in the Appomattox River.*

U. S. S. GENERAL PUTNAM,

*Appomattox River, Virginia, May 11, 1864.*

SIR: I respectfully make the following report of my proceedings while in this river:

*Wednesday, May 4.*—Received orders from you at 8 p. m. to enter the mouth of this river and remain on picket. Was unable to find the channel until daylight.



*May 5.*—Proceeded up the river, dragging and examining carefully for torpedoes. At 11 a. m. communicated with the U. S. S. *Shokokon* and received orders from you to remain in this river and cooperate with General Graham and our army forces.

*May 6 and 7.*—Remained in the river between the mouth and Point of Rocks.

*May 8.*—Received information from a citizen that the enemy were scouting the woods on the left bank of the river and moving artillery down from Petersburg. Shelled the woods in the rear of the river banks. At 7:30 p. m. received 6 of the enemy on board as prisoners of war, the receipt for which is enclosed.

*May 8 [9].*—At 9 a. m. moved up the river in company with army gunboats; came to anchor off Gilliam's Bar. At 1 p. m. proceeded up the river. At 1:30 p. m. opened fire with 20-pounder Parrott rifle on the enemy's battery, which was covered from view by a sharp bend of the river. I was unable to get into position in sight of the battery, as the army gunboat *Chamberlin* grounded just ahead of us, where there was no room to pass in the channel. I assisted the *Chamberlin* all in my power, towing her into the channel and dropping down to give her room, by order of General Graham. The army gunboat *Brewster* having been disabled by the enemy's fire and abandoned, unmanageable, received orders from General Graham to cease firing and retreat, which I did. At 2:45 p. m. came to anchor at Gilliam's Bar.

*May 10.*—Reconnoitered the river below Gilliam's Bar in obedience to General Graham's orders.

*May 11.*—At 5 a. m. proceeded to City Point and coaled ship. Communicated with U. S. S. *Osceola*, Commander Clitz; received change of signals from him, with orders to return to my station and communicate the change of signals to the commanding officer of the U. S. S. *Shokokon*. On the way up the river communicated with boat from *Shokokon* and army gunboat *General Jesup*, who informed me that the enemy's pickets had come down in force as far as Gilliam's Bar and that our vessels had retreated to Point of Rocks. Proceeded there; went on board General Graham's boat for orders, but found that he was on shore. Communicated the change of signals to Acting Master Sheldon, commanding the U. S. S. *Shokokon*. I then proceeded up the river to ascertain the position and force of the enemy, if possible. Went to Gilliam's Bar and shelled the woods above that point and in direction of the enemy's battery, which I received no reply from. I then proceeded to the bend of the river, which covered the battery, backing up the river stern first, in the best of the water. Shelled the woods, driving the enemy's sharpshooters out, who were received by our pickets on the right bank of the river, opened a hot fire on the enemy's battery as soon as we saw it and got the range, which they replied to with a rifled piece and short-range gun. At their fourth fire a shell from my starboard 24-pounder howitzer exploded in the embrasure of the rifled gun which the enemy were working on us, when they ceased firing and ran from their guns. Not thinking it prudent to proceed farther, as the water was getting too shoal to handle my vessel, I proceeded down the river. When below Gilliam's Bar I received orders from you to return.

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

H. H. SAVAGE,

Acting Master, Commanding, U. S. Navy.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

*Additional report of Acting Master Savage, U. S. Navy, commanding U. S. S. General Putnam, regarding the operations of that vessel in the Appomattox River.*

U. S. S. GENERAL PUTNAM,

*Off Point of Rocks, Appomattox River, Virginia, May 11, 1864.*

SIR: In obedience to your order, I would most respectfully make the following explanation of my proceedings to-day:

On my return from coaling ship this a. m., I found that all the vessels had retreated down the river to Point of Rocks, it having been reported that the enemy's pickets were coming down in force at our former station, Gilliam's Bar. I went on board General Graham's vessel for orders, but found that he had gone on shore; I then reported to Acting Master Sheldon, commanding the *Shokokon*. Wishing to ascertain the position and force of the enemy, I stated my wishes to Acting Master Sheldon, who directed me to be careful in my movement. General Graham not returning, I proceeded cautiously up the river, with my men at quarters and everything ready for immediate action. When off Gilliam's Bar, I communicated with one of our pickets, who informed me that there was none of the enemy in that vicinity on that side of the river. I then proceeded to ascertain if there was any force in the woods above. Backing up the river in the most cautious manner, I engaged the enemy's battery and silenced it at their fourth fire (my report of this date will give you the details of the engagement). I then returned down the river. I hope, sir, that my conduct will meet your approval, as no disrespect was intended to my superior officers.

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

H. H. SAVAGE,

*Acting Master, Commanding, U. S. Navy.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

[Endorsement.]

MAY 13, 1864.

Respectfully forwarded.

Since Captain Savage has cooperated with me his conduct has been meritorious, and in action that of a prudent and brave officer.

CHARLES K. GRAHAM,

*Brigadier-General.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Lamson, U. S. Navy, commanding U. S. S. Gettysburg, to proceed to the blockade off Wilmington, N. C.*

FLAGSHIP MALVERN, *James River, May 11, 1864.*

SIR: After receiving coal and other supplies at Beaufort and delivering the mail proceed to the blockade off Wilmington and report your arrival to the senior officer there present.

On the return of the *Vicksburg* from outside cruising under her orders of the 23d ultimo, you will fill up with necessary supplies at Beaufort and proceed thence to cruise on the outside line of blockade.

Respectfully,

S. P. LEE,

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

Lieutenant R. H. LAMSON,

*U. S. S. Gettysburg.*

P. S.—Touch at Norfolk navy yard to repair cathead.

S. P. LEE,

*Acting Rear-Admiral.*

*Letter from Commander Davenport, U. S. Navy, to Captain Smith, U. S. Navy, regarding general matters pertaining to his command.*

U. S. S. HETZEL,

*Off New Berne, N. C., May 11, 1864.*

SIR: The *Lockwood* arrived this morning, bringing the prisoners and your dispatches. The prisoners have been placed in charge of the provost-marshal and await your orders. The navy supply steamer *New Berne* is due at Beaufort on her return trip, going north, on the 7th and 21st of each month. Your requisitions will be filled as far as possible and the articles sent by first conveyance and the repairs made on the *Whitehead* as rapidly as our facilities will admit.

We have always procured fresh beef from the Commissary Department when possible. No other arrangement has ever been made for supplying the sound squadron.

The only returns I have been in the habit of making as senior officer is a semimonthly return, on the 10th and 25th of each month, of the disposition of vessels in the sounds. The usual quarterly returns from each vessel are forwarded to the admiral, with the exception of quarterly returns of expenditures and quarterly requisitions, which, after being approved by the senior officer, are sent to Acting Assistant Paymaster E. Mellach, in charge of stores at this place, "to enable him to make his estimates and requisitions for the quarter."

I enclose you a copy of the admiral's instructions in regard to the discharge of men.

I also enclose a copy of a letter from Mr. Patterson, of the Coast Survey, as I understand you require the *Seymour* in Albemarle Sound.

MAY 12.

The *Whitehead* arrived with the coal schooner in tow this morning.

I shall load the schooner with coal immediately, and will use my best endeavors to get the repairs on the *Whitehead* completed without delay.

Since the *Barney* left me I have kept only the *Valley City* cruising in Pamlico River. As soon as some necessary repairs are made on the *Lockwood's* engine, I shall send another boat there.

I am, respectfully, your obedient servant,

H. K. DAVENPORT,

*Commander, U. S. Navy.*

Captain M. SMITH, U. S. Navy,

*Senior Naval Officer in Sounds of North Carolina.*

[Telegram.]

FLAGSHIP MALVERN,

*James River, May 12, 1864—6 p. m.,*

*(Via Fortress Monroe, May 13.)*

No information from Richmond. Guerrillas keep contrabands from coming in. No change of situation unless the army moved forward this morning from its line between Point of Rocks, on the Appomattox, and Trent's Reach, in James River. Raining last night and to-day.

S. P. LEE,

*Acting Rear-Admiral.*

Hon. GIDEON WELLES,

*Secretary of the Navy.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Lamson, U. S. Navy, assigning him to command the torpedo and picket division.*

FLAGSHIP MALVERN,  
*James River, Virginia, May 12, 1864.*

SIR: You are hereby assigned to the command of the torpedo and picket division. The *Stepping Stones*, *Delaware*, and *Tritonia*, several extra officers and 45 men, are detailed for this service. The left bank commanding our vessels should be picketed day and night to prevent surprise. Both banks must be thoroughly examined for torpedo lines (the trigger kind), torpedo wires, and magnetic batteries. The river should be dragged for torpedoes in the channel and for the wires or lines leading between them and from them to both banks. By night keep picket vessels and boats ahead and underway with alarm signals to prevent surprise from rebel river craft, rams, torpedo "Davids," and fire rafts.

Run down the torpedo craft; grapple and tow ashore by rowboats and small steamers the fire rafts. The double-enders will cover your operations, and each will furnish one or more boats when needed by you. All boat parties to be armed, and great vigilance to be observed. Organize and practice your division.

Respectfully, yours,

S. P. LEE,

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

Lieutenant R. H. LAMSON.

*Report of Captain Smith, U. S. Navy, regarding a reconnoissance in the vicinity of Plymouth, N. C.*

U. S. S. MATTABESSETT,  
*Albemarle Sound, May 12, 1864.*

SIR: I have to report the result of a reconnoissance made yesterday in the vicinity of Plymouth by Acting Ensign John R. Peacock and a boat's crew belonging to the late steamer *Southfield*.

Mr. Peacock ascended the Middle River about 6 miles, crossed the island, and reached a place of observation on the opposite side at 5 o'clock p. m., after a most difficult and fatiguing tramp through the swamp, which occupied him four hours to accomplish.

He reports the ram lying at the coal-yard wharf, lower end of the town, with smokestack down and a number of men engaged upon the repairs. The vessel seems to have been lightened, as he appears much higher out of water forward and aft than when we engaged him in the sound, but the sides of his casemates are even now touching the water.

Mr. Peacock was not more than 200 yards off, and could not see that the roof plating was at all broken or displaced, and nothing of the stack of the *Southfield*, which would have been visible if the vessel had not been raised or her smokestack removed to supply one for the *Albemarle*. The last suggestion seems to be most probable.

A free colored man was captured on the way down, and just from Plymouth by the way of the Roanoke River, who states that he heard from an engineer of the *Albemarle* that one of the large guns was split

open by one of our shot, and that there was a great quantity of water in the cabin on the arrival of the vessel at Plymouth.

His roofing and casemates are covered with narrow plates of iron.

He states that there are only two regiments at Plymouth, three having left for Virginia last week.

Commander Renshaw has arrived to take command of the *Miami* and Acting Volunteer Lieutenant French has been sent back from New Berne, Acting Volunteer Lieutenant Eaton having been ordered by the Department to the *Louisiana*.

No changes have been made in disposition of vessels under my command since my last report.

I am, very respectfully, your obedient servant,

MELANCTON SMITH,

*Captain and Senior Officer in Sounds of North Carolina.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

*Letter from Commander Davenport, U. S. Navy, to Brigadier-General Palmer, U. S. Army, regarding the presence of the U. S. S. Valley City in Pamlico River.*

U. S. S. HETZEL,

*Off New Berne, N. C., May 12, 1864.*

GENERAL: In reply to your letter of this date I beg to inform you that there is one gunboat, the *Valley City*, cruising in the Pamlico River, to look out for the enemy and to bring away any refugees she may be able to pick up.

As soon as some necessary repairs shall be completed on the *Lockwood*, I shall send another boat there.

I expect the *Valley City* to return here in a few days to bring me intelligence.

Very respectfully, your obedient servant,

H. K. DAVENPORT,

*Commander, U. S. Navy, and Senior Officer Present.*

Brigadier-General I. N. PALMER,

*Commanding District of North Carolina.*

[Telegram.]

FLAGSHIP MALVERN,

*Birdcage Reach, James River, May 13, 1864—6 p. m.*

(Via Fortress Monroe, 5 p. m., May 15th.)

General Butler asks for monitors above Trent's Reach.

Torpedoes commanded by rebels on the left bank, which commands our decks, and shoal water by chart by several feet less than the monitors draw, make difficult the advance which I shall push to-morrow morning.

We have discovered another kind of torpedo of which the enemy is making much use. No news from Richmond. General Butler had yesterday advanced near Drewry's Bluff.

S. P. LEE,

*Acting Rear-Admiral.*

Hon. GIDEON WELLES,

*Secretary of Navy.*

*Letter of Major-General Butler, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, requesting that Navy gunboats cover the landing of army supplies at Howlett's.*

MAY 13, 1864.

I think it would be of great public service if you can put your boats so as to cover my landing for supplies at Howlett's house.

BENJ. F. BUTLER,  
*Major-General, Commanding.*

Rear-Admiral S. P. LEE.

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[Telegram.]

IN THE FIELD,  
*Near Drewry's Bluff, May 13, 1864—9 a. m.*

Would it not be possible for you to bring up the gunboats, monitors, opposite Dr. Howlett's, so as to cover our flank on the river and relieve a considerable body of my troops? Both sides of the river there are low and flat, and it is an excellent point for the gunboats to lie.

BENJ. F. BUTLER,  
*Major-General.*

Rear-Admiral LEE,  
*Commanding.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army, urging the necessity of army cooperation in the James River.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*James River, May 13, [1864]—12:10 p. m.*

GENERAL: Your dispatch dated near Drewry's Bluff, May 13, 9 a. m., is just delivered by Major Ludlow. Owing to the shoal water in Trent's Reach, as shown by the Coast Survey chart, the draft of the monitors, the torpedoes in the river, and the occupation by the enemy of the high left bank, it will be very difficult if not impracticable, at present, to get the gunboats and monitors up to the point you indicate, opposite Dr. Howlett's, above Trent's Reach.

To remove the torpedoes we must drag the river and search the banks for wires—lines by which they are exploded. This requires that we should occupy or control the left bank of the river. The number and kind of gunboats are barely sufficient to cover your communications at Wilson's Wharf, Powhatan Reach, City Point, in the Appomattox, and at Bermuda Hundred, and our communications to this point.

The enemy are now occupying in considerable force the high bank on the left side of the river, over the narrow channels around Jones' Neck, and protecting their torpedoes there, and the same difficulties will be found in the reach under the high left bank at and below the lower side of Dutch Gap. It requires many more than the small number of gunboats I have above Turkey Bend to clear and control the left bank in the absence of military occupation of controlling points in the reaches, so as to keep open our communications and get our supplies, especially of coal, of which the monitors carry but ten days' supply, and without which they can not breathe nor turn their turrets.

The explosion of the gunboat *Commodore Jones* by a torpedo shows that the river must be cleared of them before we can ascend, and the quick destruction of the gunboat *Shawsheen* just in our rear in Turkey Bend by a rebel battery shows that considerable naval force will be necessary to keep open our communication even if we can clear out the torpedoes, and by lightening the monitors, with the aid of transports, reach the point indicated in the absence of military occupation of certain points on the left bank. I greatly need the military forces on the left bank, for which I have heretofore applied. Our crews are barely sufficient to man the guns. When more gunboats arrive, I have to protect my communications, and I shall meanwhile endeavor, though greatly needing army aid, to clear the high banks and to open the channel in Jones' Reach. I ought to have a cooperating army force to occupy such points in the reaches, on this narrow river with overhanging banks, as Wilson's Wharf and Powhatan Reach, to aid us to clear out the river, open and keep it open.

Can not you cooperate? In the meantime I will protect you from rebel operations in the river.

Very respectfully, yours,

S. P. LEE,

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

Major-General BENJ. F. BUTLER,

*Commanding Department of Virginia and North Carolina.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Foster, U. S. Navy, commanding U. S. S. Commodore Perry, regarding convoy duty.*

FLAGSHIP MALVERN,

*James River, May 13, 1864.*

SIR: Hereafter, when any transport or light-armed vessel is passing to and from the fleet and Bermuda Hundred, you will get underway and convoy such vessel or vessels around Turkey Bend without further orders, the *Hunchback* to come up as far as Turkey Creek and the *Perry* to come down to a point within easy and convenient shelling distance from the bluff on the northern bank of that creek, so as to cover with cross fire the banks on the left bank of James River. When the convoy coming up shall have passed the *Perry*, the *Hunchback* will fall back to her station, and when the convoy coming down the river passes the *Hunchback* the *Perry* will return.

In convoying, the gunboats will have all hands to quarters and keep their guns pointed upon suspicious points on the bank which may afford lurking places to sharpshooters.

Respectfully, yours,

S. P. LEE,

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

Acting Volunteer Lieutenant AMOS P. FOSTER,

*U. S. S. Commodore Perry, per Canonicus.*

(Duplicate to the *Hunchback*, per Lieutenant-Commander Blake, *Eutaw*.)

*Report of Commander Parrott, U. S. Navy, regarding the securing of torpedoes in the river.*

U. S. S. CANONICUS,  
*Turkey Bend, James River, May 13, 1864.*

SIR: Captain [A. P.] Foster, with my permission, first shelled the beach (which was the firing you heard) and then landed near the wreck of the *Shausheen*, where he told me he had seen torpedoes and where he found seven large ones and brought them off.

They were all loaded and rigged, ready for launching.

Four others have been found afloat to-day near Bermuda Hundred, one of which was exploded without injuring anyone. I think an extra lookout would be well to-night, and that the left bank in this vicinity should be thoroughly examined, which could be best done with the aid of the army.

I am, respectfully, your obedient servant,

E. G. PARROTT,  
*Commander.*

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

*Memorandum of Commander Parrott, U. S. Navy, regarding torpedoes.*

[MAY 13.]

I send two torpedoes with their friction primers not yet exploded. They are floated by two small floats, and a slack line made fast to one of the floats leads to the wire attached to the primer. I do not think they would certainly explode by floating against a vessel, but a vessel underway would set them off.

Two contrabands came off this morning; one is from a farm near, and stupid; the other, a Virginia negro, was captured from us at Harper's Ferry and has since been with the rebels. He says a negro who knows where torpedoes are placed was on the point of coming off with him, but was afraid there would be no boat. I think of sending him to-night for this man, if you do not disapprove.

There is said to be a collection of canoes in Turkey Creek, which I would like to get when I can see my way clear.

Respectfully,

E. G. PARROTT,  
*Commander.*

Admiral LEE.

*Report of Lieutenant-Commander Blake, U. S. Navy, transmitting reports regarding the discovery and explosion of a torpedo.*

U. S. S. EUTAW,  
*Off Bermuda Hundred, May 13, 1864.*

SIR: I have the honor to enclose the report of Acting Master John W. Dicks, of the U. S. S. *Pink*, concerning the discovery and explosion of a torpedo near his vessel this morning. During the night I had two boats from 200 to 300 yards ahead of the vessels, with directions to critically examine every floating object. This torpedo appears to have



escaped their notice, as it reached us about slack-water flood. I am now examining every floating object that passes, in order to prevent any disaster from them. Since writing the above another torpedo has been taken out of the water by a boat from the U. S. S. *Hunchback*. Enclosed is Acting Master R. G. Lee's report respecting the same.

The officer commanding the pickets on shore reported a number of rebel cavalry reconnoitering the right bank of the river. I fired a few shells at them, whereupon they retired from the locality. I am informed that a dispatch boat arrives daily from Fortress Monroe at 4 o'clock. I shall have a boat at the dock on her arrival to receive any dispatches which she may have for you, and will forward them to you by an officer over the land, except you may be pleased to direct otherwise.

Very respectfully, your obedient servant,

HOMER C. BLAKE,  
*Lieutenant-Commander, U. S. Navy.*

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

[Enclosures.]

U. S. S. PINK,  
*Off Bermuda Hundred, May 13, 1864.*

SIR: I have the honor to report that this morning about 5 o'clock the officer of the deck had his attention directed to a piece of board drifting toward this vessel. It was about 2 feet long and 1 foot in width, evidently having something attached to it. We threw a small fishing line over it, and held it until we lowered a boat and made a small line fast to it and towed it about 30 feet from this vessel, when it exploded, without injury to this vessel or the boat. The torpedo was of tin, about 15 or 18 inches in diameter and about 2 feet in length, and in shape much like a milk can.

I am, very respectfully, your obedient servant,

JOHN W. DICKS,  
*Acting Master, U. S. Navy, Commanding U. S. S. Pink.*  
Lieutenant-Commander H. C. BLAKE,  
*Commanding U. S. S. Eutaw.*

U. S. S. HUNCHBACK,  
*Off City Point, James River, Virginia, May 13, 1864.*

SIR: I have the honor to report to you the success of capturing a large torpedo in this river as it was floating down in a direct line for this vessel.

The can contained about 75 pounds of fine rifle powder, which was in a perfectly dry state when the can was opened.

I send you the can, together with a sample of powder in it.

I would particularly call your attention to Acting Master's Mate Carleton A. Trundy, of this vessel, he being the officer in charge of our third cutter at the time the torpedo was taken from the river, his coolness and caution being a fine example for others engaged in taking up these infernal machines.

I am, very respectfully, your obedient servant,

ROBERT G. LEE,  
*Acting Master, Commanding U. S. S. Hunchback.*

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

*Order of Captain Smith, U. S. Navy, to Commander Renshaw, U. S. Navy, regarding plan of attack upon the C. S. Ram Albemarle.*

U. S. S. MATTABESETT,  
*Albemarle Sound, May 13, 1864.*

STR: I shall drop down to-morrow with the *Wyalusing* to the mouth of the Perquimans River, for the purpose of deceiving the enemy as to our effective force, and leave you to guard the entrance of the Roanoke and Cashie rivers with the *Miami*, *Commodore Barney*, *Commodore Hull*, and *Ceres*.

Should the *Albemarle* make his appearance, you will commence retreating until you get sight of our vessels, that the ram and his consort may be enticed into the sound, where we will have room to maneuver.

Do not on any account attempt to engage in the river, as his guns [are] as heavy as yours and are equal in range, and it is already proved to our satisfaction that our shot can not injure him very materially at close quarters.

His next effort will perhaps be to outgeneral us by slipping by in the night from the mouth of the Cashie, which must be strictly guarded, particularly at night.

I will send a coal vessel up as soon as one arrives, and you will discharge her with all possible dispatch, endorsing her bills of lading so soon as her hold is swept, enclosing one to the paymaster at New Berne.

A plan of attack in the event of the *Albemarle's* making her appearance is herewith enclosed.

After making a second reconnoissance, endeavor to place the fish net above the torpedoes.

Very respectfully, your obedient servant,

M. SMITH,  
*Captain and Senior Officer in Sounds of North Carolina.*

Commander R. T. RENSHAW,  
*Commanding U. S. S. Miami.*

[Enclosure.]

*First position.*

Mattabesett.  
Wyalusing.  
Tacouy.

Ram.

Miami.  
Commodore Barney.  
Ceres.

The first line is to fire once when ram is forward of beam and once when right abeam.

The second line in passing is only to fire when the ram is abeam and once after passing forward of beam.

*Second position.*

Mattabesett.  
Wyalusing.  
Tacouy.

Ram.

Miami.  
Commodore Barney.  
Ceres.

Smaller steamers to attack ram's consort, *Hull* and *Ceres*.

[Telegram.]

FLAGSHIP MALVERN,  
Near Bermuda Hundred, May 14, 1864—3 p. m.  
(Received 1:30 a. m. 15th.)

The cavalry corps of Major-General Sheridan of the Potomac army has just arrived at Turkey Island, left bank. They left with 17,000 men; lost heavily on the way, and came from Mechanicsville yesterday. Their timely appearance will relieve us from sharpshooters and facilitate our operations now in progress for clearing out torpedoes.

S. P. LEE,  
Acting Rear-Admiral.

Hon. GIDEON WELLES,  
Secretary of the Navy.

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Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Parrott,  
U. S. Navy, acknowledging memorandum regarding torpedoes.

FLAGSHIP MALVERN,  
James River, May 14, 1864.

SIR: Your memorandum (no date) is received.  
Break up the canoes in Turkey Creek and any other boats you may find. If you can bring off the negro who has information about torpedoes, do so.

Respectfully, yours,

S. P. LEE,  
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.  
Commander E. G. PARROTT,  
U. S. S. *Canonicus*.

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Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Parrott,  
U. S. Navy, regarding a search for torpedoes.

FLAGSHIP AGAWAM,  
James River, Virginia, May 14, 1864.

SIR: The arrival of our troops on the left bank affords an excellent opportunity to search the shore of Turkey Bend, Turkey Creek, and the left bank thence to Bermuda Hundred for torpedoes, boats, etc., all of which should be destroyed. The five torpedoes found in that vicinity were doubtless placed in the river there by boats, and the seven torpedoes found at Turkey Island wharf by the *Perry* were, no doubt, intended to be used in the same way.

Respectfully, yours,

S. P. LEE,  
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.  
Captain PARROTT,  
U. S. S. *Canonicus*.

P. S.—Send particulars, if you have them, from General Sheridan's corps. *Malvern* remains to protect ordnance and coal schooners in Curles Reach. My flag is on *Agawam*. The *Tecumseh* and *Onondaga* follow up to-morrow morning. We are moving up, fishing out torpedoes as we go.

S. P. LEE,  
Acting Rear-Admiral.

*Report of Lieutenant-Commander Quackenbush, U. S. Navy, regarding the position of vessels for the protection of Fort Powhatan.*

U. S. S. PEQUOT,  
Off Fort Powhatan, James River, May 14, 1864.

SIR: Your communication of the 10th instant, directing me to remain in the position assigned by you for the protection of the army occupation of Fort Powhatan, has been received. The *Dawn* is stationed off Wilson's Wharf, but the distance thereto is too great for signals to be distinguished and read. As you, perhaps, were not fully aware of the distance between the two places, I will not remove the *Dawn* from her present position until I receive further orders from you. The present stations occupied by the vessels here for the protection of Fort Powhatan and Wilson's Wharf are as good as can be selected.

I am, very respectfully, your obedient servant,

S. P. QUACKENBUSH,  
Lieutenant-Commander.

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

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Cushing, U. S. Navy, regarding proposed operations against the C. S. S. Raleigh.*

U. S. FLAGSHIP MALVERN,  
James River, May 14, 1864.

SIR: Your communication of the 9th instant was received last night. I applaud the spirit manifested by you and heartily approve your purpose to destroy the ram as the opportunity may offer.

Apply to the senior officer present, to whom show this communication, to furnish you with volunteers to make, with your own crew, the number of 100 men you require for making the attempt in the harbor.

As to the outside operation, if the ram can be toled out and under favor of rough weather one of her ends mounted by a vessel with a sloping stem, I think the ram would sink.

I enclose you a copy of my instructions to Captain Smith respecting fighting the ironclad ram *Albemarle*, which would suit propellers better than side-wheel gunboats.

Wishing you complete success, I am,  
Respectfully, yours,

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

Lieutenant W. B. CUSHING,  
U. S. S. Monticello.

*Report of Acting Master Foster, U. S. Navy, commanding U. S. S. Ceres, regarding an expedition to Alligator River.*

U. S. S. CERES,  
Albemarle Sound, May 14, 1864.

SIR: In obedience to your order I proceeded on the 12th instant with the U. S. S. *Ceres* under my command to the mouth of the Alligator River, where I anchored at 6:30 p. m. On the 13th instant, at 4:45

a. m., I was joined by the steamer *Rockland* with 100 soldiers on board; we proceeded in company to Simmond's Mill, on the Little Alligator, 5 miles from its mouth. I there found the schooner *Ann S. Davenport*, of 45 tons, of Plymouth, N. C., said by the persons living at the mill to belong to Samuel S. Simmonds, of Columbia, N. C., whom I understand to be a notorious rebel, having taken the oath of loyalty to the U. S. Government and violated the same. There were about 7,000 feet of yellow pine lumber in the vessel; we could find no papers belonging to her.

I landed with a party of men, accompanied by 40 soldiers, for the purpose of disabling the mill, as I learned from the miller that they had lately been engaged in grinding corn for the rebels. I removed portions of the engine to the steamer *Rockland*, to be taken to Roanoke Island. I caused about 100 bushels of corn to be taken from the mill and put on board the schooner. I destroyed one large flat used for transporting grain. I sent the *Rockland* with the schooner in tow to the mouth of the river, and followed down shortly after; anchored the schooner at the mouth of Little Alligator in charge of 10 soldiers and started for Gum Neck, in company with the *Rockland*, where we arrived at 6 p. m.; found Gum Neck Landing and warehouse destroyed by the rebels. The captain in charge of the soldiers desired to return. As we could hear nothing of the barges mentioned by you in your order, I came to the conclusion that they were in the canal (leading to Fairfield from the Alligator), which is too narrow to admit this vessel. I returned to the mouth of the Alligator, found the weather too hazy to cross the shoal: came to anchor there. At 4:30 this morning got underway, joined the fleet, and reported to you.

Very respectfully, your obedient servant,

H. H. FOSTER,  
*Acting Master, Commanding.*

Captain MELANCTON SMITH, U. S. Navy,  
*Senior Naval Officer, Sounds of North Carolina.*

[Telegram.]

DEEP BOTTOM, JAMES RIVER, *May 15, 1864—Noon,*  
(Via Jamestown 15th. Received 7:20 p. m.)

Please send submarine operators, prepared with divers and other apparatus and means for removing obstructions and raising torpedoes weighing upward of a ton, or blowing them up.

We are busy taking up torpedoes. *Gettysburg* left several days since. Lieutenant Lamson detained and has charge of my picket and torpedo division. The *Grand Gulf* has captured the *Young Republic* on her first trip out of Wilmington.

S. P. LEE,  
*Acting Rear-Admiral.*

Hon. G. WELLES,  
*Secretary Navy.*

[Telegram.]

FLAGSHIP AGAWAM,  
*Deep Bottom, via Bermuda Hundred, May 15, 1864—10 a. m.*

Your telegram received. Flag-of-truce Officer Norris, from Richmond, told Lieutenant Lamson, Navy, their ironclads would be down in a few days with great ramming power. Shall be ready for them.

We find many torpedoes here. We want to follow up the torpedoes by the wires, so don't break them if you can[not] explode them.

Richmond extra, of 2 p. m. Saturday, 14th instant, says General Grant fought them a great battle on Thursday last. Never before such vim and bravery on our part on Virginia soil. We captured prisoners and artillery from them and had the most killed and wounded, as they were behind breastworks and we fought in the open field. This is their account; they only claim 2,000 of our wounded captured at the Wilderness. No other prisoners. They say our men bayoneted theirs behind their breastworks.

I think they have lost largely in prisoners. It was great fighting on the part of our Army. They say General Grant is intrenched before them and will not fall back. No fighting Friday.

Yours, truly,

S. P. LEE.

General BUTLER.

We are working up the river hard.

L.

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[Telegram.]

DEEP BOTTOM, JAMES RIVER, *May 15, 1864—12 m.*

(Via Fortress Monroe, 1 p. m., 16th Received 1:30 p. m.)

Major-General Butler, who, I hear, is attacking Fort Drewry, informs me that the rebels are removing their obstructions above Drewry's Bluff. Rebel flag-of-truce officer told Lamson yesterday afternoon the rebel ironclads, well fitted for ramming, would be down in a few days. Three ironclads here and *Canonicus* coming from Turkey Bend. Command in fine spirits.

S. P. LEE,  
*Acting Rear-Admiral.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

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*Report of Acting Volunteer Lieutenant Foster, U. S. Navy, regarding the destruction of boats in Turkey Creek.*

U. S. S. COMMODORE PERRY,  
*James River, Virginia, May 15, 1864.*

SIR: In obedience to your order I sent two cutters at 9 a. m. this day, with 11 men in each cutter, up Turkey Creek for the purpose of destroying or bringing out all the boats that might be found there.

The boats were under the charge of Acting Ensign James W. Turner, the executive officer of this vessel.

Mr. Turner went as far up the creek as possible and found twenty-six small boats (some of them with rowlocks muffled) and one large-decked barge, about 150 tons, and one large raft.

He also found a boat-building establishment in which were seven boats building.

Three of these boats were just framed and others were nearly completed.

Mr. Turner deemed it expedient to destroy all these crafts by breaking them up, which he did very effectually.

The large barge he destroyed by fire.

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

AMOS P. FOSTER,

*Acting Volunteer Lieutenant, Commanding.*

Commander E. G. PARROTT, U. S. Navy,

*Commanding U. S. Ironclad Canonieus, James River, Virginia.*

*Report of Lieutenant-Commander Watmough, U. S. Navy, regarding the capture of the blockade runner Tristram Shandy.*

U. S. S. KANSAS,

*At Sea, May 15, 1864.*

SIR: I have the honor to report the capture of the British blockade runner *Tristram Shandy* this morning at 4:15 a. m. in latitude 34° 6' N., longitude 77° 27' W., after a chase of two hours. At about 2 a. m. we were standing inshore on station No. 2, off New Inlet. The night was dark, rendered more so by the approach of a heavy squall from the S. W. During the flashes of lightning I saw the column of smoke from a steamer turning over the bar and judged she intended standing along the beach to the northward. I endeavored to cut her off, running parallel to the shore, but owing to the intense darkness could not discover her. Being in doubt as to her course after leaving the bar, I stood out at full speed E. by N. At the end of an hour and a half I had the satisfaction to discover her black smoke on port beam, and as day broke found she was within range. One shot from our fore-castle pivot falling near, she stopped. On boarding her we found that the steam valve stem was disabled. The chief engineer from this vessel went on board and reported that her fires would have to be hauled before it could be repaired, so I determined to tow her to Beaufort, being 20 miles on the way. She has a cargo of 500 bales of cotton, 111 boxes tobacco, and 5 barrels turpentine. Her log shows runs by the day of 12.4 and 13 knots per hour, and the captain claims he is the fastest of the new steamers. The *Connecticut* and *Nippon* have chased her on different occasions, and she bears the mark in her guard of a bolt from a 30-pounder of the *Nippon*.

BEAUFORT, *May 16.*—We arrived here last night with our tow and I hope to complete the repairs on her valves and dispatch the steamer to Boston by the 20th.

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

PEND. G. WATMOUGH,

*Lieutenant-Commander.*

Hon. GIDEON WELLES,

*Secretary of Navy, Washington.*

*Report of Lieutenant-Commander Watmough, U. S. Navy, regarding engineers for the Tristram Shandy.*

U. S. S. KANSAS,

*Beaufort, N. C., May 16, 1864.*

SIR: Having heard that foreigners caught in prizes were being released upon their arrival at the North, I determined to send David

Houston, first engineer of the *Tristram Shandy*, home in her, he being an Englishman and having signed an agreement to serve faithfully on condition that he be discharged on his arrival at Boston. I did this, as I did not want to strip this vessel of engineers, having sent one in her.

Hoping this will meet the approval of the Department,  
I have the honor to be, very respectfully, your obedient servant,  
PEND. G. WATMOUGH,  
*Lieutenant-Commander.*

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

*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, transmitting copy of instructions regarding persons found on blockade runners.*

NAVY DEPARTMENT, May 16, 1864.

SIR: I have received your No. 302, relative to 5 persons captured in the schooner *Indian*.

The order to detain all British blockade violators is revoked, and you will be guided by the instructions in the enclosed copy of a letter to Rear-Admiral Farragut, dated the 9th instant.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

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

[Enclosure.]

NAVY DEPARTMENT, May 9, 1864.

SIR: The following instructions will hereafter be observed with regard to the disposition of persons found on board vessels seized for breach of blockade:

1st. Bona fide foreign subjects captured in neutral vessels, whether passengers, officers, or crew, can not be treated as prisoners of war unless guilty of belligerent acts, but are entitled to immediate release. Such as are required as witnesses may be detained for that purpose, and when their testimony is secured they must be unconditionally released.

2d. Foreign subjects captured in vessels without papers or colors, or those sailing under the protection and flag of the insurgent Government or employed in the service of that Government, are subject to treatment as prisoners of war, and if in the capacity of officers or crew are to be detained. If they were passengers only, and have no interest in the vessel or cargo and are in no way connected with the insurgent Government, they may be released.

3d. Citizens of the United States captured either in neutral or rebel vessels are always to be detained, with the following exceptions: If they are passengers only, have no interest in vessel or cargo, have not been active in the rebellion or engaged in supplying the insurgents with munitions of war, etc., and are loyally disposed, they may be released on taking the oath of allegiance. The same privilege may be allowed to any of the crew that are not seafaring men, of like antecedents, and who are loyally disposed.

4th. Pilots and seafaring men, excepting bona fide foreign subjects, captured in neutral vessels are always to be detained. These are the



principal instruments in maintaining the system of violating the blockade and it is important to hold them. Persons habitually engaged in violating the blockade, although they may not be serving on board the vessels, are of this class and are to be likewise detained.

5th. When there is reason to doubt that those who claim to be foreign subjects are in reality such, they will be required to state under oath that they have never been naturalized in this country, have never exercised the privileges of a citizen thereof by voting or otherwise, and have never been in the pay or employment of the insurgent or the so-called Confederate Government. On their making such statement they may be released, provided you have not evidence of their having sworn falsely. The examination in cases that are doubtful should be rigid.

6th. When the neutrality of a vessel is doubtful, or when a vessel claiming to be neutral is believed to be engaged in transporting supplies and munitions of war for the insurgent Government, foreign subjects captured in such vessel may be detained until the neutrality of the vessel is satisfactorily established. It is not advisable to detain such persons under this instruction unless there is good ground for doubting the neutrality of the vessel.

7th. Parties who may be detained under the foregoing instructions are to be sent to a Northern port for safer custody, unless there is a suitable place for keeping them within the limits of your command, and the Department furnished with a memorandum in their cases, respectively.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of the Navy.*

Rear-Admiral D. G. FARRAGUT,  
*Commanding West Gulf Blockading Squadron, New Orleans.*

[Telegram sent.]

U. S. FLAGSHIP AGAWAM,  
*Above Aiken's, James River, Virginia, May 16, 1864—2 p. m.*

We have taken up torpedoes in Deep Bottom and Dutch Gap, and are removing, not placing, obstructions in the rivers.

Heavy firing near Drewry's Bluff from 2 to 8 o'clock this morning. Sheridan's cavalry are crossing from left to right bank to join General Butler.

All well.

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

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

[Telegram received.]

FLAGSHIP AGAWAM,  
*Above Aiken's Landing, James River, May 16, 1864—2 p. m.*  
(Received at Washington 4 p. m., May 18.)

We have taken up torpedoes in Deep Bottom and Dutch Gap, and are removing, placing obstructions in the river. Heavy firing near

Drewry's Bluff from 2 a. m. to 8 a. m. this morning. Sheridan's cavalry are crossing from left to right bank to join General Butler. All well.

S. P. LEE,  
*Acting Rear-Admiral.*

HON. GIDEON WELLES,  
*Secretary of Navy.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Uphur, U. S. Navy, regarding marines for picket duty in the James River.*

FLAGSHIP AGAWAM,  
*James River, May 16, 1864.*

SIR: Send me all the marines from the *Minnesota*, retaining a sergeant's guard for the use of the *Minnesota*, in charge of the young marine officer, and with good noncommissioned officers. Have them armed and equipped for picket duty.

Send me also about 50 of the transferred army men to do duty as pickets, drawing for them the improved short Sharps rifle from Captain Lynch.

Respectfully, yours,

S. P. LEE,

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

Lieutenant-Commander J. H. UPSHUR,  
*U. S. S. Minnesota.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, requesting to be supplied with facilities for ramming.*

FLAGSHIP AGAWAM,  
*Aiken's Landing, James River, Virginia, May 16, 1864.*

SIR: Captain Smith earnestly asks that a fast tug with an improvised prod be sent to him for the purpose of destroying the ram with less expense and sacrifice than by wooden gunboats.

I request that a half dozen of these prodders be fitted for this squadron—two for the sounds and the rest for James River and Wilmington.

Captain Smith also asks for two good vessels, capable of ramming, even if without guns. I hope these will be sent to him, and one or two more double-enders. Rams are of great importance; such as that of the *Keokuk*, or other improved under-surface prod. Please send me some rams.

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

S. P. LEE.

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

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

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Cressy, U. S. Navy, commanding U. S. S. Malvern, regarding duty to be performed by that vessel.*

FLAGSHIP AGAWAM,  
*James River, Virginia, May 17, 1864.*

SIR: When the ordnance and coal schooners are removed you will take a favorable position below Tilman's [Tilghman's] Wharf to enable you to assist in covering the reach around Jones' Neck. When the *Eutaw* comes up she will be in this reach above Deep Bottom. You must keep pickets out and be ready to move and fight quick and not be surprised in anyway.

Respectfully, yours,

S. P. LEE,

*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*  
Acting Volunteer Lieutenant W. K. CRESSY,  
*U. S. S. Malvern.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, requesting reimbursement for loss to the officers and men late of the U. S. S. Commodore Jones.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*James River, May 17, 1864.*

SIR: I would respectfully call the attention of the Department to the case of the officers and men late of the U. S. S. *Commodore Jones*, which was destroyed by a torpedo on the 6th instant.

A very large proportion of them were wounded and are now in hospital at Norfolk. They lost all their personal effects, and I request that measures may be taken when practicable to reimburse them for these losses.

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

S. P. LEE,

*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*  
Hon. GIDEON WELLES,  
*Secretary of the Navy.*

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[Telegram.]

FLAGSHIP AGAWAM,  
*Trent's Reach, May 17, 1864—6 p. m.*

(Via Fortress Monroe, 5 p. m., May 21. Received 5:40 p. m.)

Nothing special in Richmond papers of yesterday. General Butler last night reoccupied his line from this reach to Appomattox. Monitors on his right flank.

Navy advance division searched for torpedoes until they came under fire of the rebel earthworks about Chaffin's Bluff. The new tugs need efficient batteries. More vessels with effective batteries needed to keep open my communications, Sheridan's cavalry having withdrawn from left bank.

S. P. LEE,  
*Acting Rear-Admiral.*

Hon. GIDEON WELLES,  
*Secretary Navy.*

*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army, requesting an opinion as to a military and naval advance in James River.*

FLAGSHIP AGAWAM,  
Trent's Reach, May 17, 1864—9 a. m.

GENERAL: Your note, dated 13th, was received by me last night. The gunboats are now off Howlett's and at lower Dutch Gap, dealing with torpedoes, of which we are discovering many large ones. The only difficulty about landing your supplies at Howlett's house will be keeping open the river communication from attack from the left bank on Turkey Island Reach, Jones' Neck, and Lower Dutch Gap. A point over these reaches should be occupied, as at Wilson's and Powhatan, or picketed, and in either event flanked by gunboats. The bushes along the bank which serve to conceal the enemy should be cut down. In this way the two services will support each other, each performing its appropriate part, and our communications can be kept open.

The late heavy rains have made a freshet in the river, as indicated by the discolored water and drift which came down yesterday. In the afternoon we discovered the torpedoes above the bar in Trent's Reach, and sounded that bar and found enough water for the monitors to pass over in the present state of the river.

Hearing that we are now above your right flank, I desire to know your views as to a military and naval advance, as I prefer not to place the monitors above the bar in Trent's Reach until the freshet subsides and the usual depth on the bar can be ascertained, unless there is meanwhile a necessity for doing so.

Permit me to suggest that it will promote the public service if you can conveniently keep up communication with me and apprise me of your movements.

I send this to General Terry's headquarters, with the request to have it forwarded at once to you.

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

S. P. LEE,

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

Major-General B. F. BUTLER.

*Report of Lieutenant Lamson, U. S. Navy, regarding a search for torpedoes near Howlett's Battery.*

U. S. S. STEPPING STONES,  
Off Cox's Wharf, James River, Virginia, May 17, 1864—5 p. m.

SIR: I have the honor to report that I got underway with the torpedo division at daylight this morning, in obedience to your orders, and proceeded to raise the torpedoes found in the narrow channel opposite Howlett's.

The wires from these torpedoes led to the right bank of the river, where the galvanic battery by which they were to be exploded was placed.

We succeeded in raising one torpedo, containing 1,000 or 1,200 pounds of powder, but the line parted while raising the second, and it sunk again to the bottom. The wires, however, had been detached close to it, and as it sunk in 8 fathoms of water, where it would be perfectly

harmless, I moved up to clear the reaches above, knowing your great desire to get the fleet up as fast as possible. I searched the banks and dragged the bed of the river carefully, but found no evidence of torpedoes till we reached a point about 3 miles below Chapin's [Chaffin's] Bluff (Fort Chapin), where, in a ravine on the right bank, there had evidently been a torpedo station, and an old negro informed me that the torpedoes were still somewhere in that reach.

While searching for them the enemy opened fire on us from a line of heavy earthworks on a high ridge above us and distant about 2,000 yards.

The first shell passed directly over this vessel and fell in the water; the second burst over the vessels, wounding one man on board the *Tritonia*. Their firing was very accurate, almost every shell bursting over the boats.

Soon after I received an order from Commander [Ed. T.] Nichols, of the *Mendota*, to drop the light vessels of my division out of range, and while this was being done I proceeded up nearly half a mile farther with the small boats, searching for the torpedo lines, but without success.

A party of the enemy's cavalry moving to cut off my picket party ashore, which was some distance in advance of the boats, I recalled them and took them down to the vessels.

From the best information I can get, and from the position, I am quite confident there are torpedoes in the reach commanded by this battery, but feel quite sure we can get them or destroy the lines by which they are to be exploded. These earthworks are on the high ground below Fort Chapin [Chaffin?], with their right on the left bank of the river, and extending back nearly at a right angle to it. From the nearest view obtained six guns were visible, but there were several more embrasures. The parapets seemed to be quite heavy and the guns 8-inch siege guns or long 32s.

The torpedo raised this morning is like those found yesterday at Dutch Gap.

My officers and men have shown the most commendable zeal in the laborious duty assigned them.

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

R. H. LAMSON,

*Lieut., Comdg. Torpedo and Picket Division, James River Fleet.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Lamson, U. S. Navy, regarding the distribution of additional force for the picket division.*

FLAGSHIP AGAWAM,

*Trent's Reach, James River, May 17, 1864.*

SIR: Captain Sanderson, Third Pennsylvania Artillery, will report herewith to Commander Nichols for duty in your picket division with a command of 120 men, detailed to this squadron for picket duty.

Distribute these men equally upon the *Stepping Stones, Delaware, Tritonia*, and *Commodore Morris*, and employ them on the service for which they are intended. Send back by the *Pink* the marines belonging to the various vessels, unless you require them. I do not contemplate a further movement until I have heard from General Butler, and

the advance can either remain working at the torpedoes at upper Dutch Gap or drop down here by night, as Commander Nichols and you may think best.

Respectfully, yours,

S. P. LEE,

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

Lieutenant LAMSON, U. S. Navy,  
*James River Torpedo Fleet.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Clitz, U. S. Navy, regarding positions of vessels in the James River.*

FLAGSHIP AGAWAM,

*Trent's Reach, James River, May 17, 1864.*

SIR: Take the *Eutaw's* place and desire Lieutenant-Commander Blake to choose a position to command the left bank around Turkey Island Reach, say about or above where the *Canonicus* was. The *Commodore Perry* is now in that reach. The *Hunchback* should be somewhere between the *Osceola* and *Commodore Perry*. All four vessels should have pickets ashore night and day, to keep concealed as much as possible and to retire to their boats and vessels and give alarm, warning by preconcerted signals of the approach and character of the enemy.

If the vessels are not underway all night, holding position under steam, they should be so immediately on notice of the approach of the enemy.

I wish you to see that 3,000 tons of coal are kept at City Point. Write to Captain Gansevoort about it, and say I want him and the fleet paymaster, who is on the *Minnesota*, to send it up promptly, and to communicate by telegraph with the Bureau and Commodore Adams and keep up the supply.

Send the *Pink* to Captain Gansevoort for her armament, as I ordered several days since, and desire him to send her back as soon as she gets it, and if it is not ready, to use her meanwhile to tow up supplies.

I shall send for the ordnance schooner at Newport News and the one at City Point.

Respectfully, yours,

S. P. LEE,

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

Commander J. M. B. CLITZ,  
*U. S. S. Osceola.*

P. S.—I will send Mr. Evans to pilot the *Pequot* up, and instructions for Commander Quackenbush to relieve the *Eutaw*, when Lieutenant-Commander Blake will proceed to cover Jones' Neck Reach with the *Eutaw* and *Malvern*.

S. P. LEE,

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

[Telegram.]

FLAGSHIP AGAWAM,

*Trent's Reach, May 18, 1864—4 p. m.*

(Received 5:40 p. m., May 19.)

At daylight this morning the enemy were seen intrenching the heights at Howlett's house, commanding Trent's Reach. They persevered vig-

rously under gunboats' fire, and will erect guns to-night. Monitors can not reach them. Beaumont, commanding *Mackinac*, reports his pickets driven in at Dutch Gap Height, lower side, and rebel artillery getting into position there. *Eutaw*, Blake commanding, from City Point, reports army pickets driven in there. My communications much threatened.

S. P. LEE,  
*Acting Rear-Admiral.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

[Telegram.]

MAY 18, 1864.

Can you not put your guns on the right of our line, just this side of Howlett's house, so as to get a fire on the enemy in case of an advance?

B. F. BUTLER,  
*Major-General, Commanding.*

Rear-Admiral S. P. LEE.

[Telegram.]

GUNBOAT SIGNAL STATION,  
*James River, May 18, 1864—1:15 p. m.*

I am firing on the house and barn. They are covered from the gunboat fire, and it will take land artillery to attack them.

LEE,  
*Admiral.*

General GILLMORE.

[Telegram.]

U. S. S. AGAWAM,  
*James River, Trent's Reach, May 18, 1864—3:30 p. m.*

Your dispatch answered by signal corps. Enemy vigorously intrenching on the heights at Howlett's under a destructive fire from gunboats. They will doubtless mount guns to-night to command Trent's Reach; only a land attack can dislodge them. River falling; careful soundings to-day show the monitors can not cross the bar.

S. P. LEE,  
*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*  
Major-General B. F. BUTLER,  
*Commanding Department Virginia and North Carolina.*

P. S.—4 p. m.: The rebel artillery has appeared on the heights at Dutch Gap.

S. P. LEE,  
*Acting Rear-Admiral.*

[Telegram.]

FIRST DIVISION SIGNAL STATION,  
*May 18, 1864—1 p. m.*

The enemy are working on intrenchments near Howlett's house, without our gunboats disabling their men. They will mount guns to-night.

General BUTLER.

S. P. LEE.

[Telegram.]

MAY 18, 1864.  
(Received 5:35 p. m.)

The naval pickets were driven in at Lower Dutch Gap, and the rebel artillery is getting in position there.

LEE,  
*Admiral.*

Generals BUTLER and GILLMORE.

MAY 18, 1864.  
(Received 5:35 p. m.)

Can not the enemy be prevented from mounting guns at Howlett's to-night by a land attack?

LEE,  
*Admiral.*

Generals BUTLER and GILLMORE.

*Report of Commander Clitz, U. S. Navy, transmitting information regarding the advance of the enemy and order issued in view thereof.*

U. S. S. OSCEOLA,  
*Turkey Bend, James River, May 18, 1864.*

ADMIRAL: I herewith enclose you a communication from Brigadier-General Graham, U. S. Army, and a copy of my orders to [Acting] Volunteer Lieutenant A. P. Foster, commanding U. S. S. *Commodore Perry*.

I hope my action in the matter will meet with your approval.

I have the honor to be, your obedient servant,

J. M. B. CLITZ,  
*Commander, U. S. Navy.*Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, James River.*

[Enclosure.]

ON BOARD PARKE, *May 18, 1864—12:30 p. m.*

CAPTAIN: The rebels are advancing to attack Brigadier-General Hinks on the City Point side. The gunboats have been shelling their batteries. It is probable a spirited fight will take place later in the day.

The *Shokokon* is almost out of coal and has only one rudder. I understand that a new one to replace it has been sent to you. If you agree with me, I would suggest that she be relieved by the *Commodore Perry* immediately. Am I not right in supposing that the *Perry's* battery is the heaviest?

Very respectfully, your obedient servant,

CHARLES K. GRAHAM,  
*Brigadier-General.*Commander J. M. B. CLITZ,  
*U. S. S. Osceola.*



U. S. S. OSCEOLA,

*Turkey Bend, James River, May 18, 1864.*

SIR: You will proceed immediately up the Appomattox River and relieve the U. S. S. *Shokokon*; the *Shokokon* to fill up with coal at once from the coal schooner off City Point, and when coaled to take the station now occupied by the *Commodore Perry* at Bermuda Hundred.

On your arrival in the Appomattox you will communicate with Brigadier-General Graham, U. S. Army.

Please show this order to the commanding officer of the *Shokokon*.

Very respectfully, your obedient servant,

J. M. B. OLITZ,

*Commander, U. S. Navy.*

Acting Volunteer Lieutenant A. P. FOSTER,

*Commanding U. S. S. Commodore Perry, Bermuda Hundred.*

*Order of Commander Davenport, U. S. Navy, to Acting Volunteer Lieutenant Graves, U. S. Navy, to proceed on a tour of inspection to Pamlico River.*

U. S. S. HETZEL,

*Off New Berne, N. C., May 18, 1864.*

SIR: Proceed with the U. S. S. *Lockwood* under your command to the Pamlico River, inspecting as you proceed the various creeks and bays on the route. On your arrival there you will cruise up and down the river, picking up such refugees as may desire to come to New Berne, and doing your best to prevent the enemy from erecting batteries.

Run no unnecessary risk, and, if nothing of importance occurs, remain there until relieved.

Respectfully, yours,

H. K. DAVENPORT,

*Commander, U. S. Navy, and Senior Officer Present.*

Acting Volunteer Lieutenant G. W. GRAVES, U. S. Navy,

*Commanding U. S. S. Lockwood.*

*Report of Lieutenant-Commander Roe, U. S. Navy, regarding completion of repairs to the U. S. S. Sassacus.*

U. S. S. SASSACUS,

*Hatteras Inlet, North Carolina, May 18, 1864.*

SIR: I respectfully report that I have this day been able to start fires and get steam into the port boiler of this vessel. All the repairs that can be made outside of a navy yard are completed. The port boiler is tender, but I think it may take me north in safety, with care. By order of Commander Davenport I am discharging the schooner *S. C. Grove* into a light-draft one from New Berne, and will dispatch her to you at the earliest moment.

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

F. A. ROE,

*Lieutenant-Commander.*

Captain MELANCTON SMITH,

*Commanding Naval Forces, Albemarle Sound, North Carolina.*

[Telegram.]

FLAGSHIP AGAWAM,

*Trent's Reach, May 19, 1864—4 p. m.*

(Via Fortress Monroe, Va., May 21—Received 4:40 p. m.)

Two monitors practicing on rebel earthworks at Howlett's. Enemy intrenched before our army line here. A man from Richmond to day reports no fighting beyond Richmond. Great scarcity of provisions there.

S. P. LEE,  
*Acting Rear-Admiral.*

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

*Report of Lieutenant-Commander Braine, U. S. Navy, of arrival at Beaufort, N. C., towing the U. S. schooner Oliver H. Lee.*

U. S. S. VICKSBURG,  
*Beaufort, N. C., May 19, 1864.*

SIR: I have the honor to inform you that on May 17, whilst cruising 100 miles south of Frying Pan Shoals, in latitude  $31^{\circ} 46'$  N., longitude  $77^{\circ} 40'$  W., I fell in with the U. S. mortar schooner *Oliver H. Lee*, commanded by Acting Ensign Douglass F. O'Brien. He was from Pensacola, bound to New York. I found he was leaking badly from the effects of an old shot hole, he having experienced a heavy gale of wind. As he deemed himself in want of assistance and feared to proceed upon his voyage, at his request I towed to this port. I avail myself of this opportunity to remedy some slight defects of machinery and return immediately to complete my cruise.

Very respectfully, your obedient servant,

D. L. BRAINE,  
*Lieutenant-Commander.*

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

*Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, responding to a request for facilities for ramming.*

NAVY DEPARTMENT, *May 20, 1864.*

SIR: Your dispatch, dated May 16, Aiken's Landing, James River, Virginia, is received, asking for one fast tug with an improved prod for Captain Smith; also six similar ones for your squadron; also two good vessels for ramming for Captain Smith, even without guns, and one or two double-enders and some rams for yourself.

The Ordnance Bureau has nearly ready ten torpedoes, which can easily be applied to any tug, and these will be sent to you. The Department has no rams especially as such, though the bow of the monitors is fitted especially for that purpose. A double ender striking an object at 13 knots speed has a momentum equal to a solid 800-pound shot going 1,300 feet per second, but it must be a fair blow. You have all the tugs belonging to Rear-Admiral Farragut, also all his ironclads and double-enders, and must reinforce the sounds from this force.

In the early part of the war the Department prepared a cigar boat, which has been copied by the rebels, but, as you are aware, the officers could make no use of it, although it had a speed of 7 knots and barely showed above water. There was also prepared at nearly \$100,000 expense a large number of torpedo rafts, some of which are now lying at the Norfolk navy yard, which experimentally performed most successfully, though they could not be kept on the bow of a vessel in a seaway. All these appliances are thrown aside at great expense and calls made for other machines, although the Department has conferred full authority upon commanders of squadrons to construct and prepare anything of the kind they deem necessary or advantageous, and in the sounds of North Carolina your dispatches show that considerable progress was made relative to the preparation of torpedoes.

A telegram has been sent to New York to fit a vessel with a prow under water to be sent to Captain Smith.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

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

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army, requesting a conference regarding the situation in the James River.*

FLAGSHIP AGAWAM,  
*Trent's Reach, May 20, 1864—10 a. m.*

GENERAL: I leave now to inspect my lines, hence to Bermuda Hundred, where I propose to wait a while in hopes of meeting you. A conference appears to be desirable, in order that a full understanding may be had as to the present and probable situation and proper plans made therefor.

I send this to the commanding officer of the picket force at General Terry's late headquarters, with the request to send it to you by mounted messenger.

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

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

Major-General B. F. BUTLER,  
*Commanding Department Virginia and North Carolina.*

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*Report of Captain Smith, U. S. Navy, regarding the practicability of raising guns, etc., from the wrecks of Albemarle Sound.*

U. S. S. MATTABESSETT,  
*Albemarle Sound, North Carolina, May 20, 1864.*

SIR: Your letter of the 10th instant in relation to the practicability of raising the guns, etc., from the wrecks in Albemarle Sound is received.

In reply, I would state that the boilers and engines of the steamer *Underwriter*, sunk off New Berne, are said to be valuable, and could be

raised without much difficulty and without any risk to the parties employed.

There is no other sunken vessel except the *Southfield* that I have any knowledge of, and she lies under the guns of the batteries at Plymouth.

In my report of the 12th ultimo of a reconnoissance made in the vicinity of Plymouth, I stated on the authority of Mr. Peacock, the officer detailed for the service, that the stack of the *Southfield* could not have been seen and had probably been used to supply one for the ironclad *Albemarle*, which was lying at the coal-yard wharf without a smokestack. I made another reconnoissance on the 17th and the officer reports that the *Southfield* is lying where she was sunk, the upper deck just awash and smokestack standing, and that the smokestack of the ram has been repaired and replaced. Men could be heard at work upon the vessel, and no damage could be observed on the starboard side, which was the one presented to view.

Earthworks had been lately thrown up on Stewart Hill, 2 miles below Plymouth, and two brass guns were in position. Several boats were also seen on the river, apparently doing picket duty.

The U. S. S. *Wyalusing* is at present commanded by Acting Master W. R. Hathaway, Lieutenant Commander Queen having been allowed to go north on the recommendation of a medical survey. Should Acting Volunteer Lieutenant French return to this station, in obedience to his instructions (a copy of which is herewith enclosed), I would respectfully suggest that he be ordered to the *Miami*, and Commander Renshaw to the *Wyalusing*.

I enclose herewith a report of the condition of the boiler and engine of the U. S. S. *Ceres*, which vessel will be sent to New Berne for repairs on the return of the *Whitehead*, which is daily expected.

The *Miami* has been several days at Roanoke Island undergoing necessary repairs, and her boilers and engines are reported to be in a very bad condition. Chief Engineer Stewart recommends that she be sent north and thoroughly overhauled.

I respectfully request that a second and third assistant engineer be ordered to the *Wyalusing* and a third assistant to the *Ceres*, to complete complement of officers allowed them.

The *Ceres* leaves to-day for New Berne. The *Whitehead* arrived on the 19th partially repaired.

I am, very respectfully, your obedient servant,

MELANCTON SMITH,

*Captain and Senior Officer in Sounds of North Carolina.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Babcock, U. S. Navy, censuring the commanding officer of the U. S. S. Mystic for carelessness in Potopotank Creek.*

FLAGSHIP AGAWAM,  
*James River, May 20, 1864.*

SIR: The Department, under date of the 17th instant, acknowledges the receipt of your report\* of the 8th instant, enclosing Acting Master Wright's, of a boat from the *Mystic* being fired on near Potopotank

\* See Series I, vol. 9, pp. 726, 727.

Creek, and one of the boat's crew being killed, and adds: "The affair seems to have been one of unpardonable carelessness." You will inform Acting Master Wright accordingly.

Respectfully, yours,

S. P. LEE,

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

Lieutenant-Commander C. A. BABCOCK,  
*U. S. S. Morse.*

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[Telegram.]

OFF YORKTOWN, *May 20, 1864—12:30.*

Colonel Biggs, quartermaster at Fort Monroe, informs me that General Sheridan's command is at White House without supplies. He requests me to convoy transportation as near to them as possible. I have informed him I will go as far as West Point, but no farther without orders from you, as I am quite sure the Pamunkey River is filled with torpedoes. We leave this p. m. with *Mystic* in company, leaving a boat's crew to do guard duty at this place while absent. Will return with the transports as soon as General Sheridan receives his supplies.

Respectfully, etc.,

CHAS. A. BABCOCK,  
*Lieutenant, Commanding.*

Rear-Admiral LEE.

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*Letter of congratulation from Acting Rear-Admiral Lee, U. S. Navy, to Commander Ransom, U. S. Navy, on the capture of the blockade runner Young Republic.*

FLAGSHIP AGAWAM,  
*James River, May 20, 1864.*

SIR: I have received your report of the capture of the blockade runner *Young Republic* on the 6th instant, and desire to congratulate you on your success. Every capture made by the blockaders deprives the enemy of so much of the "sinews of war," and is equal to the taking of a supply train from the rebel Army.

Respectfully, yours,

S. P. LEE,

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

Commander G. M. RANSOM,  
*U. S. S. Grand Gulf.*

[Similar letter to Lieutenant-Commander Watmough, U. S. Navy, concerning the capture of the *Tristram Shandy*.]

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*Report of Acting Volunteer Lieutenant Woodward, U. S. Navy, regarding a Confederate attack upon Fort Pochatan.*

U. S. IRONCLAD STEAMER ATLANTA,  
*Off Fort Pochatan, James River, May 21, 1864.*

SIR: I have the honor to report that a squadron of rebel cavalry made an attack on the outer works and drove in the pickets in front of

the intrenchments at this post at 11:45 a. m. to-day. As soon as I ascertained the nature of the attack, I immediately made signals for the U. S. S. *Dawn* to come up from the lower station and awaited the signal from on shore to open fire. Soon as the *Dawn* arrived up, I sent her to take a position above the fort to operate on the right flank, the *Atlanta* being already in a position to protect the left. The signal for assistance from the gunboats was made at 12:30 p. m., when I immediately communicated it to the *Dawn*, and both vessels opened fire, shelling on the right and left. The firing was very satisfactory. I fired two rounds from each of the pivot guns and two from one of the broadside guns. The *Dawn* fired about ten rounds, when the signal was made to cease firing, the enemy having disappeared, and up to the present time of writing (midnight) all has remained quiet. The commandant of the post reports 3 men missing. The *Dawn* is still above the fort, for fear an attack should be made during the night.

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

THOS. J. WOODWARD,

*Acting Volunteer Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE, U. S. Navy,

*Commanding North Atlantic Blockading Squadron.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Lee, U. S. Navy, to proceed to Curles Neck Reach and assume command of the U. S. S. Commodore Morris.*

FLAGSHIP AGAWAM,

*Trent's Reach, James River, May 21, 1864.*

SIR: Proceed with the *Hunchback* to Curles Neck Reach and report to Lieutenant Fyffe, commanding *Commodore Morris*. Upon your reporting you will consider yourself detached from the *Hunchback* and will relieve Lieutenant Fyffe in command of the *Commodore Morris*. If Lieutenant Fyffe desires it, you will take your executive officer and pilot with you to the *Morris*. Push forward the repairs upon the boiler of the *Commodore Morris* with all possible dispatch, and when completed resume with the *Morris* the position occupied by you in the *Hunchback*.

Transfer to the *Tritonia* from the *Commodore Morris* a 30-pounder rifled gun as soon as possible.

By order of the admiral:

JOHN S. BARNES,  
*Fleet Captain.*

Acting Master LEE,  
*Commanding Hunchback.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Fyffe, U. S. Navy, transferring him from the U. S. S. Commodore Morris to the U. S. S. Hunchback.*

FLAGSHIP AGAWAM,

*Trent's Reach, James River, May 21, 1864.*

SIR: You are hereby detached from the command of the *Commodore Morris* and will relieve Acting Master Lee in command of the *Hunchback*. Transfer to the *Hunchback* the picket force of the *Commodore*

*Morris* and, if you so desire, exchange executive officers and pilots, taking yours with you. With the *Hunchback* under your command, resume the position at Deep Bottom heretofore held by the *Morris* and guard closely that point as before.

By order of the admiral:

Respectfully, yours,

JOHN S. BARNES,  
*Fleet Captain.*

Lieutenant JOSEPH P. FYFFE,  
*U. S. S. Commodore Morris.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Wiggins, U. S. Navy, to proceed down the James River as bearer of dispatches.*

FLAGSHIP AGAWAM,  
*Trent's Reach, James River, May 21, 1864.*

SIR: Proceed with the *Tritonia* down James River and deliver the accompanying dispatches to the commanding officers of the *Commodore Morris* and *Hunchback*, the former at Curles Neck Reach and the latter in Turkey Bend. After delivering the dispatch to the *Hunchback*, return with that vessel to the *Commodore Morris* and receive from the latter vessel a 30-pounder rifled gun in exchange for the one you now have. When this is effected, return with all dispatch to your present station and duties.

By order of the admiral:

Respectfully, your obedient servant,

JOHN S. BARNES,  
*Fleet Captain.*

Acting Volunteer Lieutenant GEORGE WIGGIN,  
*Commanding Tritonia.*

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[Telegram.]

FLAGSHIP AGAWAM, *May 21, 1864—1:30 p. m.*  
(Via Fortress Monroe, 24th. Received 1 p. m. 25th.)

No change in situation. No news from Richmond. The statement by the special correspondent of the Tribune, professedly admitted from General Butler's headquarters, that General Butler sent his aid, Major Ludlow, to ask me to cooperate in the attack on Fort Darling, is entirely untrue.

General Butler never gave me any notice of his intended movement against Fort Darling, and never asked me for any cooperation against Fort Darling. To-day General Butler gave me to understand that his attack on Fort Darling was a feint.

S. P. LEE,  
*Acting Rear-Admiral.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

*Letter from Commodore Adams, U. S. Navy, to the senior officer off New Berne, N. C., regarding the shipping of coal supply.*

OFFICE OF COAL SHIPMENT FOR U. S. NAVY,  
No. 323 Walnut Street, Philadelphia, May 21, 1864.

SIR: In reply to your letter of the 15th instant, I have to inform you that vessels can not just at this time be found able or willing to go to New Berne, but I am shipping a supply of coal to Hatteras Inlet, where I suppose it can be distributed to the cruisers in the sounds. A vessel with about 500 tons will sail for that point to-day or to-morrow, and more will be promptly forwarded. I wish you would make a requisition in form of how much coal will be required monthly, and which will be the best points of delivery.

Very respectfully, your obedient servant,

H. A. ADAMS,  
Commodore.

Commander H. K. DAVENPOET,  
Senior U. S. Naval Officer, New Berne, N. C.

It will be better if in the future all communications on this subject to me should be from yourself, and not from any pay or other officer. Your merely forwarding them is not in order. Strictly, they should all come through the admiral, but I do not insist on that, only on proper decorum.

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*Report of Lieutenant Cushing, U. S. Navy, submitting a plan for the capture of the C. S. S. Raleigh.*

WASHINGTON, D. C., May 21, 1864.

SIR: Deeming it possible to capture the rebel ironclad *Raleigh* at Wilmington, N. C., I submit the following plan, respectfully asking that it may receive your favorable consideration:

Selecting a time when the ram is anchored at Smithville, I can, as I have often done, take boats by the forts and up to the anchorage, and, covered by the darkness, approach to within a short distance of the enemy. The *Raleigh's* low, flat decks are very favorable to boarders, while there are but two small hatches communicating with officers' quarters and berth deck. The lookouts can easily be swept away and these hatches guarded, while the main force, rushing through ports and hatch, will secure the unprotected gun deck, which will give us the engine room and magazine hatch.

Objections have been made that after gaining the deck we could no more get at the lower portion of the vessel and the crew than they could get at us. To settle this point, I propose to take in the boats a dozen long-fuzed shell and a piece of slow match. One shell down each hatch would be likely to bring all hands to terms.

Having captured the ironclad we might bring her out or destroy her, as circumstances dictated.

With my knowledge of the harbor and of the ironclad, I am confident that I would succeed.

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

W. B. CUSHING,  
Lieutenant, U. S. Navy, Commanding Monticello.

HON. GIDEON WELLES,  
Secretary of the Navy.



*Report of Acting Volunteer Lieutenant Tarr, U. S. Navy, of the arrival at Hampton Roads of the U. S. S. Queen.*

U. S. S. QUEEN, *May 22, 1864.*

SIR: I have the honor to report the arrival of the above-named vessel, under my command, having left New York 20th instant, 4 p. m.

I am, respectfully, your obedient servant,

ROBERT TARR,

*Acting Volunteer Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

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[Telegram.]

FLAGSHIP AGAWAM,

*Farrar's Island, May 22, 1864.*

(Via Fortress Monroe, 5 p. m., 24th. Received 6 p. m.)

Monitors practice at Howlett's battery, firing XV-inch shell with great accuracy, but no chance of stopping the progress of this commanding rebel work.

The XV-inch is a great gun truly. Last night the enemy attacked the army and were handsomely repulsed. Navy was in position to fire, if desired, by signal from army, but no signal was made by army, as the direction of firing must be uncertain over high hills and woods.

S. P. LEE,

*Acting Rear-Admiral.*

Hon. G. WELLES,

*Secretary of Navy.*

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*Report of Acting Ensign Penfield, U. S. Navy, regarding the supposed desertion of landsmen in a reconnoissance of Dutch Gap.*

U. S. S. MACKINAW,

*Off Dutch Gap, James River, Virginia, May 22, 1864.*

SIR: I have the honor to report to you that on the afternoon of the 19th instant I was sent on shore, in charge of the dingey and 4 men, for the purpose of giving information in event of an approach of the enemy toward this portion of the river. Wishing to make a reconnoissance on the upper side of Dutch Gap I posted John Hunter and John Fitzgerald, landsmen, to act as pickets and give an alarm in case an enemy approached. I was wholly out of their sight for half an hour and upon returning did not find them in the place they were stationed, nor could they be found by searching thereabouts, nor would they answer my hail to them, and I was compelled to come on board ship without them, supposing them to have deserted.

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

W. H. PENFIELD,

*Acting Ensign, U. S. Navy.*

Commander J. C. BEAUMONT, U. S. Navy,

*Commanding U. S. S. Mackinaw.*

[Telegram.]

FLAGSHIP AGAWAM,  
James River, May 22, 1864—7:30.

Your dispatch of 20th just received. Do all that you can to assist the army. It would be proper to examine the Pamunkey for torpedoes in advance of the steamers. To do this you must drag with boats with heavy grapnels near the bank and have a picket ahead on both sides examining the bank for galvanic batteries by which one kind, and lines by which another kind are exploded. You ought to do this ascending, and examine suspicious places descending, taking care to capture all the boats you fall in with on your way up, else they may place torpedoes after you have gone up to be exploded on your return. I will request the Department to send several boats from the Potomac Flotilla to assist you to keep the Pamunkey open.

I send Acting Master's Mate Blanchard, of the *Mackinaw*, who knows how to search the banks for torpedoes. Send him back when services are not needed.

S. P. LEE,

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

Lieutenant-Commander C. A. BABCOCK,

U. S. S. *Morse*.

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*Report of Acting Volunteer Lieutenant Hays, U. S. Navy, regarding the seizure of the schooner Isaac L. Adkins.*

U. S. S. CRUSADER,  
Yorktown, Va., May 22, 1864.

SIR: This morning at half past 1 o'clock I discovered a schooner near the mouth of Severn River, heading for the entrance to it. I immediately got underway, and upon nearing her fired a shot across her bow. She not paying any attention to it, I fired a second shot at her, the shell exploding under her stern. She hove to, and proved to be the schooner *Isaac L. Adkins*, loaded with corn and oats (1,600 bushels corn and 150 bushels oats), and representing herself as being from Accomac, eastern shore, Va., and bound to Baltimore. The captain further informed me the man at the wheel was steering the wrong course without his knowledge.

The action of the vessel in heading for Severn River, with York Spit light and landmarks visible, and in not heaving to at my first shot, looked to me very suspicious. I have brought her in here and ask for instructions. Her papers are in form, with the exception of her having no consignee.

Please let me hear from you at your earliest convenience.

Very respectfully, your obedient servant,

PETER HAYS,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[First endorsement.]

[May] 30.—Directed, in Lieutenant-Commander Babcock's absence, to make full investigation and report. If master of schooner was evidently acting in good faith release him. Letter from Commodore Dornin on subject referred to him.

[Second endorsement.]

*June 4.*—Enclosures returned by Acting Volunteer Lieutenant **Hays**, with report and statement of master of schooner. Has released him.

[Telegram.]

NAVY DEPARTMENT, *May 23, 1864.*

*Shenandoah* ordered to Hampton Roads to report to you. Have orders ready for her.

GIDEON WELLES,  
*Secretary of Navy.*

Acting Rear-Admiral S. P. LEE,  
*James River, Virginia.*

[Telegram.]

FLAGSHIP AGAWAM,

*Farrar's Island, May 23, 1864.*

(Via Fortress Monroe, 24th. Received 4:25 p. m.)

All quiet last night, except occasional firing from monitors at Howlett's.

General Meigs arrived last night and returned by the river to visit General Butler. Unofficial intelligence from Wilmington reports, on contraband authority, the ram ashore on Zeek's Island with broken back.

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

*Report of Commander Beaumont, U. S. Navy, regarding the capture of marines from the U. S. S. Mackinaw.*

U. S. S. MACKINAW,

*James River, Virginia, May 23, 1864.*

SIR: I regret to inform you that on the afternoon of the 22d instant, while on picket duty on the left bank of this river, near Dutch Gap, Sergeant Henry Meredith, Corporal William H. Worley, and Privates Daniel Coll, John Dill, William Fox, and Edward Bradley, belonging to the marine guard of this vessel, were surprised and captured by a body of rebel infantry.

Very respectfully, your obedient servant,

J. C. BEAUMONT,  
*Commander.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blkdg. Squadron, James River, Virginia.*

*Report of Lieutenant-Commander Cushman, U. S. Navy, commanding U. S. S. Onondaga, regarding the expenditure of ammunition in target practice.*

U. S. S. ONONDAGA,  
James River, May 23, 1864.

SIR: I have the honor to report that this ship expended on the 21st instant in the practice upon rebel locality on right bank of the river, near Trent's Reach, 16 XV-inch charges, 35 pounds; 17 8-inch rifle charges, 16 pounds; 16 XV-inch shell; 17 8-inch rifle shell. The ammunition was immediately replaced by an invoice from ordnance vessel.

Everything worked satisfactorily except the inconvenient recoil of forward XV-inch gun, which stripped the guide brasses on carriage again in the same manner, though not to the same extent, as before reported at Hampton Roads. A want of sufficient elevation is plain in the after XV-inch, but this can not be remedied, as it is as much as was intended, or has been obtained in any of the guns with boxed muzzles.

The injury to the guide brasses of forward XV-inch is repaired, and steps taken to insure a more perfect compression.

Very respectfully, your obedient servant,

C. H. CUSHMAN,  
Lieutenant-Commander.

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

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, commanding U. S. S. Fort Jackson, to return to blockade duty.*

FLAGSHIP AGAWAM,  
James River, May 23, 1864.

SIR: Having taken in your supplies and got ready for sea, you will return to the blockade and cruise offshore between S. by E. from Frying Pan Shoals and E. by N. from New Inlet, timing your position at dawn of day by the tides and the outcoming of the runners at high water so as to intercept them.

Respectfully, yours,

S. P. LEE,  
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.  
Captain B. F. SANDS,  
U. S. S. Fort Jackson.

*Report of Captain Sands, U. S. Navy, regarding a proposed attack upon Fort Fisher.*

U. S. S. FORT JACKSON,  
Hampton Roads, May 23, 1864.

DEAR SIR: Yesterday when I left New Inlet the *Kansas* had just arrived from Beaufort, having on board Colonel Jourdan, who came there for the purpose of reconnoitering Fort Fisher, which he proposes

to surprise by landing some 1,200 men, to be brought from Beaufort by our vessels that may be there coaling at the time it should be thought feasible during the approaching dark nights. I put the *Nippon* at his disposal for his purpose of gaining information. He wished to make some definite arrangement, which I could not do without your orders, but promised any aid that was in our power should the affair appear feasible. It would have to be a perfect surprise, and the question is about the manner of accomplishing it with the boats that would be required to land such a body of men; and all the boats of the vessels that may be assembled at the time could not land the men proposed, and towing other boats from Beaufort would at once excite suspicion.

The fort is doubtless weak now by depletion to reinforce Lee and Beauregard, but if it could be surprised could possibly be taken. I think the colonel saw from my vessel's beam pillow block that it was stronger than he had anticipated. He says he has General Palmer's consent, though the general thinks it a very hazardous expedition; and when I told him I would advise you of the matter, he remarked that he was afraid if it was suggested to headquarters it would not be approved. I would be glad to know from you how I shall act in the matter.

I am here for coal, and shall fill up immediately and return to the blockade. I arrived at 8 o'clock this evening, twenty-six hours from New Inlet, requiring some 450 tons or more.

B. F. SANDS,  
*Captain, U. S. Navy.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, James River.*

NOTE.—Marked private and not read immediately, owing to pressure of official engagements. My mail was then received irregularly. My rule is to postpone attention to private matter coming with a large official mail.

L.

Received May 31. Directed to afford all aid in his power. (See correspondence with General Butler, June 4 and 5.)

*Report of Acting Volunteer Lieutenant Breck, U. S. Navy, regarding information obtained from parties on shore.*

U. S. S. NIPHON,  
*Off New Inlet, North Carolina, May 23, 1864.*

SIR: I have the honor to report that last night sent in two boats under the command of the executive officer to gain information. The man we wish to see will meet us to-night. I enclose to you papers and letters found buried on the shore at the place agreed and chosen by the parties on shore.

Very respectfully, your obedient servant,

J. B. BRECK,  
*Acting Volunteer Lieutenant, Commanding U. S. S. Nippon.*

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

[Enclosure.]

[No date.]

DEAR FRIEND: We, a few evenings since, had the pleasure of reading a few lines from you, and now in reply to your kind message we state that there are no pickets on mainland between Montgomery's Landing and Gatlin's battery, and but few at either of those places; in fact, there are but few soldiers anywhere around Wilmington.

In regard to the raid made on Morrison's State salt works, we think it takes very well with most of the citizens and we know it does with the salt hands. There are four flats already regularly running on the sound and there will be some more soon.

Will you come after us? If so, land just above the place where you landed on the night of the 22d April, and you can get a full load. We can not get to you, for we have no boats. Bring me a Harper's Weekly, and much oblige, your

FRIEND.

[Telegram sent.]

U. S. FLAGSHIP AGAWAM,  
*James River, May 24, 1864—9 p. m.*

Inspected my line to-day. A tug arrived to day. Monitors practice at Howlett's battery. Enemy seems to have stopped working on it. Monitors also practiced yesterday to get range to protect right flank of army. Generals Meigs and Barnard here.

No change in the situation. Monitors need fresh provisions.

S. P. LEE,

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

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

[Telegram received.]

FLAGSHIP AGAWAM,  
*James River, May 24, 1864—9 p. m.*

(Via Fortress Monroe, 5:20 p. m. 25th. Received 6:20 p. m.)

*Otsego* arrived to-day. Monitors practice at Howlett's battery. Enemy seem to have stopped working on it. Monitors also practiced yesterday to get range to protect right flank of army.

Generals Meigs and Barnard here. No change in the situation. Monitors need fresh provisions.

S. P. LEE,  
*Acting Rear-Admiral.*

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

*Report of Acting Volunteer Lieutenant Oressy, U. S. Navy, regarding a Confederate attack upon a picket guard.*

U. S. S. MALVERN,  
*Off Tilman's [Tilghman's] Wharf, Jones' Neck, Va., May 24, 1864.*

SIR: I have the honor to report to you as follows: On the 23d May, at 9 p. m., heard firing of musketry inshore. Soon after the sergeant

(Augustus Phin) commanding picket guard came on board, reporting that two or three rebel soldiers had entered a house on shore, and tried to gain information concerning the location of our pickets, etc. I sent him immediately on shore again to gain further information. At 9:30 p. m. heard several muskets fired in quick succession. Almost immediately after the picket guard came down to the boats, firing volleys of musketry; one volley was fired after the men were all in the boats. On coming on board the sergeant reported that he had been attacked by the enemy in considerable force and was obliged to retreat. At 10 p. m. opened fire upon the banks of the river, occasionally throwing a shell inland. Continued firing at intervals until midnight, when, seeing no enemy, ceased firing.

Very respectfully, your obedient servant,

W. K. CRESSY,

*Acting Volunteer Lieutenant, Commanding U. S. S. Malvern.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Flagship Agawam.*

[Endorsement.]

Ammunition expended on board this ship on the evening of 23d of May, 1864:

Twenty-eight 20-pounder Schenkle shells, 27 time fuze; 1 20-pounder Dahlgren shell; 23 heavy 12-pounder canister; 10 heavy 12-pounder shrapnel; 7 heavy 12-pounder shell.

W. K. CRESSY,

*Acting Volunteer Lieutenant, Commanding U. S. S. Malvern.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding Confederate attack upon Fort Powhatan.*

FLAGSHIP AGAWAM,

*James River, May 24, 1864.*

SIR: Acting Volunteer Lieutenant Woodward, U. S. S. *Atlanta*, reports on the 21st instant that a squad of rebel cavalry attacked the outer works of Fort Powhatan at about noon on that day, driving in the pickets.

The *Atlanta* and *Dawn* fired on the enemy, and they soon disappeared.

I had already sent the *Pequot* to reinforce this position, though her services could be hardly spared from her position farther up the river.

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

S. P. LEE,

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

HON. GIDEON WELLES,

*Secretary of the Navy.*

*Report of Lieutenant-Commander Babcock, U. S. Navy, regarding expedition to White House, Pamunkey River, conveying transports for the army.*

U. S. S. MORSE,

*Off Yorktown, Va., May 24, 1864.*

SIR: I respectfully report that, having telegraphed to you on the 20th instant at the request of Colonel Biggs, quartermaster at Fortress Mou-

roe, I was about to proceed up the river to West Point with this vessel and *Mystic* for the purpose of conveying transports with supplies for Major-General Sheridan's command, who were encamped at White House Landing, and who were greatly in need of them. At 7:30 p. m. the same evening got underway with this vessel, three transports, a schooner, and *Mystic* bringing up the rear, and proceeded up the river. Arrived at West Point at 10:30 p. m.; found the wharf entirely destroyed by fire since the recent expedition to that place. One of the transports having on board a cavalry guard of 30 men, ordered her close in to the beach and sent boats' crews from this vessel to assist in landing the cavalry; succeeded in doing so without any accident, swimming the horses on shore with a line attached to them. The cavalry guard immediately proceeded up the peninsula for the purpose of communicating with Major-General Sheridan, informing him that I had arrived at West Point with two gunboats and four transports with forage and subsistence for his command. At 1 p. m. on the 21st instant the cavalry guard returned to West Point with a colonel from Major-General Sheridan, urgently requesting me to proceed as far up the river as possible, as his command were suffering for want of forage and subsistence, and not being able to cross the bridge at White House Landing without previously repairing it.

I immediately determined to proceed to White House, if possible; got underway with the transports and *Mystic* and proceeded up the Pamunkey River. Found no impediments or obstructions in the river. When up to Cumberland Bar, it being very low water, and the *Mystic*, on account of her draft, not being able to cross the bar, left her there and proceeded on with the transports, giving Acting Master Wright orders to follow when possible. When abreast of Indian Town had a great deal of trouble in passing up the river on account of the very low tide. At 9:30 p. m. succeeded in reaching the White House safely with the transports. I immediately communicated with Major-General Sheridan, informing him of my arrival. On Sunday, the 22d instant, two transports arrived from Fortress Monroe with pontoons for the army, but by this time General Sheridan's command had succeeded in repairing the bridge and did not need them.

On the evening of the 22d instant Acting Master Wright came up the river in his boat and reported to me that in trying to come up the river he had run hard aground on Indian Town Bar. Immediately sent the steamer *Star* to her assistance, giving orders to Acting Master Wright that when afloat he should remain there in deep water until further orders from me. On Sunday evening received on board this vessel for delivery to military authorities at Yorktown, by request of Major-General Sheridan, 7 prisoners of war (2 officers and 5 privates) and 2 deserters from General Butler's army, all captured the day previous by General Sheridan's command.

At 11 a. m. on the morning of the 23d instant, the army being on the move and transports being all discharged, gave them orders to get underway and proceed to Yorktown. When within sight of the *Mystic*, ordered her to get underway and take the lead, bringing up the rear with this vessel.

All arrived safely at Yorktown at 10:30 p. m. last night, and delivered the prisoners to the military authorities on shore.

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

CHARLES A. BABCOCK,

*Lieutenant-Commander and Senior Officer Present.*

Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*



*Report of Captain Smith, U. S. Navy, regarding the appearance of the C. S. S. Albemarle in Albemarle Sound.*

U. S. S. MATTABESSETT,  
*Albemarle Sound, North Carolina, May 24, 1864.*

SIR: I have to report that the ram made his appearance to-day for the first time since the engagement of the 5th instant. He came down in sight of the picket boats stationed off the mouth of the Roanoke River with head upstream, and was accompanied by a rowboat that pulled several times diagonally across the river as if dragging for torpedoes.

The *Whitehead* fired a shell which exploded near his stern, when the *Albemarle* immediately steamed up the river.

I have heard from contrabands and refugees direct from Plymouth that the plating of the ram was much injured; that four of our shot penetrated his outer armor, and that the concussion caused by our fire was so severe that it was found impossible to keep a light burning, and that one of the guns was rendered useless. What repairs have been made is not known.

I am of the opinion, from intelligence received from Plymouth, that they are evacuating the place.

Several guns have been sent up the river, and large loads of furniture are being towed up by every steamer. The guns of the *Southfield* have been raised; one has been sent away, and two are on the wharf ready for transportation.

I have informed the commanding general at New Berne of the state of affairs at Plymouth, and signified my desire to cooperate with him in retaking the place if he could spare the necessary force, as I have heard from a reliable source that they have but 200 men and the ram to guard it.

I have with me here the *Mattabesett*, *Wyalusing*, and *Tacony* (the latter with steam on one boiler), the *Barney* and *Whitehead*, that are serviceable, the *Hull*, 3 miles below, with fires hauled, repairing, and the *Miami* at Roanoke Island, broken down, being unable to get steam on account of leaky boilers. The only use I can make of her is to have her towed to Hatteras Inlet when an opportunity offers and employ her crew in unloading coal from the heavy-draft coal vessels and sending it here. The disposition of the other vessels is the same as at the last report.

I am, very respectfully, your obedient servant,

MELANCTON SMITH,  
*Captain and Senior Officer in Sounds of North Carolina.*  
Acting Rear-Admiral S. P. LEE,  
*Commanding North Atlantic Blockading Squadron.*

*Order of Commander Davenport, U. S. Navy, to Acting Volunteer Lieutenant Eaton, U. S. Navy, to cruise in Pamlico River.*

U. S. S. HETZEL,  
*Off New Berne, N. C., May 24, 1864.*

SIR: Proceed with the U. S. S. *Louisiana* under your command to the Pamlico River, inspecting as you proceed the various bays and creeks on the route. On your arrival there you will cruise up and down

the river, picking up such refugees as may desire to come to New Berne, and doing your best to prevent the enemy from erecting batteries.

Run no unnecessary risk, and if nothing of importance occurs, remain there until relieved.

Respectfully, yours,

H. K. DAVENPORT,  
*Commander, U. S. Navy, Senior Officer Present.*  
 Acting Volunteer Lieutenant HENRY EATON, U. S. Navy,  
*Commanding U. S. S. Louisiana.*

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*Combined operations against Confederate attack upon Wilson's Wharf,  
 May 21, 1864.*

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

FLAGSHIP AGAWAM,  
*Farrar's Island, James River, Virginia, May 28, 1864.*

SIR: The copy of my order of May 23 to Lieutenant-Commander Quackenbush, and the original reports of that officer and the commanding officers of the *Dawn* and *Young America*, will inform the Department as to the good service rendered by the navy in cooperating with the troops under General Wild in repulsing the attack made by the enemy in force at Wilson's Wharf on the 24th instant.

Believing that the enemy had intrenched himself in front of the army position here, I judged that he would next attack our positions in the rear at Wilson's Wharf and Fort Powhatan, especially as the colored troops stationed there offered the temptation of prize to him, and a late Richmond paper, captured by our navy pickets, commented with bitterness on the presence of such troops there.

Hence I dispatched the *Pequot* with a respectful warning to General Wild, and to strengthen our means of defense there. Under other orders from me the *Pequot* was stationed above Fort Powhatan, the *Dawn* below Wilson's Wharf, the *Atlanta* (ironclad) and the tug *Young America* between the two.

I respectfully congratulate the Department upon the success of the naval dispositions which the force put at my disposal enabled me to make.

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

S. P. LEE,  
*Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.*  
 Hon. GIDEON WELLES,  
*Secretary of the Navy.*

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Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Quackenbush, U. S. Navy.

FLAGSHIP AGAWAM,  
*Trent's Reach, James River, May 23, 1864—1 o'clock a. m.*

SIR: At daylight this morning get underway and proceed without delay to Fort Powhatan. So dispose of the naval forces at that point as to best guard the approaches to Fort Powhatan and Wilson's Wharf by a cross fire from the gunboats and *Atlanta*.

Communicate with the army officer in command and respectfully admonish him from me [of] the probabilities of an attack upon those important points.

Respectfully, yours,

S. P. LEE,

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

Lieutenant-Commander S. P. QUACKENBUSH,  
*Pequot, Turkey Bend, James River.*

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First report of Lieutenant-Commander Quackenbush, U. S. Navy, commanding U. S. S. Pequot.

U. S. S. PEQUOT,

*Fort Powhatan, James River, Virginia, May 25, 1864.*

SIR: I have to report that at 12:30 p. m. yesterday, while on shore at Fort Powhatan, a message was received by the colonel commanding from the general at Wilson's Wharf, stating that the enemy were attacking the latter place.

It was supposed that the attack on Wilson's Wharf was a feint to draw our forces from this place while an attack should be made here in force, as communication by signal was interrupted. The *Young America* had her blow valve broken and steam blown off, and consequently could not move. I sent Acting Ensign William F. Chase in the transport *Mayflower* down to Wilson's Wharf to learn from the general if the attack was in force, and if the *Dawn* needed aid. I also sent the army tug *Johnson* to tow the *Young America* to the scene of action in order that her guns might be used if needed.

The *Mayflower* was fired into by sharpshooters in the bushes on the banks just before reaching the *Dawn*, and her captain and pilot both severely wounded. Acting Ensign Chase then took charge of her and hailing the *Dawn*, learned that she wanted assistance. He then went on shore and was informed by the general that he had signalized repeatedly to Powhatan for the gunboats, and that he needed help at once. The *Mayflower* was taken possession of for the use of the wounded, and Mr. Chase could not return until 6 p. m., when I immediately got underway and proceeded to Wilson's Wharf. The enemy had disappeared about an hour before my arrival. I learn that Acting Volunteer Lieutenant [J. W.] Simmons, of the *Dawn*, rendered most efficient help, his shells sweeping through the enemy's column with terrible effect. I take especial pleasure in mentioning the gallant conduct of Acting Ensign William F. Chase, of this vessel. When the captain and pilot of the *Mayflower* were struck down helpless with wounds at his side he took the wheel, went in to the wharf, and went on shore in obedience to orders, although a storm of bullets was rained on the vessel and wharf from the enemy's line near by.

I have this morning returned to my anchorage above Fort Powhatan.

I am, respectfully, your obedient servant,

S. P. QUACKENBUSH,

*Lieutenant-Commander, U. S. Navy.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, James River.*

Second report of Lieutenant-Commander Quackenbush, U. S. S. Navy, commanding U. S. S. Pequot.

U. S. S. PEQUOT,  
Fort Powhatan, James River, Virginia, May 26, 1864.

SIR: In obedience to your orders of 23d instant I left my anchorage at Turkey Bend and proceeded to this place. I at once communicated with the commanding officer of the post and admonished him from you of the probability of an attack on this post by the enemy.

After having ascertained the best position for the *Pequot* to take, I went to Wilson's Wharf and communicated with General Wild, commanding that post. I also made an examination of the best position to be occupied by the gunboats in the event of an attack. In consequence of the information which I gave to General Wild, arrangements were immediately made which I understand tended in a great measure to the repulse of the enemy.

I was informed by General Wild that the *Dawn* and *Young America* did most excellent service during the attack.

The gallant conduct of Acting Ensign W. F. Chase in taking the wheel and command of the tug *Mayflower* when the captain and mate were shot down, and in taking her alongside the wharf under a sweeping fire of the enemy's bullets, and his strict compliance with the orders given him by me, are deserving of your most favorable notice.

I am, respectfully, your obedient servant,

S. P. QUACKENBUSH,  
Lieutenant-Commander, U. S. Navy.

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

Report of Lieutenant-Commander Quackenbush, U. S. Navy, transmitting report of the engineer of the U. S. S. *Young America*.

U. S. S. PEQUOT,  
Fort Powhatan, James River, May 25, 1864.

SIR: Enclosed I hand you the report of the engineer of the U. S. S. *Young America*, stating the reasons why the vessel was unable to move when ordered. I have not yet received the report of Acting Volunteer Lieutenant Simmons, of the *Dawn*, but will forward it as soon as received.

I am, respectfully, your obedient servant,

S. P. QUACKENBUSH,  
Lieutenant-Commander.

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

[Enclosure.]

U. S. S. YOUNG AMERICA,  
Off Fort Powhatan, James River, Virginia, May 25, 1864.

SIR: I most respectfully submit the following report concerning this vessel being without steam on the 24th instant:

About 11 o'clock a. m. the blow cock on the boiler gave way and begun to leak to such an extent that it was impossible to keep water in the boiler, and as we had to break some joints to get to the valve, it

was impossible to repair it without hauling fires and blowing water out of the boiler.

Very respectfully, your obedient servant,

CHARLES R. JONES,

*Acting Second Assistant Engineer in Charge.*

Lieutenant-Commander S. P. QUACKENBUSH,

*U. S. S. Pequot, Off Fort Powhatan, James River.*

Report of Acting Volunteer Lieutenant Simmons, U. S. Navy, commanding U. S. S. Dawn.

U. S. S. DAWN,

*Off Wilson's Wharf, May 25, 1864.*

SIR: I have the honor to report that at 1:30 p. m. yesterday, the 24th, the United States forces under General Wild, at this point, were very suddenly attacked by the enemy in heavy force under General Fitzhugh Lee. On hearing the alarm, I at once got underway and commenced shelling the woods on our left flank.

The enemy got possession of a small piece of woods above the fortification and the transport steamer *Mayflower* coming by at the time, they opened a galling fire of musketry on the *Mayflower* and this vessel, badly wounding the captain and pilot of the transport. I at once opened on the woods and succeeded in driving them out. The firing having almost ceased on our left and increased on our right flank, I altered the position of this vessel, and commenced shelling the enemy just as they were making a charge, which drove them back, and, as General Wild tells me, thus ended a sharp action of five and a half hours. I very respectfully report that if I had two 32-pounders in addition to my present battery, I could do much more service, having now no smoothbore guns to throw grape and canister. The bolts and ports are already on the vessel ready to put the extra guns in position at once, this vessel having carried them on the last cruise in addition to her present battery, and she can carry them now with ease. My ammunition is very nearly out, and I am anxious to get a supply as soon as possible, as I have only 17 rounds remaining, and herewith I send requisition for your approval. The officers and crew behaved finely, Acting Ensigns William B. Avery, E. T. Sears, and P. W. Morgan serving their different guns with great coolness and energy, although the enemy's sharpshooters were throwing musket shot over and at us continually. I take great pleasure in reporting to you the noble and gallant conduct of my executive officer, Acting Master J. A. Jackaway, in shifting my position to follow the enemy. This vessel got very near a shoal in the river and was compelled to turn by backing for the purpose of getting my guns to bear on the sharpshooters, who were completely showering us with musketry.

Mr. Jackaway did the duties of pilot, thus getting the vessel in position, and eventually driving the enemy away and saving that flank of our troops. I do think he deserves promotion if noble and gallant conduct and strict attention to duty merit such a reward.

I am happy to report no casualties on board. I annex a report of ammunition expended during the action.

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

J. W. SIMMONS,

*Acting Volunteer Lieutenant, Commanding Dawn.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

[Enclosure.]

*Report of ammunition expended.*

100-pounder rifle: 46 rounds percussion shell.

20-pounder rifle: 34 rounds percussion shell, 1 10-second shell.

Rifled 12-pounder howitzer: 11 rounds percussion shell, 21 rounds 5-second shell, 3 rounds canister, 2 rounds grape.

Making in all 118 rounds expended.

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

J. W. SIMMONS,

*Acting Volunteer Lieutenant, Commanding Dawn.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

Additional report of Acting Volunteer Lieutenant Simmons, U. S. Navy, commanding U. S. S. Pequot.

U. S. S. DAWN,

*Off Wilson's Wharf, Va., May 25, 1864.*

SIR: I take great pleasure in reporting to you the gallant conduct of Acting Ensign William F. Chase, at present attached to the U. S. S. *Pequot*. The first I saw, Mr. Chase was on the *Mayflower*, steam transport, endeavoring to communicate with me. On the *Mayflower* passing the woods above me, where the enemy's sharpshooters had got possession, they poured a murderous volley of musketry on the *Mayflower*, badly wounding the captain and pilot of the boat, leaving her completely at their mercy. Mr. Chase at once jumped to the wheel and brought the boat safely through the terrific fire poured at him. His conduct is also reported to me by General Wild. I do think he richly deserves promotion for gallant conduct.

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

J. W. SIMMONS,

*Acting Volunteer Lieutenant, Commanding.*

Lieutenant-Commander S. P. QUACKENBUSH,

*Commanding U. S. S. Pequot.*

Report of Acting Ensign Chase, U. S. Navy, of the U. S. S. Pequot.

U. S. S. PEQUOT,

*Off Fort Powhatan, James River, Virginia, May 25, 1864.*

SIR: In obedience to your order of yesterday, I proceeded down to Wilson's Landing in the steam tug *Mayflower*. Just before communicating with the U. S. S. *Dawn*, at Wilson's Landing, the *Mayflower* was fired into by rebel sharpshooters, severely wounding the captain and pilot. I then took command of the vessel and communicated with the captain of the *Dawn*, and asked him if he needed assistance; he said he did. I also informed him that the captain and pilot of the tug were wounded. I then ran the vessel into the wharf, went ashore, and communicated with the commanding officer and asked him if the attack was in force and if he needed assistance; he replied he did, and that he had signaled to Fort Powhatan an hour and a half before, and that he was out of ammunition for his artillery.

The tug was taken by the adjutant-general of the post for the use of the wounded, making it impossible for me to obey Lieutenant-Commander S. P. Quackenbush's order for immediate return for three hours, when I succeeded in obtaining a passage on the transport steamer *J. Johnson* and reported to you.

I am, very respectfully, your obedient servant,

WM. F. CHASE,  
*Acting Ensign, U. S. Navy.*

Lieutenant-Commander S. P. QUACKENBUSH,  
*Commanding U. S. S. Pequot.*

*Report of Lieutenant Lamson, U. S. Navy, giving description of torpedoes secured in the James River.*

U. S. S. STEPPING STONES,  
*James River, Virginia, May 25, 1864.*

SIR: In obedience to your directions, I have had the torpedoes secured by this division prepared for transmission to the Bureau of Ordnance, and respectfully submit the following account of them and of the means used to find them and raise them from the river:

We have thus far found four kinds of these submarine defenses, viz:

First. Tin cylinders in wooden cases, with long tin chimneys extending above the water and fitted for ventilation. In this chimney is a piece of slow match, extending down to the magazine. These torpedoes contain from 50 to 100 pounds of powder and are evidently intended to float down the stream.

Second. Tin cylinders of the same size as above, to be exploded by means of a friction primer pulled from the shore or by a vessel's wheels or propeller getting foul of the lanyard. These torpedoes have a board float and are suspended some 6 or 8 feet below the surface.

Third. Copper cylinders with spherical ends, on one of which are four nipples for percussion caps, and on the other a long, stout socket for a staff. These were undoubtedly intended for the use of the torpedo boats.

Fourth. Cylindrical tanks with conical ends, made of half-inch boiler iron and securely riveted. These are anchored at the bottom in the deepest water (7 and 8 fathoms), and each has two insulated copper wires running from the center of the torpedo through a composition plug screwed into one end and connecting with a galvanic battery on shore, by means of which they are exploded. In the center of the torpedo these copper wires are connected by a thread-like platinum wire, running through a short quill filled with phosphorus and fulminating powder. The largest one of this kind found contained about 1,950 pounds of powder, and the smallest about 1,040 pounds.

We always found two near each other and connected with the same battery.

Between the 14th and 17th instant we found 15 torpedoes of the various kinds.

The force assigned to this duty consists of the *Tritonia*, Acting Volunteer Lieutenant George Wiggin; the *Stepping Stones*, Acting Master D. A. Campbell; the *Delaware*, Acting Master J. H. Eldridge; eleven armed cutters from the different vessels, and 175 sailors, marines, and soldiers as skirmishers and pickets to drive back the small bodies of rebels along the left bank and enable the boats to pursue their search unmolested.

The skirmishers ashore searched the banks thoroughly down to the water's edge; the small boats pulled close along either shore, dragging the bottom carefully with grapnels, and the three vessels above named followed in the channel, dragging grapnels and covering and protecting the boats and parties ashore.

All the grapnel lines were long enough to allow the torpedo caught by the grapnel to explode without injury to the boat or vessel.

Some of the large torpedoes were found by tracing the wires from the battery on shore and some by catching the wires with the grapnels.

In this manner we proceeded without accident to within 3 miles of Fort Chaffin, where we were opened on by rebel batteries, as detailed in my report of the 17th instant.

These torpedoes (galvanic) are constructed with great ingenuity and scientific skill, and when taken from the water were in as good a state of preservation as when first put down, except one, in which the composition screw through which the wires passed had not been coated with red lead and tallow, as had the others.

I can not speak too highly of the untiring care and zeal displayed by the officers and men under my command in this service.

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

R. H. LAMSON,

*Lieutenant, Commanding Torpedo Division, James River Fleet.*

Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

*Report of Acting Volunteer Lieutenant Breck, U. S. Navy, giving information obtained by a reconnoissance in Masonboro Sound.*

U. S. S. NIPHON,

*Off New Inlet, North Carolina, May 26, 1864.*

SIR: I have the honor to report that on the evening of the 25th took gig and second cutter, with the crews well armed, and proceeded up Masonboro Sound for the purpose of gaining information as to the enemy's forces and blockade runners at Wilmington. We succeeded in getting into the rear of the troops at Masonboro (Colonel Young's regiment of 700 men, State militia), gained what information we wished, received some Wilmington papers, and took off with us 4 conscripts—namely, Madison Ervin, 19 years; John Armfield, 20; E. N. Oakley, 21; N. P. Henley, 34—and 1 mulatto, they having been employed at the salt works. In regard to the forces in this district: At Wilmington, 350 men; at Half Moon battery, one company of artillery (Captain Dudley's), 70 men; at Fort Fisher, 1,000 men. Colonel Lamb, commanding Fort Fisher, has 38 guns mounted, of which 16 are on the sea face, 16 on the northern and eastern side, commanding the beach, and 6 on the south end. The rear of the fort on the river side is all open and entirely exposed, the road from Wilmington leading directly into the fort on its northwestern side and only 2 guns that will command the road. All cavalry pickets are withdrawn from the beach, two companies, one of South Carolina and one of Georgia cavalry, having left yesterday. The Mound fort is 60 feet high, mounting 2 large guns which can be trained in any direction; also has a small wooden tower built on the top of the Mound, 20 feet high, for a signal light. There are at Wilmington at present nine blockade runners, one of which, the



*Alice*, has a large amount of gold on board (upward of \$1,100,000) going to Europe. They will all sail in the coming dark nights. I wish to bring to your notice Acting Ensigns H. S. Borden and E. N. Semon and Pilot J. J. Orrell, who have become accomplished scouts. They have, as well as myself, visited almost every part of the country from Fort Fisher to Masonboro. I have a weekly communication with the shore and can obtain any information that you require. On our return last night we were discovered by the pickets and hailed. They did not fire, but threw down their rifles and ran. At the entrance to the sound discovered the enemy's picket boat, but could not capture it, as they pulled on shore and escaped in the marsh. There are about 150 conscripts at work near the shore inside the sound erecting new salt works. They can be easily captured, if required, by delaying the matter until they get over their scare of last night. Do you wish the newspapers we receive from the shore forwarded to you? The ironclads are both on shore. One of them, the *Raleigh*, is badly injured. Neither is expected to be got off. I enclose a rude tracing of the fort sent me from the shore.

Very respectfully, your obedient servant,

J. B. BRECK,

*Acting Volunteer Lieutenant, Commanding U. S. S. Nippon.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

*Report of Acting Master Savage, U. S. Navy, of the expenditure of ammunition by the U. S. S. General Putnam.*

U. S. S. GENERAL PUTNAM,

*Appomattox River, Virginia, May 25, 1864.*

SIR: I would respectfully make the following report of expenditures of ammunition on board this vessel, with the dates and circumstances:

*May 8.*—Eleven shell and 7 shrapnel from 24-pounder howitzer; 15 shell from 20-pounder Parrott rifle. Shelling the woods on the left bank of the river; enemy approaching.

*May 9.*—Nineteen shell from 20-pounder Parrott rifle. Engaged with the enemy's battery at Fort Clifton in company with army gunboats.

*May 11.*—Fifteen shell and 18 shrapnel from 24-pounder howitzer; 9 shell and 17 shrapnel from 12-pounder howitzer; 16 shell from 20-pounder Parrott rifle. Engaged with the enemy at Fort Clifton.

*May 18.*—Twenty-one shrapnel from 24-pounder howitzer; 12 shrapnel from 12-pounder howitzer; 6 shell from 20-pounder Parrott rifle. Engaged with the enemy that attacked our forces on the left bank above Point of Rocks.

*May 20.*—Thirty-two shell and 2 shrapnel from 24-pounder howitzer; 30 shell from 20-pounder Parrott rifle. Shelling the woods near Port Walthall, the enemy having advanced with artillery.

*May 21.*—Twenty-six shell and 4 shrapnel from 24-pounder howitzer; 2 shrapnel from 12-pounder howitzer; 13 shell from 20-pounder Parrott rifle. At the attack of the enemy on our forces on right bank of river on the night of the 21st instant.

*Total expenditures of ammunition.*

24 pounder howitzer:

Shell .....	84
Shrapnel .....	52

12-pounder howitzer:	
Shell .....	9
Shrapnel .....	31
20-pounder Parrott rifle:	
Fuze shell .....	99
2-pound charges .....	99

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

H. H. SAVAGE,

*Acting Master, Commanding.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

*Report of Captain Smith, U. S. Navy, regarding a boat expedition from the U. S. S. Wyalusing for the purpose of destroying the C. S. S. Albemarle.*

U. S. S. MATTABESSETT,

*Albemarle Sound, North Carolina, May 30, 1864.*

SIR: I have to report that an effort was made on the 25th instant at 11 o'clock by five volunteers from the steamer *Wyalusing* to destroy the ironclad *Albemarle*.

The party left at 2 o'clock p. m. of the 25th (having made a reconnoissance two days before) and ascended the Middle River in the *Mattabesett's* dingey with two torpedoes, each containing 100 pounds of powder and their appendages, which they transported on a stretcher across the island swamp. Charles Baldwin, coal heaver, and John W. Lloyd, coxswain, then swam the Roanoke River with a line and hauled the torpedoes over to the Plymouth shore above the town. They were then connected by a bridle, floated down with the current, and guided by Charles Baldwin, who designed to place them across the bows of the ram, one on either side, and Alexander Crawford, who was stationed on the opposite side of the river in the swamp, was to explode them upon a given signal.

Everything had worked favorably from the time of starting until the torpedoes were within a few yards of the ram, when Baldwin was discovered and hailed by a sentry on the wharf. Two shots were then fired and a volley of musketry followed, which induced John W. Lloyd, who heard the challenge and report of small arms, to cut the guiding line, throw away the coil, and swim the river again to join John Laverty, who was left in charge of his clothes and arms.

These two men, with the boat keeper, Benjamin Lloyd, returned to the ship the morning of the 27th, after an absence of thirty-eight hours in the swamp, encountering the additional discomfort of a rainy day and night.

Two days' unsuccessful search was made for Baldwin and Crawford, both of whom made their appearance on Sunday, the 29th instant, much fatigued by travel and somewhat exhausted from the loss of food. No traces of their intended designs were left behind them.

I can not too highly commend this party for their courage, zeal, and unwearied exertion in carrying out a project that had for sometime been under consideration. The plan of executing it was their own, except in some minor details, and although defeated in their purpose (by accidentally fouling a schooner), I deem it my imperative duty to recommend that Alexander Crawford, fireman, and Charles Baldwin, coal heaver, be promoted to a higher grade, and that all receive the pecuniary reward awarded by act of Congress for distinguished services.

Four deserters from the rebel ram *Albemarle* were brought off by the picket boat yesterday, but can not, without detaining the army boat, communicate the intelligence they bring. They state, however, that the *Neuse* is afloat and in all respects ready for service.

Very respectfully, your obedient servant,

MELANCTON SMITH,

*Captain and Senior Officer in Sounds of North Carolina.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

*Abstract log of the U. S. S. Wyalusing.*

May 26, 1864.—At 11:30 a. m. John W. Lloyd, coxswain; Charles Baldwin, coal heaver; Alexander Crawford, second-class fireman; John Laverty, first-class fireman; Benjamin Lloyd, second-class fireman, went on an expedition to destroy the ram.

May 28.—At 9 a. m. all the expedition returned but two men, Baldwin and Crawford.

May 29.—At 8 p. m. the *Commodore Barney* came alongside and brought Alexander Crawford and Charles Baldwin from the expedition of the 26th.

[Telegram.]

FARRAR'S ISLAND, JAMES RIVER, May 26, 1864.

(Via Fortress Monroe 28th. Received 3 p. m.)

The naval situation remains unchanged. Will the Department please order the *Chicopee*, intended for this squadron, direct to the sounds?

S. P. LEE,

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

Hon. G. WELLES,  
*Secretary Navy.*

[Telegram.]

FLAGSHIP AGAWAM, FARRAR'S ISLAND,

May 26, 1864—10 a. m.

(Via Fortress Monroe 28th. Received 11:05 a. m.)

No change in the situation since my dispatch of yesterday.

S. P. LEE,

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

Hon. GIDEON WELLES,  
*Secretary Navy.*

*Report of Acting Volunteer Lieutenant Foster, U. S. Navy, transmitting report of engagements with the enemy and attendant expenditure of ammunition.*

U. S. S. COMMODORE PERRY,

May 26, 1864.

SIR: In obedience to your order on May 24, I have the honor to submit the following report of the expenditure of ammunition aboard this vessel from May 20 to May 26, and also the object of that expenditure.

At 8:30 o'clock p. m. of the 20th instant I received a note from a signal officer at headquarters of the army, informing me that about 50 rebels were marching through the bushes in the direction of this steamer, and that he could see them plainly with his glass. After ascertaining the whereabouts of the enemy, I opened on them with my IX-inch guns and 100-pounder Parrott.

While firing an officer came on board, said he was from General Smith, and requested me to load my guns with grape, train them up a ravine, and be ready to fire them when notified. I complied with his request.

This officer had scarcely left the vessel when another officer came on board, who said he also was from General Smith and requested me to fire immediately up the ravine mentioned, and which I did.

After firing the ammunition (a list of which you will please find enclosed), and hearing nothing from General Smith, I ceased firing.

On the morning of the 21st instant I saw Brigadier-General Charles K. Graham, who was very much incensed at my having fired the night before. During the day I received a communication from Brigadier-General Graham, ordering me to make a written report to him of the amount of ammunition expended and the object of it.

This I refused to do on account of having been ordered by my superior officer not to do so.

On the night of the 21st instant, finding the enemy were firing on our earth works, I expended five 10-second shells, which I afterwards learned did good execution.

On the night of the 23d, finding the enemy (a small force) were in the bushes alongside the vessel, I expended three IX-inch grape.

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

AMOS P. FOSTER,  
*Acting Volunteer Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, James River.*

[Enclosures.]

*Report of ammunition expended from May 20 to May 26, 1864.*

Date.	IX-inch guns.	100-pounder Parrott.	12-pounder howitzer.	Remarks.
May 20	5 10-second shell. 5 6-second shell. 9 grape. 3 shrapnel. 3 canister.	5 percussion shell. 2 shrapnel. 3 15-second shell.	12 shrapnel ...	At 8:30 p. m. received a note from the signal officer at headquarters signed P. W. Kinman (a copy of which please find enclosed), telling me the enemy was near me. About 9:30 p. m. received a request from a staff officer of General Smith's staff to fire grape and canister.
May 21	5 10-second shell.	.....	.....	The enemy attacked our earthworks with artillery. Our shells struck in the midst of them.
May 23	3 grape	.....	.....	Fired at the enemy, who were in bushes alongside of the vessel.

Respectfully submitted.

AMOS P. FOSTER,  
*Acting Volunteer Lieutenant, Commanding.*

SIR: About 50 rebels are marching through the bushes in the direction of your boat. I could see them plainly through my glass.

Respectfully, your obedient servant,

P. W. EINMAN.

To the COMMANDER OF THE GUNBOAT.

*Commendatory letter from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Babcock, U. S. Navy, commanding U. S. S. Morse.*

FLAGSHIP AGAWAM,  
*Farrar's Island, James River, May 27, 1864.*

SIR: Your No. 85 of 24th instant received reporting your conveying transports to White House.

The service was an important and hazardous one and well performed. You were fortunate in receiving no injury from torpedoes.

Very respectfully,

S. P. LEE,

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

Lieutenant-Commander C. A. BABCOCK,  
*U. S. S. Morse.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to the commanding officer of the U. S. S. Cohasset, to report to Lieutenant-Commander Babcock.*

FLAGSHIP AGAWAM,  
*James River, May 28, 1864.*

SIR: Fill up with ammunition to your full capacity from the ordnance vessels at City Point, and, after coaling at Newport News, proceed to report to Lieutenant-Commander Babcock at Yorktown or wherever else he may be.

Show these orders to Captain Gausevoort.

Respectfully, yours,

S. P. LEE,

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

Commanding OFFICER,  
*U. S. S. Cohasset.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Gausevoort, U. S. Navy, regarding the U. S. S. Cactus.*

FLAGSHIP AGAWAM,  
*James River, May 28, 1864.*

SIR: Place the battery of the *Cactus* on board, have her ammunition filled up to her full capacity, and send her to report to Lieutenant-Commander Babcock at Yorktown or wherever else he may be. Use all practicable dispatch.

Respectfully, yours,

S. P. LEE,

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

Captain GUERT GANSEVOORT,  
*Roanoke.*

Send two small colliers to Lieutenant-Commander Babcock and keep him supplied with coal.

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Sheldon, U. S. Navy, regarding the U. S. S. Shokokon.*

FLAGSHIP AGAWAM,  
*James River, May 28, 1864.*

SIR: Fill up with ammunition to your full capacity from the ordnance vessel at City Point, and, after coaling at Newport News, proceed to report to Lieutenant-Commander Babcock at Yorktown or wherever else he may be.

Show these orders to Captain Gansevoort.

Respectfully, yours,

S. P. LEE,

*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*  
Acting Master W. B. SHELDON,  
*Commanding Officer, U. S. S. Shokokon.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Babcock, U. S. Navy, regarding a search for torpedoes in the Pamunkey River.*

FLAGSHIP AGAWAM,  
*James River, Virginia, May 28, 1864.*

SIR: Do all you can to assist the army under General Smith. It would be proper to examine the Pamunkey for torpedoes in advance of the steamers. To do this you must drag with boats with heavy grapnels near the bank and have a picket ahead on both sides examining the banks for galvanic batteries, by which one kind, and lines, by which another kind are exploded. You ought to do this ascending, and examine suspicious places descending; take care to capture all the boats you fall in with on your way, else they may place torpedoes after you have gone up to be exploded on your return. I have sent you Acting Master's Mate Blanchard, of the *Mackinaw*, who knows how to search the banks for torpedoes. Send him back when his services are not needed.

Respectfully, yours,

S. P. LEE,

*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*  
Lieutenant-Commander C. A. BABCOCK,  
*U. S. S. Morse.*

P. S.—I will instruct Commander Lynch to have spare ammunition ready for you. Can you arrange for its transportation with the quartermaster? I have directed Captain Gansevoort to send you two small colliers and to keep you supplied with coal. Send to or telegraph to these officers for supplies, giving exact lists. Keep up a supply of provisions for the vessels with you.

S. P. LEE,

*Acting Rear-Admiral.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Lynch, U. S. Navy, regarding spare ammunition for the vessels in York River.*

FLAGSHIP AGAWAM,  
*James River, Virginia, May 28, 1864.*

SIR: The *Mystic*, *Morse*, *Shokokon*, *Cactus*, and *Cohasset* are to be employed at present on York River. You will please have spare

ammunition prepared for their batteries, to be sent to them when it is needed. Try to make arrangements with the quartermaster at Fortress Monroe so that you can forward ammunition by his conveyances, and when you send ammunition, send an officer to accompany and deliver it.

Respectfully, yours,

S. P. LEE,

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

Commander D. LYNCH,

*Commanding U. S. Ship St. Lawrence.*

*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, to send the U. S. S. Tecumseh to sea.*

NAVY DEPARTMENT, *May 28, 1864.*

SIR: Send the *Tecumseh* to sea as early as practicable with the enclosed sealed orders, which her commander will not open until he has discharged his pilot. Let one of the double-enders be placed under Commander Craven's orders as an escort, but do not send the *Osceola*.

These vessels are going down the coast and will not return.

Very respectfully,

GIDEON WELLES,

*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, James River.*

*Order of the Secretary of the Navy to Commander Craven, U. S. Navy, commanding U. S. S. Tecumseh, to proceed to Pensacola, Fla.*

Confidential.]

NAVY DEPARTMENT, *May 28, 1864.*

SIR: Proceed with all practicable dispatch with the steamer under your command to Pensacola, Fla., and report by letter to Rear-Admiral Farragut and the senior officer off Mobile.

Acting Rear-Admiral Lee has been directed to place one of the double-enders under your orders as an escort or tow.

After completing this duty you will direct her commander to report to Rear Admiral Farragut for duty.

Very respectfully,

GIDEON WELLES,

*Secretary of the Navy.*

Commander T. A. M. CRAVEN,

*Commanding Ironclad Tecumseh, James River, Virginia.*

*Report of Commander Crosby, U. S. Navy, commanding U. S. S. Keystone State, regarding the impaired condition of that vessel.*

U. S. S. KEYSTONE STATE,

*Beaufort Harbor, May 28, 1864.*

SIR: I regret to say that upon examination of the hull of this vessel in the port bilge abreast of the port boiler that the ceiling is found to

be completely rotten and destroyed, and the outside planking to extent of over five-eighths of an inch, and the timbers, too, are also a good deal decayed.

The carpenter of this station thinks there is no danger in smooth weather, but thinks it unsafe in bad weather.

One of the beams over the shaft is settling on it and will require stanchioning up. I think it would be advisable to take her to Norfolk for such repairs as can be made.

Very respectfully, your obedient servant,

PEIRCE CROSBY,  
*Commander.*

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

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[Telegram.]

FLAGSHIP AGAWAM,  
*Farrar's Island, May 28, 1864—1 p. m.*

(Via Fortress Monroe, 8 p. m., 30th. Received 8:10 p. m.)

Picked up several torpedoes, each containing 70 pounds powder, floating around the monitors this morning. Two deserters came in this morning and report that three rebel ironclads have been below Drewry's Bluff for several days.

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

Hon. GIDEON WELLES,  
*Secretary Navy.*

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[Telegram.]

FLAGSHIP AGAWAM,  
*Farrar's Island, James River, May 27, 1864—10 p. m.*  
(Via Fortress Monroe, 6 p. m., 29th. Received 6:30 p. m.)

No change in the naval situation. Nothing new to communicate.

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

Hon. GIDEON WELLES,  
*Secretary Navy.*

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[Telegram.]

FLAGSHIP AGAWAM,  
*James River, May 29, 1864—10 p. m.*  
(Via Fortress Monroe, 6 p. m., 30th. Received 7:20 p. m.)

Went to Fort Powhatan and Wilson's Wharf to-day. The *Pequot*, *Atlanta*, *Dawn*, and *Young America* will effectually aid the troops. One colored regiment at each place to hold against great odds these important positions, which the army is fortifying.

General [E. A.] Wild had 900 colored troops at Wilson's Wharf and two 20-pounder Parrotts and no other artillery when he was attacked.



He says the enemy used no artillery, and were, he thinks, 2,000 strong. He stated to me that the gunboats were of great assistance to him in repelling their attack.

S. P. LEE,  
*Acting Rear-Admiral.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

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*Letter from Major-General Butler, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, requesting transportation for agent of the secret service.*

Confidential.]

HDQRS. DEPT. OF VIRGINIA AND NORTH CAROLINA,  
*Fort Monroe, May 29, 1864.*

The bearer, Mr. Symington, is on secret service of the United States. Will you have him put ashore on the opposite side of the James, so as not to excite suspicion?

BENJ. F. BUTLER,  
*Major-General, Commanding.*

Rear-Admiral LEE,  
*Commanding, etc.*

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[Telegram.]

FORT MONROE, VA., *May 29, 1864.*

I have been requested by Major-General Smith, through Brigadier-General Ames, to cooperate with the troops which go to West Point, [Va.], this afternoon. I have telegraphed General Ames that I will be happy to cooperate with him. Shall be obliged to go alone, as the boiler of the *Mystic* is undergoing repair.

Respectfully, etc.,

CHAS. A. BABCOCK,  
*Lieutenant-Commander and Senior Officer Present.*

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

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*Report of Lieutenant-Commander Babcock, U. S. Navy, commanding U. S. S. Morse, of the convoying of army transports, May 29-30, 1864.*

U. S. S. MORSE,  
*Off White House, Pamunkey River, Virginia, June 1, 1864.*

SIR: I have the honor to make the following report in relation to the part taken by this vessel in cooperating with and convoying transports with troops under command of Major-General Smith, which arrived at this place on the 30th ultimo.

After telegraphing you on the 29th that General Smith requested my cooperation I got underway at 5 p. m. of that day and, followed by two transports, proceeded to West Point, coming to anchor at 9:30 p. m. During the night several transports filled with troops arrived from Yorktown. On the following morning I was informed by Brigadier-General Ames that all the transports with troops were going to the

White House, and requested me to convoy them. I immediately got underway and, taking the lead, proceeded up the Pamunkey River, arriving at this place with transports and troops safely at 11:30 a. m. on the 30th ultimo. I saw nothing of the enemy, and found no obstruction whatever in the river. I have stationed the *Shokokon* off Cumberland, with orders to protect the transports from the enemy should they make their appearance. The *Cohasset* is at anchor off the White House and this vessel at the railroad bridge [Richmond and York River Railroad]. The *Mystic* still remains at Yorktown. At present all the vessels I have with me are fully supplied with ammunition, coal, and provisions.

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

CHAS. A. BABCOCK,

*Lieutenant-Commander and Senior Officer Present.*

Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

*Report of Lieutenant-Commander Watmough, U. S. Navy, commanding U. S. S. Kansas, regarding the chase of two suspicious steamers.*

U. S. GUNBOAT KANSAS,

*Off New Inlet, North Carolina, May 29, 1864.*

SIR: I have the honor to report that on the night of the 27th, at 11:45 p. m., this vessel being on No. 5 night station, a steamer bearing N. N. E., standing seaward, was discovered.

She was challenged, but no answer being made, a gun and a rocket were fired and chase began on an E. S. E. course, ending in a S. by E.

For four hours until daylight we held her in plain sight and gained on her, making upward of 11 knots, but owing in great measure to the wretched quality of coal last supplied, a large proportion being slate, our steam now failed and it was found impossible to increase it.

Our speed fell to 9½, and the chase began to gain on us. I authorized the expenditure of 2½ barrels of pork for the furnaces, as there were grounds for supposing the chase to be the successful runner, the *Lucy*, having on this trip a large amount of bullion for Europe, but the expedient failed. Every exertion was made by trimming ship; shot, etc., being brought aft, to overhaul the stranger, but at 8 a. m. she had gained so much, just being in sight, that I turned for our station.

We reached latitude 32° 55', longitude 76° 55'.

The chase was a single-stack, two-masted propeller, and not very large.

At about meridian a large double-stack, side-wheel runner was discovered to the S. W., standing to the northward. Chase was ordered, but to my mortification I was informed by the engineer in charge that it would take an hour to get up steam.

Orders had been given early in the morning to prepare the fires and boiler for their best work.

The engineer of the watch, Mr. [I. R.] Oakford, had failed to comply with these orders, and ere his neglect could be remedied the chase ran away from us.

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

PEND. G. WATMOUGH,

*Lieutenant Commander.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

*Report of Commander Caldwell, commanding U. S. S. Glaucus, of injury to that vessel by fire.*

U. S. S. GLAUCUS,  
*Off Western Bar, May 29, 1861.*

SIR: I have respectfully to report that yesterday evening, at 9 o'clock (Bald Head light-house, bearing N. by E., distant 13 miles), this vessel was discovered to be on fire. The first intimation we had of the accident was a thick volume of smoke bursting out of the engine-room hatch, followed immediately by a column of flame that shot up as high as the top of the smokestack and spread across the deck, enveloping the starboard waist boat. The crew was immediately called to fire quarters and every effort made to subdue the flames. For some time no impression seemed to be made, although the steam and force pumps were at work throwing three powerful streams, and all the available men with buckets kept up a constant dashing of water down the engine room. Believing it to be impossible to save the ship, and that in a very short time all communication between the two extremities of the vessel would be stopped, I gave the order to drown the magazine and shell room (both forward), to lower the boats, drop them astern ready for use, fire a gun, throw up a rocket, and make the Coston signal, "Fire, this ship is on." The fire, in the course of an hour, was extinguished in the engine room, but raged with great fury in and about the coal bunkers, under the berth deck and over the boilers, until after 2 in the morning. At that time it was under control and gradually subsided until 10 a. m., when the last outbreak was entirely subdued.

In the midst of the fire (but fortunately not until it was confined below) a violent squall of wind and rain from the N. W. struck the ship, hauling round to the N. E., and ending in a moderate gale. This added much to our work, as the vessel lay in the trough of the sea (which was fast rising) and rolling very heavily with 4 feet of water in the forward hold and fire room. The after hold (the ship being divided into three water-tight compartments) was very easily kept free, but the pumps forward became choked almost as fast as cleared by the beans and other provisions which had been emptied into the hold by the bursting of the barrels. It was not until 8 o'clock that we got the ship free of water.

During the whole of this appalling disaster the officers and men worked in the most admirable manner from 9 in the evening till 10 the next morning. Executive Officer Lieutenant Gillett, Acting Master Redding, and Acting Ensign Holloway were particularly active on the gun deck, where they were constantly deluged with water and almost suffocated with smoke.

A few hours before the fire broke out I left the station to overhaul two vessels some distance in the offing. It was on our return that it was discovered. I have not been able to learn its cause. It seems to have commenced below the berth deck and in the vicinity of the forward ends of the boilers, and to have been some time burning before bursting out.

The result of the fire is the serious injury of the ship; the loss of 4,000 pounds of powder; the probable damage of several hundred shells, and the loss of a considerable quantity of provisions.

Very respectfully, your obedient servant,

C. H. B. CALDWELL,  
*Commander, Commanding.*

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

[Telegram.]

FLAGSHIP AGAWAM,

*Farrar's Island, James River, May 30, 1864—1 p. m.*

(Via Fort Monroe, 1:30 p. m., 31st. Received 2:30 p. m.)

A deserter from rebel vessel of war *Hampton* reports to-day that the enemy have now below Drewry's Bluff three ironclads, six small gunboats, plated with boiler iron, each mounting two guns of 6-inch and 4-inch bore, all fitted with torpedoes, and nine fire ships fitted with combustible material, with which they propose to attack the fleet in James River at as early a moment as practicable by sending down their fire ships first, closely followed by the ironclads and other vessels.

The deserter says that the vessels have been ready for one week and that their crews were supplied by men from Lee's army. Will the Department please send with dispatch by special messenger to Commander Lynch the torpedoes now ready?

Can the Department speedily supply six or eight steam barges?

S. P. LEE,

*Acting Rear-Admiral.*

Hon. GIDEON WELLES,

*Secretary of the Navy.*


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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army, regarding the Confederate force below Drewry's Bluff.*

FLAGSHIP AGAWAM,

*James River, May 30, 1864.*

GENERAL: I have information from a deserter from the rebel vessel of war *Hampton* that the enemy have now below Drewry's Bluff three ironclads, six smaller gunboats, plated with boiler iron, each mounting two guns of 6-inch and 4-inch bore, all fitted with torpedoes, and nine fire ships filled with combustible material, with which they propose to attack the fleet on James River at as early a moment as practicable by sending down the fire ships first, closely followed by their ironclads and other vessels. The deserter says that the vessels have been ready since Monday, a week ago; that the crews of the vessels were supplied by men from Lee's army. Information received previously from deserters intimated that the rebel land forces were intended to cooperate with the attack of the rebel naval vessels. If an attack of the nature of the above is made upon this fleet, it would at the time of attack require all the force at my disposal to meet it. I would respectfully suggest the probability of a simultaneous movement against you.

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

S. P. LEE,

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

Major-General B. F. BUTLER,

*Commanding Department of Virginia and North Carolina.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Gansevoort, U. S. Navy, to forward launches and cutters from the U. S. S. Minnesota for use in James River.*

FLAGSHIP AGAWAM,

*Farrar's Island, James River, May 30, 1864.*

SIR: I wish the two launches and two largest cutters of the *Minnesota*, with their howitzers and good crews from that vessel, sent to me in tow of the *Pink* or *Mount Washington* with dispatch. Send with them two very reliable officers, the best you can find, taking them from the *Minnesota*, and, if necessary, some of them from the guard and ordnance vessels.

Respectfully, yours,

S. P. LEE,

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

Captain GUERT GANSEVOORT,

*U. S. Ironclad Roanoke.*

[Telegram.]

HEADQUARTERS IN THE FIELD, *May 30, 5:20 p. m.*

Admiral LEE: Your dispatch relating to fire ships and enemy's naval force received. In view of the torpedo boats and fire ships, had you not better anchor your obstructions at least, if not sink them, in your front, leaving a channel for pursuit.

They are awaiting your orders.

Can Graham aid you?

General Grant is now across the Pamunkey, at Hanover town, 15 miles from Richmond. As for the land attack, let them come on.

Most truly, yours,

BENJ. F. BUTLER,

*Major-General, Commanding.*

### *Capture of the British steamer Caledonia.*

Report of Commander Crosby, U. S. Navy.

U. S. S. KEYSTONE STATE,

*At Sea, Lat. 32° 57' N., Long. 77° 54' W., May 30, 1864.*

SIR: I have the honor to report the capture of the British steamer *Caledonia*, 185 tons burden, of and from Bermuda, at 6 p. m. to-day, in company with the supply steamer *Massachusetts*, Acting Volunteer Lieutenant William H. West, commanding.

This vessel chased her three hours and fired 21 shots at her before she hove to. She showed no colors, and had thrown overboard all of her cargo, which consisted of, according to her manifest, boxes and cases of bacon, medical stores, and leather. I send Acting Master C. H. Corser, of this ship, with a prize crew, in charge of the *Caledonia*, with orders to report to you at Hampton Roads for further instructions.

The crew of the *Caledonia* I transferred to the *Massachusetts* for a passage north, with the exception of Captain Charles Nelson, Chief Engineer Thomas Case, and John Nelson, steward, who were retained to be sent north in the prize steamer as witnesses.

I also forward you the prize list of this ship's crew who are entitled to share in whatever may accrue of prize money for the capture.

I have also shipped by the *Caledonia* 4 bales of cotton, which were picked up at sea to day by this vessel, no other ship being in sight at the time.

I have also the honor to report that I left Beaufort on the 28th instant, and stood on the Bermuda route about 70 miles. At daylight the next morning sighted a large three-masted propeller, burning black smoke, distant about 10 miles, and steering south. I immediately gave chase and gained rapidly until meridian. She was then distant about 5 miles. She threw overboard 237 bales of cotton, which we counted, besides a number of barrels. This lightened her sufficiently to keep her distance until dark, when we lost sight of her. I then followed back in her track, picked up 4 bales of cotton, and, while hunting for the rest, saw black smoke, started in chase, and captured the *Caledonia*, of which the foregoing is a report.

During the chase I had to throw overboard a quantity of coal in order to lighten the ship and increase her speed, the bunkers being too full to allow her to run at full speed.

The crew of the *Caledonia* had destroyed her compasses, which had been adjusted for the vessel, besides doing whatever they could to destroy vessel and machinery during the chase, and on this account I have taken her in tow until daylight.

As you directed, I have left the name of district judge and port blank.

Accompanying this report I send a list of the crew of the *Caledonia* transferred to the *Massachusetts*.

I am, sir, very respectfully, your obedient servant,  
 PEIRCE CROSBY,  
 Commander.

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

P. S.—I think that the captain of the *Caledonia* is an American.  
 PEIRCE CROSBY,  
 Commander.

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Report of Acting Master Corser, U. S. Navy, of the passage of the prize steamer to New York City.

U. S. PRIZE STEAMER CALEDONIA,  
 Brooklyn Navy Yard, June 8, 1864.

SIR: I have to report that I left Newport News at 5 p. m. on the eve of the 5th instant with the prize, having received on board 78 bales of cotton from the U. S. S. *Vicksburg*, with an officer in charge of same. I anchored just inside Cape Henry during the night to repair connections and to get clear of pilot. At daylight of the 6th instant (Monday) proceeded to sea, shaping course to clear Nantucket Shoals. On the 7th instant (Tuesday), 2 p. m., in latitude 39° 15' N., longitude 72° 30' W., wind blowing strong from N. E. and a sharp sea running, the first engineer, Mr. McMurtrie, who had given up in the morning, reported himself disabled for duty, and also two of his firemen prostrated and unfit for further service, and the remainder rapidly becoming so. Third assistant, Mr. Smith, had been on duty twenty hours in the engine

room, reported to me that it was impossible for him to stand it more than twenty-four hours longer, at same time expressing his willingness to do all in his power. Being forty-eight hours from Boston, at the rate of then steaming, besides finding that the coal was very short of the engineer's calculation, for the safety of the vessel and cargo, I deemed it my duty to steer for the nearest port for assistance. I therefore put for New York, where I arrived at noon of the 8th (Wednesday), and immediately reported to the commandant of the U. S. navy yard, making a requisition for an engineer, two firemen, and 25 tons of coal, which he promptly complied with, and I shortly leave for Boston, and, by his advice, through the sound. Shall leave in an hour (10 a. m., 9th, Thursday).

I have to say that First Assistant McMurtrie made a strong application to Captain Gansevoort to be relieved, or to have another engineer sent on board, but Captain Gansevoort told him that he must do the best he could, as he could not give him a man.

The estimate of coal on board was overrated by the engineers and firemen, and their consumption was greater than they calculated. Mr. Smith has done nearly all the duty, night and day, since leaving Cape Henry, and is nearly used up. A more indefatigable man I never saw. I herewith enclose engineer's report made to me on 7th instant.

The prisoners are safe and peaceable. I regret very much that circumstances have compelled me to delay my passage so long, and to increase the expense of it, but hope that my course will meet with your approbation under them.

Respectfully, your obedient servant,

CHAS. H. COESER, U. S. Navy,  
*Prize Master.*

Commander PEIRCE CROSBY, U. S. Navy,  
*Commanding U. S. S. Keystone State.*

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[Telegram.]

FLAGSHIP AGAWAM,  
*Farrar's Island, May 31, 1864—1: 45 p. m.*

(Via Fortress Monroe, 8:30 p. m. June 1. Received 9 p. m.)

Heard considerable cannonading for one hour last evening and four hours this morning in the direction of Richmond. A deserter to the army says they are mounting one 200-pounder at Howlett's, and that the rams were to have come down last night.

These torpedoes and fire rafts will probably be down soon.

S. P. LEE,  
*Acting Rear-Admiral.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

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*Report of officers regarding the burning of buildings near Four Mile Creek.*

U. S. S. MENDOTA,  
*James River, May 31, 1864.*

SIR: Having thoroughly investigated the matter submitted to us by your order of the 24th instant, we beg leave to report that the large

house and the buildings on the point by Four Mile Creek were burned by order of Captain J. W. Sanderson, Third Pennsylvania Heavy Artillery, the former being used as a rendezvous and shelter by the enemy, from which they occasionally fired upon our pickets, and the latter containing forage liable to seizure by the rebels.

The other buildings were burned without authority by the picket guard and men belonging to boats of this ship and the U. S. S. *Hunchback*.

We are unable to fix the act upon any individual.  
Respectfully submitted.

H. W. MILLER,  
*Lieutenant, U. S. Navy.*  
LOTHROP WIGHT,  
*Acting Ensign.*

Commander EDWARD T. NICHOLS,  
*Commanding U. S. S. Mendota, James River.*

*Report of Acting Volunteer Lieutenant Foster, U. S. Navy, regarding an engagement with the enemy in James River, May 31, 1864.*

U. S. S. COMMODORE PERRY, *June 1, 1864.*

SIR: I have the honor to report that at 9 o'clock a. m., May 31, the enemy opened on this vessel with four guns. I immediately returned the fire, and at 11 o'clock a. m. succeeded in driving them away.

Having expended all my ammunition I dropped down the river and sent a steamer to City Point, which brought up the ammunition required.

The vessel was struck six times, and no one was injured.

A man on board the U. S. S. *General Putnam* had his foot injured by the recoil of a gun. Acting Assistant Surgeon J. E. Gregory deemed it necessary to amputate the foot and did so, and I sent him on board the U. S. S. *Osceola*.

Enclosed you will please find a report of the ammunition expended May 31.

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

AMOS P. FOSTER,  
*Acting Volunteer Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, James River.*

[Enclosure.]

*List of ammunition expended on board U. S. S. Commodore Perry, May 31, 1864.*

	100-pdr. Parrott.	IX-inch gun.	12-pdr. howitzer.
Charges.....	10 .....	80 10-pound .....	2
Shell .....	10 (percussion) .....	14 10 sec .....	} 1 5-sec.
		55 5 sec .....	
Strapnel .....		15 .....	1

Respectfully submitted.

AMOS P. FOSTER,  
*Acting Volunteer Lieutenant, Commanding.*



*Report of Acting Master Savage, U. S. Navy, of the expenditure of ammunition in engagement with the enemy.*

U. S. S. GENERAL PUTNAM,  
*Appomattox River, Virginia, May 31, 1864.*

SIR: I would respectfully report the following expenditures of ammunition on board this vessel, in an engagement with the enemy's artillery on the left bank of river off Gilliam's Bar this day:

20-pounder Parrott rifle: 39 shell time fuze.

24-pounder howitzer: 13 shrapnel, fixed ammunition; 1 shell, fixed ammunition.

12-pounder howitzer: 19 shrapnel, fixed ammunition; 2 shell, fixed ammunition.

Very respectfully, your obedient servant,

H. H. SAVAGE,  
*Acting Master, Commanding.*

Commander J. M. B. CLITZ,  
*Comdg. U. S. S. Osceola, Senior Naval Officer off City Point, Va.*

*Report of Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Vicksburg, regarding cotton picked up by that vessel at sea May 31, 1864.*

U. S. S. VICKSBURG,  
*Off Newport News, Va., June 1, 1864.*

SIR: I have the honor to report that on May 31 and June 1, I picked up at sea 78 bales and 2 half bales of cotton, which were thrown overboard by a vessel I chased on the 31st of May. By order of Captain Guert Gansevoort, I have just shipped it per the prize steamer *Caledonia* to Boston, and sent a prize officer, Acting Ensign John H. Harris, in charge of the same, to deliver it to the prize commissioners at that port.

I enclose you a list of the officers and crew entitled to share in the above prize cotton.

Very respectfully, your obedient servant,

D. L. BRAINE,  
*Lieutenant-Commander.*

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

*Letter from Brigadier-General Palmer, U. S. Army, to Commandaer Davenport, U. S. Navy, regarding the transportation of refugees.*

HEADQUARTERS DISTRICT OF NORTH CAROLINA,  
*New Berne, N. C., May 31, 1864.*

SIR: I have long intended to carry out your request to send a steamer to the vicinity of Washington, N. C., for the purpose of bringing in such refugees as may be found, but owing to the heavy drain upon my quartermaster's department for water transportation of all kinds made by Major-General Butler, it has been impossible for me to carry out my instructions.

There are several men in town who desire to go up for their families, and I would suggest that you send them up on the first gunboat that goes in the neighborhood of Washington and bring back the families. If you will be kind enough to inform me when the first boat goes I will send the men whenever you may say.

I am, very respectfully, your obedient servant,

I. N. PALMER,

*Brigadier-General, U. S. Army, Commanding.*

Commander H. K. DAVENPORT, U. S. Navy,  
*Commanding U. S. S. Hetzel.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding specimen of torpedo used by the Confederates in James River.*

FLAGSHIP AGAWAM,  
*Farrar's Island, June 1, 1864.*

SIR: I send by express a specimen of the copper torpedoes used by the rebels in James River.

The plan of its construction is excellent, and I request that the Department will furnish me with a number of the same description, as early as practicable, with fuzes such as were found on board the *Atlanta*.

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

S. P. LEE,

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

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

*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting statements of a refugee and deserters.*

FLAGSHIP AGAWAM,  
*Farrar's Island, June 1, 1864.*

SIR: I transmit enclosed, for the information of the Department, three statements of refugees and deserters, as follows: (1) May 30, statement of John Loomis, deserter from rebel steamer *Hampton*; (2) June 1. of Archy Jenkins, colored, a refugee from Richmond; (3)\* of Augustus Freeman, colored deserter.

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

S. P. LEE,

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

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

[Enclosures.]

*Statement of John Loomis, a white deserter from C. S. S. Hampton, at Richmond, who came on board the U. S. S. Hunchback at Deep Bottom.*

MAY 30, 1864.

The rebels have now below Fort Darling the ironclads *Virginia*, Captain Mitchell; *Richmond*, Pegram; *Fredericksburg*, Gardner; also six wooden gunboats, partially plated with boiler iron, all armed with torpedoes, fitted to their bows. The ironclads have each two 10-inch

\* Omitted as not necessary to publish.

columbiads, and two 7-inch rifles. The wooden vessels one 6-inch and one 4-inch rifles. The *Virginia* draws 14 feet, the *Richmond* and *Fredericksburg* about 13½ feet. The former steams 7 or 8 knots; the others 5 or 6 knots. The crews number 150 men each, drawn from Lee's army. They are plated with 8 inches railroad iron, rolled out and bolted together, upon 3 feet of oak backing; the bolts go through and set up with nuts. There are also six fire ships, or schooners, filled with combustible material; two more fitting out at Richmond.

They intend attacking the Federal fleet as soon as practicable, in the night; first sending down the fire ships, and following with the rebel craft when we are disconcerted by the fire rafts. (The fire rafts are old schooners prepared for this service.)

The ironclads came through the obstructions on Sunday last (a week ago yesterday) and have been ready ever since.

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*Statement of Archy Jenkins, colored, a refugee from Richmond, Va.*

JUNE 1, 1864.

I am a free man, stevedore. I was employed on the *Bonita*. I left Richmond Monday. I gave a colored man \$10 to show me the batteries, past the pickets. I crawled through the bushes and came down to Hill Carter's place.

The firing was about 7 miles from Richmond, out toward Boar Swamp; the firing was rapid and heavy. The mate of the *Bonita* said Lee was 5 miles from Richmond and Grant about 7 miles. Opinion is divided as to Grant's getting to Richmond. They are putting two barges and a sloop lashed together, filled with shavings and pitch and with torpedoes, which they intend to set on fire, and when it reaches the fleet it will blow up and destroy the fleet. There is a vast quantity of powder in it. There are six others, small steamers—*Nansemond*, 2 guns; *Kaleigh*, 2 guns; *Hampton*, 2; *Beaufort*, 1; *Torpedo*, 2; *Patrick Henry*; they said she was too big an object and they would not bring her out. All are fitted with torpedoes on long poles. The ironclads: *Virginia*, about 14 feet; *Richmond*, about 14 feet; *Fredericksburg*, about 14 feet, I guess; I don't know exactly. They were lightened over Warwick Bar. You can carry with good tide 12 feet. You can carry about 15 feet good tide over Trent's Reach.

There is a freshet now, a little; there is about 6 or 7 inches more than usual high water.

I don't think they will have any trouble in bringing their ironclads over Trent's Reach; there is plenty of water close over to the left bank. They must come at high water. I am no man for steering a boat, but I know where the bars and deep water [are]. I have been running on the river five or six years, off and on. They all say they know "they can whip you all; they are certain of it." They believe in their torpedoes in preference to everything. They all say you haven't sense to make a good torpedo; they reckon on them more than all else besides. They say that all that they are afraid of, that you have a string of torpedoes all across at Cox's and Trent's reaches, and that the river is otherwise obstructed, and that when they come on you will fall back and lead them on over the torpedoes and blow them all up. They say that is all they care about.

They are very hard up for provisions at Richmond. If you took Petersburg "they could not fight another week. They must give right up."

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Barnes, U. S. Navy, regarding stone ballast.*

FLAGSHIP AGAWAM,

*James River, June 1, 1864.*

SIR: I desire that you obtain stone ballast to be placed in the schooners and bark that you will bring up. I understand that it can be procured at the ballast wharf at Bermuda Hundred, discharged there by vessels coming up for cargo.

Respectfully, yours,

S. P. LEE,

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

Fleet Captain J. S. BARNES.

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[Telegram.]

FARRAR'S ISLAND,

*On James River, June 1, 1864—4:30 p. m.*

(Via Fort Monroe, 5:30 p. m., 2d. Received 7:20 p. m.)

The concurrent testimony, which seems reliable, of deserters from the rebel Army and Navy, and contrabands from Richmond, is that enemy meditate an immediate attack upon this fleet with fire rafts, torpedo vessels, gunboats, and ironclads, all of which carry torpedoes, and that they are confident of being able to destroy the vessels here, principally by their torpedoes.

I have not here, and am unable to fit torpedoes which are at all reliable, and would urge the Department to forward me, with all dispatch, torpedo barges and torpedoes, the latter with percussion fuzes similar to those found on the *Atlanta*.

In view of the novel attack contemplated, I should regard it as imprudent to send the *Tecumseh* to sea now, and would request that one or more ironclads could be added to my force here, considering the importance of this river to the armies of Generals Grant and Butler.

S. P. LEE,

*Acting Rear-Admiral.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

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[Telegram.]

FLAGSHIP AGAWAM, *Farrar's Island, June 2, 1864.*

(Via Fort Monroe, Va., 5:30 p. m., 4th. Received 11 a. m., 5th.)

No change in the naval situation, except that I have received here from General Butler the vessels he had provided at City Point, as part of his plan of campaign, for obstructing James River.

S. P. LEE,

*Acting Rear-Admiral.*

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

*Chase and destruction of the steamer Georgiana McCaw, June 2, 1864.*

Report of Lieutenant-Commander Haxtun, U. S. Navy, commanding U. S. S. Maratanza.

U. S. S. MARATANZA,

*Off Western Bar, Wilmington, N. C., June 5, 1864.*

SIR: I have the honor to report that at 3 a. m., June 2, Acting Master Alfred Everson, commanding the U. S. S. *Victoria*, discovered a paddle steamer running in. He gave chase, opened fire on her, and drove her ashore.

He immediately dispatched two boats, in charge of Acting Master's Mate William Moody and Acting Third Assistant Engineer Thomas Hineine, with orders to fire her, which they successfully accomplished, capturing 29 persons, 14 having escaped.

At daylight Fort Caswell and the adjacent batteries opened with shot and shell on the boats and they withdrew.

She proved to be the *Georgiana McCaw*, of Liverpool, from Nassau, this being her first trip, with 60 tons of cargo.

She ran ashore on the last of the flood, going 12½ knots.

Since then we have had considerable wind and sea from the southward and westward, and to day she is reported to be bilged.

The enemy boarded her at 10 a. m. and extinguished the fire. She lies in 10 feet of water within easy range of Fort Caswell, Western Battery, and Battery Cameron [Fort Campbell].

Captain Everson speaks favorably of the energy and gallantry of the officers commanding the boats, and appears himself to have displayed considerable judgment and dash in the affair.

I transmit herewith all the papers and an inventory of the instruments captured, which are retained subject to your orders.

Last night two steamers attempted to run out and were driven back.

Respectfully, your obedient servant,

M. HAXTUN,

*Lieutenant-Commander and Senior Officer Present.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

[Enclosure.]

U. S. S. MARATANZA,

*Off Western Bar, Wilmington, N. C., June 5, 1864.*

SIR: List of articles captured from the blockade runner *Georgiana McCaw*, and held subject to your order:

Two chronometers, one barometer, one sextant, one marine clock.

Respectfully, your obedient servant,

M. HAXTUN,

*Lieutenant-Commander and Senior Officer Present.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

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Report of Acting Master Everson, U. S. Navy, commanding U. S. S. *Victoria*.

U. S. S. VICTORIA,

*Off Western Bar, Wilmington, N. C., June 2, 1864.*

SIR: I have the honor to report that at 3 a. m., of this date, and while drifting in 3½ fathoms water, Bald Head light bearing east, saw

white water near the beach to the south and westward, which I supposed to be a steamer. I immediately steamed ahead at full speed toward the beach in order to cut her off.

On near approach I discovered her to be a side-wheel steamer steering for the bar.

As he crossed my bow I rounded to in his wake and discharged at him my starboard VIII-inch gun, loaded with one 5-second shell and stand of grape, and kept firing my 30-pound rifle as I continued the chase, until 3:30 a. m. she struck on the bar. I immediately ordered the first and second cutters to board and fire her, the former under command of Acting Master's Mate William Moody, the latter under charge of Acting Third Assistant Engineer Thomas W. Hineline.

On arrival on board they found that two boats, with their crews, had escaped to the shore.

They, however, succeeded in capturing 29 of the crew, including the captain and most of the officers, together with 3 passengers.

They fired her in several places, and she continued to burn until 10 a. m., when she was boarded from the shore. At daylight Fort Caswell and the adjacent batteries opened fire on our boats with shot and shell, which compelled them to return without accomplishing her destruction.

She proved to be the *Georgiana McCaw*, of Liverpool, 700 tons burden, from Nassau, bound to Wilmington, N. C.

Her cargo consists of about 60 tons provisions, etc.

I would add, sir, that too much credit can not be awarded to Acting Master's Mate William Moody and Acting Third Assistant Engineer Thomas W. Hineline for their perseverance and energy displayed, and their cool and gallant conduct while under fire of the enemy.

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

ALFRED EVERSON,

*Acting Master, Commanding U. S. S. Victoria.*

Lieutenant-Commander M. HAXTUN,

*Commanding U. S. S. Maratanza and Senior Officer Present.*

Report of Commander Nicholson, U. S. Navy, commanding U. S. S. State of Georgia.

U. S. S. STATE OF GEORGIA,

*Off Western Bar, June 13, 1864.*

SIR: It affords me pleasure to report that the blockade runner *Georgiana McCaw* (which steamer was run ashore by the *Victoria* on the morning of the 2d instant) is a complete wreck.

Very respectfully, your obedient servant,

S. NICHOLSON,

*Commander and Senior Officer Present.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

*Order of Captain Smith, U. S. Navy, to Commander Davenport, U. S. Navy, to send the schooner Ann S. Davenport to obstruct the Roanoke.*

U. S. S. MATTABESSETT,

*Albemarle Sound, North Carolina, June 2, 1864.*

SIR: You will please send the schooner *Ann S. Davenport* up to me as soon as you can have her towed here.

I wish to use her for sinking in the cut-off between Middle and Roanoke rivers, so that we may have perfect command of Middle River.

Very respectfully, your obedient servant,

MELANCTON SMITH,

*Captain and Senior Officer in Sounds of North Carolina.*

Commander H. K. DAVENPORT,  
*Senior Officer, New Berne, N. C.*

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[Telegram.]

FLAGSHIP AGAWAM,

*Farrar's Island, June 3—12:45 p. m.*

(Via Fort Monroe, 5:30 p. m., June 4. Received 11 a. m., 5th.)

From six to a dozen steam barges, which I suppose may be easily obtained in the Northern cities, will be of great advantage to me here, if torpedo-fitted and rifle screens enough to protect its few apertures.

I respectfully request the favorable consideration of the Department to this subject.

S. P. LEE,

*Acting Rear-Admiral.*

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

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Bankhead, U. S. Navy, to proceed to duty in the sounds of North Carolina.*

FLAGSHIP AGAWAM,

*James River, June 3, 1864.*

SIR: Immediately upon receipt of this order proceed with all practicable dispatch direct to the sounds of North Carolina, stopping only to leave your pilot on the *Roanoke*, and report on your arrival to Captain M. Smith, senior officer present. There is coal at Hatteras Inlet.

Respectfully, yours,

S. P. LEE,

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

Commander J. P. BANKHEAD,  
*U. S. S. Otsego.*

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*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the disposition of the U. S. S. Tecumseh and her consort.*

NAVY DEPARTMENT, June 4, 1864.

SIR: Your telegram of June 1 is received. Twelve steam barges have been purchased and go without fittings, as two months would be required if they are altered. Six torpedoes prepared by the Ordnance Bureau leave in the *Baltimore* this morning. You have the six best ironclads in the Navy, and Admiral Farragut, threatened by a larger force than is opposed to you, has not a single one. Let the *Tecumseh* and her con-

sort go, as ordered, as soon as six of the twelve barges ordered reach James River. Has confidential letter of Department, dated May 20, been received?

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of the Navy.*

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

*Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding additional tugs as picket boats for his command.*

NAVY DEPARTMENT, June 4, 1864.

SIR: The Department has directed twelve small tugs, as picket boats, to be forwarded at once to your command. Six from Philadelphia have already sailed. Six acting ensigns to command these boats will be sent by Commodore Stribling and also such engineers as he can obtain, it being the intention of the Department that two third assistants should be assigned to each, if qualified firemen are not available.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

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

[Telegram.]

FLAGSHIP AGAWAM,  
*Farrar's Island, June 4, 1864—10 p. m.*  
(Received June 5, 1864—9:20 p. m.)

No enemy's armed vessel has been seen since we came up this river. A bark and four schooners, provided by and at the expense of the Army, are here to-night, ready with shingle ballast for sinking in Trent's Reach, at the locality designated by General Butler, who recommends the measure.

This will be done, if a diminution of my force or controlling military considerations require it, previous to the arrival of the torpedo fitted decked steam barges, which I hope soon to receive.

S. P. LEE,  
*Acting Rear-Admiral.*

HON. GIDEON WELLES,  
*Secretary Navy.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Gansevoort, U. S. Navy, regarding the preparation of the U. S. steamers Governor Buckingham and Wilderness.*

FLAGSHIP AGAWAM,  
*James River, June 4, 1864.*

SIR: When the *Governor Buckingham* returns from Baltimore, prepare her for sea with all dispatch and send her to rejoin the blockade



off Wilmington. There should be no delay about the *Wilderness*.  
When will she be ready?

Respectfully, yours,

S. P. LEE,

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

Captain G. GANSEVOORT,  
*U. S. S. Roanoke.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander  
Roe, U. S. Navy, to proceed to duty at City Point, James River.*

FLAGSHIP AGAWAM,  
*James River, June 4, 1864.*

SIR: Proceed with the *Sassacus* under your command to City Point,  
James River, choosing favorable weather, and report to me.

If the condition of the vessel renders it necessary, endeavor to  
obtain the convoy of a vessel coming up from the blockade or of an  
army transport.

Respectfully, yours,

S. P. LEE,

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

Lieutenant-Commander F. A. ROE,  
*U. S. S. Sassacus.*

*Report of Commander Crosby, U. S. Navy, regarding the disposition of  
prize cotton.*

U. S. S. KEYSTONE STATE,  
*Beaufort, N. C., June 4, 1864.*

SIR: I have the honor to report that I picked up at sea 88 bales of  
cotton, which I have shipped as prize cotton in the hermaphrodite  
brig *Alfred*, of Baltimore, bound to Philadelphia, with orders to deliver  
it to the U. S. marshal at that port. I have also sent an officer, Acting  
Ensign J. C. Murphy, with the cotton as prize master of the same. I  
enclose prize lists of the ship in duplicate.

My reason for sending the cotton direct to Philadelphia is because  
the *Alfred* is bound to that port and is the only vessel ready to leave  
for the North; there being no place here to store it, and it being in the  
way on board this vessel, I took the earliest moment to get rid of it.  
The greater part of it I picked up off Cape Lookout, and it is a part of  
the cotton thrown overboard by the blockade runner chased by this  
vessel on the 29th ultimo.

On the 2d instant, at 4 a. m., I chased a blockade runner to the east-  
ward. At 11 a. m. I gave up the chase, the blockade runner having  
run out of sight of the ship; the *Keystone State* was making over 12  
knots per hour during the chase. The *Fort Jackson* was also in chase,  
and kept on.

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

PEIRCE CROSBY,  
*Commander, U. S. Navy.*

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

*Report of Lieutenant-Commander Braine, U. S. Navy, requesting instructions regarding the disposition of cotton.*

U. S. S. VICKSBURG,  
Off *Fortress Monroe, Va., June 4, 1864.*

SIR: I have the honor to report that on the 31st of May and 1st of June I picked up 79 bales of cotton, which were thrown overboard by a vessel I chased on the 31st of May.

Please inform me what are your orders for its disposition. Shall I ship it to Philadelphia or Boston to the care of the U. S. prize commissioners, subject to the adjudication of the prize courts? I have been compelled to come here for repairs required to defective machinery, which could not be done at Beaufort, N. C.

Very respectfully, your obedient servant,

D. L. BRAINE,  
*Lieutenant-Commander.*

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

[Telegram.]

FARRAR'S ISLAND, *June 5, 1864—10 p. m.*  
(Via Fort Monroe, Va., June 6.)

If General Grant swings round to James River, a dredging machine to deepen the channel heretofore cut through Trent's Reach Bar will be wanted immediately, to enable the monitors to pass up. Nothing new.

S. P. LEE,  
*Acting Rear-Admiral.*

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

*Report of Commander Corbin, U. S. Navy, commanding U. S. S. Augusta, regarding the arrival of that vessel in Hampton Roads.*

U. S. S. AUGUSTA,  
*Newport News, Va., Sunday, June 5, 1864.*

SIR: In obedience to orders, dated 25th April, 1864, from the honorable Secretary of the Navy, a copy of which is herewith enclosed, I reached Hampton Roads last evening at dusk and this morning anchored off this place, where I reported to the senior officer, Captain G. Gausevoort, commanding the U. S. ironclad *Roanoke*.

Very respectfully, your obedient servant,

THOS. G. CORBIN,  
*Commander, U. S. Navy, Commanding U. S. S. Augusta.*

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

[Telegram.]

WEST POINT, June 5, 1864.

A number of boats loaded with men have been seen crossing from north to south side of Mattapony River. A small gunboat would be of great service.

H. H. OLEY,  
Lieutenant, Commanding.

Brigadier-General ABERCROMBIE.

[Endorsement.]

HEADQUARTERS,

White House, Va., June 5—7:15 p. m.

Respectfully referred to the commander of the naval forces, with a request that his immediate attention be given to the above.

J. J. ABERCROMBIE,  
Brigadier-General, Commanding.

*Report of Captain Sands, U. S. Navy, commanding U. S. S. Fort Jackson, regarding the capture of the steamer Thistle.*

U. S. S. FORT JACKSON,  
Blockade off Wilmington, N. O., June 5, 1864.

SIR: I have the honor to report to you the capture by this vessel of the blockade runner, iron side-wheel steamer *Thistle* (new), of Glasgow, on the night of the 4th instant (yesterday), in latitude 32° 38' N., longitude 75° 55' W.

At 2:20 p. m. discerned from the masthead a steamer about 12 miles to the southward, heading westward. We gave chase, when she changed her course to the southward and eastward, burning black smoke. After a chase of 70 miles and firing eleven times from the forward 30-pounder rifle and nineteen times with the 100-pounder rifle, at 8:20 p. m. she showed lights as signal of surrender, when we came up alongside and sent boats to take possession of her, transferring her captain, officers, and crew to this vessel. Her cargo, with the exception of a cotton press, was thrown overboard during the chase. We passed casks of oil and several broken cases that had evidently contained muskets. The captain informed me the muskets were of very inferior quality, put on board as freight. She had no papers, the captain (as he informed me) having burned and destroyed them previous to the capture. She is a fine, iron, side-wheel steamer, with superior engines, and very strong, costing in Glasgow £22,000. The captain tells me she is the same vessel that was run on the Federal Point Shoal in the March gales, and laid there so long, which we supposed was the *Will o' the Wisp*. She must be a very strong vessel to have stood that gale aground, as she was for several days, and with no apparent injury. She is fast, going 12½ knots while we were going 13.6 and 14 knots. Her captain's name is Alex. Hord, a British subject, and all the crew claim to be, and seem to be, British subjects. I have sent her to Boston for adjudication in charge of Acting Master William E. Denuison of this vessel.

Very respectfully, your obedient servant,

B. F. SANDS,  
Captain, Commanding.

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

P. S.—I enclose duplicate prize lists of the crew of this vessel at the time of capture.

B. F. S.

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*Report of Commander Crosby, U. S. Navy, commanding U. S. S. Keystone State, regarding the capture of the steamer Siren.*

U. S. S. KEYSTONE STATE,  
Beaufort, N. C., June 5, 1864.

SIR: I have the honor to report that I captured the British steamer *Siren* (propeller) to-day at 12:30 p. m., no other vessel being in sight during the chase or at the time of the capture.

I chased her an hour, fired two shots at her, when she hove to and hoisted English colors, after using all means to escape. She is loaded with hoop iron, liquors, and merchandise. She is 87 tons, total register tonnage.

I have sent Acting Ensign C. M. Bird in charge of the prize, with a prize crew, to report to you at Hampton Roads for further orders.

I came into this port yesterday, shipped the cotton picked up at sea by the hermaphrodite brig *Alfred*, and left here this morning in company with the *Alfred*, when I captured the *Siren* and returned.

The *Siren* was from Bermuda and cleared for Nassau. At the time of her capture she was 17 miles from the outer buoy off Beaufort Harbor.

Her manifest shows that she was bound to Wilmington, N. C. In consequence of shortness of engineers, I was obliged to send Acting Chief Engineer Eddowes, detached from this vessel to-day, as engineer of the *Siren*.

The *Siren* draws about  $4\frac{1}{2}$  feet of water, and made about 6 miles per hour. I send the captain, chief engineer, and steward of the *Siren* in her as witnesses, the remainder (16), whose names are enclosed in duplicate, are on board the storeship *William Badger*, awaiting transportation north.

Respectfully, your obedient servant,

PEIRCE CROSBY,  
Commander.

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

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*Report of Commander Davenport, U. S. Navy, commanding U. S. S. Hetzel, in view of his detachment as senior officer at New Berne, N. C.*

U. S. S. HETZEL,  
Off New Berne, N. C., June 5, 1864.

SIR: I am in receipt of my orders detaching me from the *Hetzel*.

I send you a few articles and papers which I was directed by the admiral to turn over to my successor.

Acting Assistant Paymaster E. Mellach has charge of stores, including masters' and engineers' stores and coal. He also has the accounts of all boats that have no paymaster. He makes requisitions for all stores, including coal, subject to the approval of the senior naval officer.

Carpenter Mark W. Paul has charge of the repair shop, and generally keeps a few workmen hired, who are paid only when at work.

Gunner E. A. McDonald has charge of ordnance stores.

The schooners *Albemarle*, *James Norcom*, *Kenshaw*, *Flusser*, and *Susan Ann Howard* are used as ordnance and store vessels.

In sending officers and men north under orders, discharged, etc., it is not necessary to wait for the supply steamer outside; a simple request from the senior officer to the quartermaster will always secure them Government transportation on army transports.

The *Sassacus*, *Hetzel*, *Ceres*, *Lockwood*, and *Bombshell* are at New Berne. The repairs on the *Ceres* and *Bombshell* are nearly completed.

The *Valley City* left for Pamlico River yesterday to relieve the *Louisiana*. Acting Volunteer Lieutenant Henry Eaton will be relieved of the command of the *Louisiana* by Acting Volunteer Lieutenant F. M. Green on her arrival here. I have been in the habit of relieving the vessel in Pamlico River every two or three weeks.

The *Granite* is at Hatteras Inlet. As I previously wrote you, her bottom requires cleaning.

A vessel will be required at Ocracoke Inlet to act as guard ship.

On my departure Lieutenant-Commander Roe will be left as senior officer present. I have informed him that the *Ceres* is to be sent to Albemarle Sound as soon as repaired, and recommended that she tow the *Ann S. Davenport* up.

There are two small prize vessels here, the *Jeff. Davis* and *M. O'Neil*. The former has been taken for Government use; the latter I have taken for Government use as a coal lighter. As yet my action has not been approved by the Department.

I am, respectfully, your obedient servant,

H. K. DAVENPORT,  
Commander, U. S. Navy.

Captain M. SMITH, U. S. Navy,  
Senior Naval Officer, Sounds of North Carolina.

*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, regarding affairs in the vicinity of Washington, N. C.*

U. S. S. LOUISIANA,  
Off New Berne, N. C., June 5, 1864.

SIR: In obedience to your orders of May 24, I proceeded to Pamlico River, North Carolina, and have the honor to report as follows:

There are no batteries erected or being erected below Castle Island, near Washington. On Castle Island, I was informed, are mounted two 32s, and one 68 on Fort McKibbin, at Washington, with a force of about 140 men.

The river is clear of torpedoes as far as known. I have received on board and transferred 19 men and women and 22 children for New Berne and Portsmouth.

Very respectfully, your obedient servant,

HENRY EATON,  
Acting Volunteer Lieutenant, Commanding.

Commander H. K. DAVENPORT,  
Senior Officer Present.

*Correspondence relative to a proposed joint attack upon Fort Fisher, N. C.*

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Clary, U. S. Navy, transmitting copy of confidential letter to the senior officer off Wilmington, N. C.

FLAGSHIP AGAWAM,  
*James River, June 5, 1864.*

SIR: I transmit enclosed a copy of a confidential letter addressed by me to Captain Sands, or the senior officer present off Wilmington, on the 31st ultimo, which probably was not received by him before he went on the outside blockade. I desire that you proceed to carry out the directions contained therein immediately by putting yourself in communication with General Palmer. In the absence of Lieutenant Cushing, give a prominent part in the enterprise to Acting Volunteer Lieutenant Breck, and such other capable officers as you may select.

I understand from General Butler that the army has light-draft boats, the use of which will greatly facilitate the undertaking.

Respectfully, yours,

S. P. LEE,

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

Commander A. G. CLARY,  
*U. S. S. Dacotah.*

[Enclosure.]

FLAGSHIP AGAWAM,  
*James River, May 30, 1864.*

SIR: I have your private note stating that Colonel Jourdan proposes to attack Wilmington. Lieutenant Cushing some time since advanced the same idea. Other occurrences have hitherto delayed the attempt, which the full occupation of the enemy here and his probable depletion there encourages.

Inform Colonel Jourdan that I have desired you to give the army every aid and encouragement in your power to cooperate against Wilmington, and do so. Lieutenant Cushing should have a prominent post.

Respectfully, yours,

S. P. LEE,

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

Captain B. F. SANDS  
*(Or Senior Officer Present), off Wilmington.*

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Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army.

U. S. S. AGAWAM,  
*James River, June 5, 1864.*

GENERAL: I now make further reply to your communication of yesterday, containing General Palmer's dispatch of the 31st ultimo, in which he complains of a want of navy cooperation in a *coup de main* against Wilmington, meditated by him, about which he at the same time remarks, "I have no complaints to make as I do not know that there is any blame to be attached to anyone."

About a week since I received a note marked "private" from Captain Sands, from which it appears that on the 22d ultimo Colonel Jourdan

had come from Beaufort in the *Kansas* (Lieutenant-Commander Watmough) to reconnoiter Fort Fisher, which the colonel proposed to surprise by landing 1,200 men, to be brought from Beaufort in the blockaders returning thence after coaling, and to be landed by the small boats of the blockading vessels. Captain Sands, doubting if such a body of troops could thus be landed so as to make a surprise, answered that he would ask for instructions, and meanwhile promised all practicable aid, and put the *Nippon* at Colonel Jourdan's disposition for the purpose of gaining information, that vessel having some refugees on board who keep up a communication with the shore.

Colonel Jourdan told Captain Sands he had the consent of General Palmer, who considered it a very hazardous enterprise, and it further appears, from the colonel's remarks to Captain Sands, that the scheme was of local origin and to be so conducted. This view also appears in the opening paragraph of General Palmer's communication to you.

Hearing nothing from you on the subject, to save time and to aid the army, I instructed Captain Sands to give the army all the aid and encouragement in his power, and so inform Colonel Jourdan.

The *Fort Jackson*, which Captain Sands commands, is of too deep draft to pass Beaufort Bar to coal, hence Captain Sands comes to Hampton Roads for supplies, and he had left there for the blockade before my instructions reached him.

These, however, were also directed to the senior officer present off Wilmington, and I now send to Commander Clary a duplicate of the same, with instructions, in case of the absence of Captain Sands, to put himself in communication with our military authorities in North Carolina and cooperate to the best of his judgment in the proposed surprise of some of the enemy's works at Wilmington.

Just subsequent to my instructions to Captain Sands to aid the army detachment to land and surprise Wilmington, you informed me that you had seen in the rebel papers that our troops were evacuating New Berne, which you could only understand as meaning a movement against Wilmington. I then communicated to you what information I had and the action I had taken on the subject.

It is best that plans for cooperation should be understood in time and arranged between us.

I enclose two sketches of Fort Fisher, etc., and some information since received of the forces at Wilmington.

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

S. P. LEE,

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

Major-General B. F. BUTLER,

*Commanding Department Virginia and North Carolina.*

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Report of Commander Howell, U. S. Navy, transmitting letter from Brigadier-General Palmer, U. S. Army, to Captain Sands, U. S. Navy.

U. S. S. NEREUS,

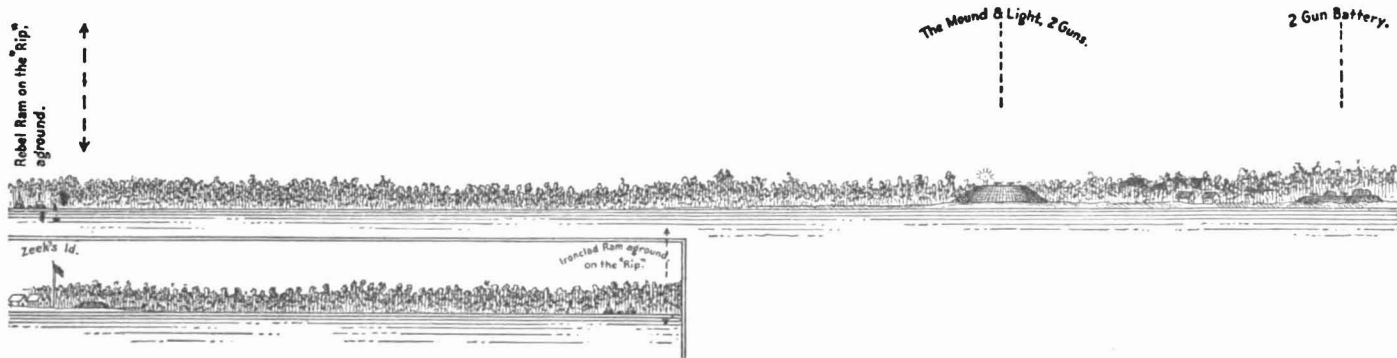
*Off New Inlet, June 6, 1864.*

ADMIRAL: I have the honor to enclose herewith a letter addressed to Captain B. F. Sands, or senior officer off Wilmington, by General I. N. Palmer.

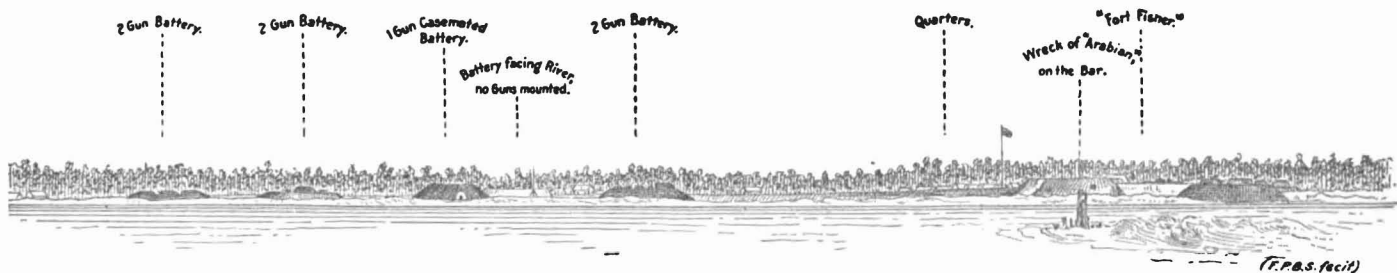
On my way to Beaufort for coal I stopped off Masonboro Inlet at 1 o'clock a. m. of the 24th May, and received on board from the *Nippon*,

[Enclosure.]

DEFENSES OF NEW INLET, NORTHWARD FROM ZEEK'S ISLAND.



DEFENSES OF NEW INLET, SOUTHWARD FROM FORT FISHER.





Colonel Jourdan, commanding Sub-District of Beaufort, N. C., and his aid, who had been to the fleet off New Inlet to reconnoiter and gain information. The reconnoitering was confined to an outside view of the forts, and an attempt to communicate by boat from the *Nippon* with some so-called Union Confederate officer, who was to play traitor and give information, but who failed to appear at the rendezvous on the beach near Masonboro Inlet. Colonel Jourdan, before leaving at Beaufort, told me I would probably hear from him before the *Nereus* sailed. I was four days at anchor, but heard nothing from or of the colonel.

On the afternoon of June 2, instant, Colonel Jourdan again made his appearance. He came as far as Masonboro in the army transport *John Farron*, then went on board the *Nippon*, which vessel steamed down the coast, passed the batteries just outside of range, and drew their fire. It was a very dashing looking affair, although tolerably safe, but, in a military point of view, under the circumstances, I think ill-judged.

To the rebel officers of Fort Fisher the whole affair must have appeared as a reconnoissance. A reconnoissance is, of course, made with a view to ulterior operations, and, necessarily, the rebels were induced to be more vigilant, and possibly to double pickets, etc.

The advent of a steamer painted black, her communicating with the fleet (she hung on to our stern by a hawser), and her almost immediate return to Beaufort, were also suspicious circumstances calculated to put the rebels on their guard.

Colonel Jourdan came on board the *Nereus* after his reconnoissance, and said that he wished to take Fort Fisher by surprise, and that if he could land 1,500 men on the beach without being discovered, between the hours of 11 p. m. and 1 o'clock a. m., he thought he might succeed. He also presented the accompanying letter. I made a calculation that with all the boats of the vessels present I might (with a smooth sea) land, exclusive of boats' crews, about three hundred and fifty men. The colonel professed that this would not do; that unless he could land one-half of his force at once the expedition must be given up. To land 750 men was simply an impossibility. Our boats are small merchant ship boats. I so informed the colonel, and he left for Beaufort to concoct some other more feasible scheme for harassing the enemy. I was at great pains to assure Colonel Jourdan of the earnest desire of the navy to cooperate with, assist, further the ends of General Palmer in every possible way. I offered to make any diversion he would suggest, to do anything but impossibilities. I pointed out to him that large numbers of surfboats intended expressly for landing soldiers on beaches had been built, and, doubtless, could be had at Fortress Monroe, and, in fact, did everything to manifest to him that we were as desirous as he could be to strike, or assist in striking, a blow at the enemy. You will be able to judge as well or better than I what measure of success an attempted surprise of Fort Fisher would have met. I only know that on dark nights the whole beach is alive with signal lights. I should like some instructions in case the colonel should renew the attempt, and am,

Very respectfully, your obedient servant,

J. C. HOWELL,

*Commander, Senior Officer Present.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

[Enclosure.]

HEADQUARTERS DISTRICT OF NORTH CAROLINA,  
New Berne, N. C., May 30, 1861.

**CAPTAIN:** A few days since I addressed you a communication, which was to have been delivered to you by Colonel Jourdan, commanding the Sub-District of Beaufort, in which I begged your cooperation in a movement to be made in the vicinity of Wilmington, by the forces under my command, and which expedition was to be commanded by Colonel Jourdan.

This letter the colonel tells me was not delivered to you as he had an opportunity of seeing you when you were last off Beaufort. He informs me, however, that he has informed you of the intended movement and that he supposed you were ready to give such assistance as was in your power.

The force designated for this affair has been for some days waiting at Morehead [City], but for some cause the movement has been delayed, and I fear it will not take place as we desired, unless you will place one or two vessels at the disposition of Colonel Jourdan for the purpose of transporting troops, and give us assistance in landing them.

I only ask, captain, that we may have this assistance, and if the thing should prove a success you will have everything to gain, for if Fort Fisher should be captured we could, with your assistance, hold it. If we fail you have nothing to lose. Our men can either retire to the boats or they may be able to come through to this place by land.

We know tolerably well the position of the enemy's force about Wilmington, and the strength of it. Even if we can not make a good thing of it, we hope to do some good by diverting some of the rebel force from Virginia and thus help the cause.

I beg, therefore, that you will seriously consider this matter, and that you will inform me at the earliest possible moment whether I may count upon your cooperation. Colonel Jourdan knows all the plans, and anything he may say in regard to this matter, please regard as coming directly from myself.

I am, captain, very respectfully, your obedient servant,  
I. N. PALMER,  
*Brigadier-General, Commanding.*

Captain B. F. SANDS, U. S. Navy  
(*Or to the Senior Naval Officer*), *Blockading Fleet off Wilmington.*

[Endorsement.]

Told Colonel Jourdan that I could land 350 men at outside in the boats of the squadron. He thought it not feasible to attempt the surprise of the fort under the circumstances.

J. C. HOWELL,  
*Commander.*

*Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, expressing approval of the attempted destruction of the U. S. ram Albemarle.*

NAVY DEPARTMENT, June 6, 1864.

**SIR:** Your several telegrams have been received, viz, one of the 2d, two of the 3d, and one of the 4th, instant.

The *Chicopee* leaves New York to-day for the sounds of North Carolina direct. The *Shamrock*, with a ram on her bow, also leaves for the sounds direct.

Twelve steam barges are on the way to join you and the torpedoes have also gone. If rifle screens were put on these barges, at the North, there would be a detention of two months. You will recollect the time required to fit out Rear-Admiral Farragut's light-drafts, which are now with you.

The Department approves the gallant attempt to blow up the *Albatross*. Lieutenant William B. Cushing has proposed a scheme with regard to another ironclad which it would be well to encourage, and you will please instruct the senior officer off Wilmington to that effect. Risks to accomplish an important object ought to be undertaken without hesitation, and will never be disapproved by the Department if well arranged and intrusted to good officers.

There must be no delay in sending off the *Manhattan* with a double-ender after the arrival of as many as six steam barges in the river.

Have Commander Davenport's orders been delivered? He has not yet reported.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, James River.*

*Report of Acting Volunteer Lieutenant Cressy, U. S. Navy, transmitting enclosure regarding a reconnoissance in James River.*

U. S. S. MALVERN,  
*James River, off Tilman's [Tilghman's] Wharf, June 7, 1864.*

SIR: I enclose a copy of a report from Orderly Sergeant G. E. Phent, commanding my picket guard on shore, sent me yesterday at 7:30 p. m. At 1:30 p. m. to-day a party of the enemy were again visible in the same place, about 2½ miles distant in the direction of Turkey Bend. I examined them carefully with a glass, and 12 men were seen (part negroes) with several horses; but no signs of rifle pits or earthworks were seen. I sent word to the commanding officer of the gunboat stationed at Turkey Bend, that the enemy alluded to were in his vicinity.

Very respectfully, your obedient servant,

W. K. CRESSY,  
*Acting Volunteer Lieutenant, Commanding U. S. S. Malvern.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, Flagship Agawam.*

[Enclosure.]

ON PICKET INSHORE,  
*Near Tilman's [Tilghman's] Wharf, June 6, 1864.*

SIR: This afternoon I sent a corporal and three privates to the mill to reconnoiter. They report having seen about twenty of the enemy's cavalry in the direction of Turkey Bend. They had been there all day, and appear to be making rifle pits or throwing up earthworks, where they could surprise vessels passing up or down the river. A Frenchman living in the vicinity says these cavalry are in the same place where the party who fired upon the U. S. S. *Shawsheen* came from.

Very respectfully, your obedient servant,

G. E. PHENT,  
*Orderly Sergeant, Commanding Picket Guard.*

W. K. CRESSY,  
*Acting Volunteer Lieutenant, Commanding U. S. S. Malvern.*

*Correspondence regarding obstructions for James River.*

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting enclosures.

FLAGSHIP AGAWAM,  
*Farrar's Island, June 7, 1864—p. m.*

SIR: I transmit enclosed a copy of the correspondence between General Butler and myself relative to sinking obstructions in the river, which the Department will recollect was a part of his original plan of campaign.

The Department will appreciate the reluctance I have felt to adopt this course. The ironclad force at my command is better than was originally expected. General Grant asked for the cooperation of two ironclads. There are four here now, and there will be three left when the *Tecumseh*, now under your order for other service, shall leave. The Navy is not accustomed to putting down obstructions before it, and the act might be construed as implying an admission of superiority of resources on the part of the enemy. The object of the operation would be to make the river more secure against the attempts of the enemy upon our vessels by fire and explosive rafts, followed by torpedoes and ironclad vessels and boats.

General Grant seems to be expected by our military men and by the enemy (see Richmond paper of June 7) to cross the James River and operate against Richmond on the south side, and I understand it would be of vital importance to the success of the campaign that the river should be held secure against the casualties of a novel naval engagement.

Of course myself and officers desire the opportunity of encountering the enemy, and feel reluctant to discourage his approach, but the point of embarrassment with me is the consequences that would follow a failure of the campaign should the novel plans of the enemy succeed in crippling the monitor force.

I therefore lay the subject before the Department, which, understanding the views of General Grant, will best comprehend the extent and the locality of the cooperation he may desire and be able to instruct me on the subject, if thought necessary.

I am more disposed to the reference since the receipt of the Department's dispatch of 4th instant. The water here is too shoal and narrow for maneuvering the monitors, and they occupy a position for supporting the flank of the army, from which they must engage at anchor, and to keep their turrets upstream are moored head and stern. Even our tugs can not cross the middle ground in this reach at low water, and there is no room for the longer wooden vessels, which are stationed to keep open our communications, which, however, the enemy can interrupt at pleasure, especially at Deep Bottom, should General Grant leave the left side of the James.

I am inclined, in view of all the circumstances, to obstruct the shoaler parts of this reach so as to prevent the convenient approach of the enemy's smaller torpedo vessels and limit his approach to the channel way, which is narrow and under the control of the monitor fire.

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

S. P. LEE,

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

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

[Endorsement.]

Left to discretion of admiral in command, in whom the Department has confidence.

[WELLES.]

[Endorsement on margin.]

Mooring head and stern seems to me very risky and entirely unnecessary.

F[OX].

[Enclosure No. 1.]

GENERAL BUTLER'S HEADQUARTERS,

May 11, 1864—9: 45 a. m.

The bark *Franklin* and five schooners are at your disposal to obstruct the channel of the river.

I have the honor to remain, very respectfully, your obedient servant,  
B. F. BUTLER,  
Major-General, Commanding.

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

[Enclosure No. 2.]

FLAGSHIP AGAWAM, *James River, June 1, 1864.*

GENERAL: Will you please send to me here at once, that they may be at hand for use if necessary, the bark and schooners provided by you for obstructing the river?

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

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

Major-General B. F. BUTLER,  
Commanding Department of Virginia and North Carolina.

Note by Admiral LEE—June 1. Written in consequence of the opinion of monitor commanders, Commander Rhind and Lieutenant Lamson, to have those obstructions ready, but like me they were averse to the sinking, and sustained my views on the subject at a council held on board the *Tecumseh* this day.

L.

[Enclosure No. 3.]

FLAGSHIP AGAWAM, *James River, June 1, 1864.*

GENERAL: I thank you for sending the two contrabands to me; their information is useful. I desire that the bark and schooners may be sent me for immediate use.

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

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

Major-General B. F. BUTLER,  
Commanding Department of Virginia and North Carolina.

[Enclosure No. 4.]

JUNE 1, 1864—3:30 p. m.

Your envelope enclosing letter to French consul in Richmond, and request for the bark and schooners for obstructions, is received.

Orders have gone out to Chief Quartermaster C. E. Fuller to send them up at once, with a tow.

B. F. BUTLER,  
*Major-General, Commanding.*

Admiral LEE,  
*Commanding North Atlantic Blockading Squadron.*

[Enclosure No. 5.]

FLAGSHIP AGAWAM,  
*Farrar's Island, June 2, 1864.*

GENERAL: Can you ride over this morning with General Weitzel and arrange for sinking the vessels which you have obtained and appropriated for obstructing the navigation of James River, in such places as will add to the security of the army communications? It must be your operation, not mine, as I have not consulted the Navy Department on the subject, and the Navy Department alone can find vessels for this purpose, if it approves of so using them. I have no authority to employ or use vessels for this purpose, but can give such assistance to your engineers as may aid you in accomplishing the object proposed in your plan of campaign.

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

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

Major-General B. F. BUTLER,  
*Commanding Department of Virginia and North Carolina.*

[Enclosure No. 6.]

HEADQUARTERS IN FIELD, *June 2, 1864.*

ADMIRAL: Your communication, dated June 2, in regard to the obstructions, is received. The five vessels sent up were procured by my order for the purpose of being used as obstructions to the river, if, in the judgment of the naval commander, they would add to the security of his fleet. I have no difficulty as to the point at which we desire to secure the river. It is the right of my line, near Curtis' house, at the ravine, but whether the river should be secured by obstructions or by vessels, or a disposition of your obstructions or of the vessels of your navy, neither myself nor my engineers have any right to feel ourselves confident to give our opinion. The vessels are wholly at your service, but upon your good judgment, and not mine, must rest their use.

In accordance with your request, as I informed your officer, I will visit you this afternoon and designate the spot we desire to be held, but whether by means of obstructions, or by your ships, or by both combined, must be solely for you to determine.

While I know you would not undertake to give directions to my engineers as to the situation of our earthworks on land, so we ought not to presume to advise you as to your means of defending the water.

I have not consulted the War Department upon the question whether I should procure these obstructions. I supposed that was fairly within my discretion, and I venture respectfully to add that the question whether you should use them is entirely within yours. The Navy Department can not know the exigencies as you know them, and I am certain must leave that question to the good judgment of the rear-admiral commanding the fleet.

I am aware of the delicacy naval gentlemen feel in depending upon anything but their ships in a contest with the enemy, and if it were a contest with the enemy's ships alone I certainly would not advise the obstructions, even at the great risk of losing the river. But in a contest against such unchristian modes of warfare as fire rafts and torpedo boats I think all question of delicacy should be waived by the paramount consideration of protection for the lives of the men and the safety of the very valuable vessels of the squadron.

Pardon me if I have overstepped any line of duty or courtesy in this latter suggestion.

I have the honor to be, very respectfully, your obedient servant,  
**BENJ. F. BUTLER,**  
*Major-General, Commanding.*

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

[Enclosure No. 7.]

Confidential.]

FLAGSHIP AGAWAM,  
*Farrar's Island, June 3, 1864.*

GENERAL: The system of naval expenditures is so entirely different from the army system, being controlled and directed by the Navy Department alone, that, to prevent future misunderstanding, I desire now to be assured by you, in writing, whether the cost of the vessels placed by you at my disposal for obstructing the river can be made a charge or liability, present or contingent, upon the Navy Department, if, under my directions, they are used for the purpose indicated, or whether I am to understand that the entire cost and expenditure for the vessels is borne by the War Department.

Without explicit authority from the Secretary of the Navy, I should not feel justified in incurring any pecuniary liability in connection with this matter.

In reply to that part of your communication of yesterday, which I have now the honor to acknowledge, which refers to the lives of the men and the safety of the very valuable vessels under my command as being the primary reason for obstructing the river, I would wish to be understood as regarding the loss of life and material as incidental to the contest which would occur should the enemy make an attack on us, whatever the result should be. The first consideration with me is the necessity, as heretofore represented by you to me, of holding this river beyond a peradventure for the great military purposes of General Grant and yourself. In consulting my own desires, I would do everything to induce and nothing to prevent the enemy from trying to assert their strength in a pure naval contest, which, in my opinion, would give us a naval victory. The only contingency of such a battle is the unknown effect of the novel instruments of war—torpedo vessels—which are to be employed by them, and which, as the attacking party, give them, perhaps, an advantage, which might possibly balance our certain superiority in all other fighting material.

Please return to me the topographical sketch which you gave me and afterwards borrowed.

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

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

Major-General B. F. BUTLER,  
*Commanding Department Virginia and North Carolina.*

[Enclosure No. 8.]

Confidential.]

HEADQUARTERS IN THE FIELD,

June 3, 1864—1: 30 p. m.

SIR: I beg leave to assure you in writing, as I have heretofore verbally, that the obstructions furnished you by me will in no way be any charge or cost to the Navy Department, unless it chooses voluntarily to assume the expenses.

I have neither doubt nor hesitation upon the subject. If the expenditure of the few thousands for these vessels will save one monitor from torpedo or fire raft, or the lives of ten of the men I have sent to the Navy, I should make it at once. You will judge of the efficiency of the obstructions. The expense has already been assumed by the Army, although I can not appreciate the difference. One treasury, one nation, one cause, all are served alike if one is served.

Respectfully,

BENJ. F. BUTLER.

*Major-General, Commanding.*

Rear-Admiral LEE,  
*Commanding, etc.*

[Enclosure No. 9.]

Confidential.]

FLAGSHIP N. ATLANTIC BLOCK. SQUADRON,

*James River, June 7, 1864.*

GENERAL: I desire to keep the schooners ready for sinking when I am advised that a controlling military necessity requires that it be done.

Judging from the tenor of a dispatch received from the Navy Department last evening, no such precautionary measure seems to be contemplated.

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

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

Major-General B. F. BUTLER,  
*Comdg. Military Department of Virginia and North Carolina.*

[Enclosure No. 10.—Telegram.]

IN THE FIELD, June 7, 1864—2: 45 p. m.

(Received 6:30 p. m.)

Your note relative to the sinking of the obstructions is received by hand of Captain Clarke. The necessity of holding our positions here is an overwhelming military one. But how you are to hold yours on the river is, of course, wholly for you to determine.

Respectfully, yours,

BENJ. F. BUTLER,  
*Major-General, Commanding.*

Admiral LEE,  
*Commanding, etc.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Lamson, U. S. Navy, commanding U. S. S. Gettysburg, to proceed to blockade duty off Wilmington.*

FLAGSHIP AGAWAM,  
*James River, June 7, 1864.*

SIR: On receipt of this order proceed with the *Gettysburg* under your command to cruise offshore to intercept blockade runners to and from



the port of Wilmington, N. C., first going to Beaufort, if necessary, to take in coal and other supplies.

Respectfully, yours,

S. P. LEE,

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

Lieutenant R. H. LAMSON,  
U. S. S. *Gettysburg*.

*Report of Commander Howell, U. S. Navy, relative to condition and operations of the vessels off New Inlet, North Carolina.*

U. S. S. NEREUS,  
Off *New Inlet*, June 7, 1864.

ADMIRAL: I have the honor to enclose herewith my abstract log to June 1.

On the night of the 4th instant, at 8 o'clock p. m., the *Howquah* fired into and chased a blockade runner, coming out. I chased off east, but could not discover her. Spoke the *Fort Jackson* in the morning, and am glad to announce that she had, on the previous evening, captured the *Thistle*, side-wheel steamer, of about 350 tons. The *Thistle* had thrown overboard all her cargo (she was bound in) except a cotton press. (So reported to me. I have just seen Captain Sands, who says she has some cargo; does not know what.)

The large side-wheel steamer, before reported as having been run on shore, coming out (supposed by *Howquah*), is still lying under the Mound. She has slewed considerably and the sea breaks over her. I think she is certainly bilged.

The ram, I believe, is almost entirely broken up. An intelligent (really) contraband avers that he has seen her, broken in two. He also says that five were killed by the *Howquah's* fire, and here let me bear witness to the excellent conduct of Acting Master J. W. Balch, of the *Howquah*. His gallantry in engaging the ram, his exertions on the bar, night after night, the constant danger he runs of being sunk or injured, for they fire at him frequently, his cheerfulness and alacrity in the performance of his duties at all times, merit some substantial recognition. I am confident Captain Sands, were he present, would join me in recommending him for promotion. I speak of Acting Master Balch only from what I have seen and heard on the blockade. I know nothing of his previous character.

I would respectfully state that we are very short of men on this blockade. The *Howquah* and *Nansemond* both need men, and the times of the crew of the *Howquah* will nearly all expire in July and August. I have been obliged to loan the *Nansemond* three men from my crew, and I myself have not a full complement.

I have been told that there was quite a number of men in New York. I would respectfully state, admiral, that the blockade would be much more effective if we had a few more small, swift vessels. If the honorable Department would purchase and send here the blockade runners caught, and not allow our engineers to meddle with the machinery, except so far as to adapt the furnaces for hard coal, I don't see why we could not capture almost every vessel we see coming out. Such large vessels as the *Nereus*, *Mercedita*, *Florida*, and *Grand Gulf* can be seen so far at night that the runners easily avoid them. My steamer is rather fast. I have run steadily 11 knots, occasionally getting up to 12, for hours, but I am not fast enough to catch some of the blockade

runners, neither is the *Fort Jackson*. I write in haste, as the *New Berne* leaves this evening.

Respectfully, your obedient servant,

J. C. HOWELL,  
*Commander, Senior Officer Present.*

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

[Telegram.]

FLAGSHIP AGAWAM, *June 8, 1864.*

(Via Fort Monroe, 5 a. m., 9th. Received 2:30 a. m., 10th.)

Can the Department dispatch several gunboats from the Potomac to York River to answer calls from that quarter?

No change in the naval situation here.

S. P. LEE,  
*Rear-Admiral.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

[Endorsement.]

Attended to.

W. F.

*Order of Captain Smith, U. S. Navy, to Acting Volunteer Lieutenant Williams, U. S. Navy, regarding measures for forcing the Confederate ram out of the Roanoke River.*

U. S. S. MATTABESSETT,  
*Albemarle Sound, June 8, 1864.*

SIR: Proceed up the Middle River to-morrow morning with the *Commodore Barney* and *Whitehead* and shell the lower battery on Roanoke River, for the purpose of bringing down the ram.

Before commencing, the *Whitehead* will enter the Roanoke at the cut-off, turn and deliver her fire, and join you in the Middle River.

On the appearance of black smoke at Plymouth you can return to your station and leave the ram in the hands of the operators below.

By stationing boats at the cut-off you can regulate your fire on the battery by signal, so as to get the proper range.

The river chart will give you the distance.

Before entering the cut-off with the vessels you will drag for torpedoes.

Very respectfully, your obedient servant,

M. SMITH,  
*Captain and Senior Officer, etc.*

Acting Volunteer Lieutenant J. M. WILLIAMS,  
*Commanding U. S. S. Commodore Barney.*

*Report of Acting Volunteer Lieutenant Williams, U. S. Navy, regarding the laying of torpedoes in the Roanoke River.*

U. S. S. COMMODORE BARNEY,  
*Albemarle Sound, June 8, 1864.*

SIR: In accordance with your request of this date I very respectfully submit the following as the manner in which the torpedoes were laid in the Roanoke River, North Carolina, on the morning of the 7th instant:

The torpedoes were laid in the river about 200 yards above the first

creek on the port side going up, in water at a depth of between 16 and 24 feet, the torpedoes being sunk about 9 feet from the surface, straight across the river, at a distance of about 12 feet apart, a lock string extending from each to the swamp on the right-hand side of the river going up.

A line was first run for 72 feet across the narrowest part of the river and anchored at each end. The torpedoes were then laid by fastening first one to the line at a distance of 12 feet from the end, and anchoring it; a lock string was then carried from that, the first laid, to the shore. Another torpedo was then laid, at a distance of about 12 feet from the first, and anchored, and a lock string carried ashore as from the first. The other two were laid at the same distance and in the same manner, each torpedo having an independent [anchor] and being separately anchored in addition to the anchors at the end of the line, to which all were made fast.

Very respectfully, your obedient servant,

JAMES M. WILLIAMS,

*Acting Volunteer Lieutenant, Commanding.*

Captain M. SMITH,

*Senior Officer in Sounds of North Carolina.*

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*General Order regarding information furnished to the press by naval officers.*

GENERAL ORDER.]

FLAGSHIP AGAWAM,

*James River, June 9, 1864.*

The attention of all officers, petty officers, seamen, and marines of this squadron is called to the recent violations of the Department's orders prohibiting giving information to the press regarding naval operations. The effect and the fault are the same if this is done directly or through private sources. Information useful to the enemy is given and partial statements are made violating the discipline of the Navy and injurious to the public interests.

It is the duty of all good officers, petty officers, and men promptly to expose those who are guilty of such misconduct.

Each commanding officer will, on the receipt of this order, assemble the officers and men of his command and read it to them, and he will earnestly endeavor to ascertain the offenders, if any, in his command, and promptly report them in writing for punishment.

S. P. LEE,

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

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*Destruction of the blockade runner Pevensey, June 9, 1864.*

Report of Acting Volunteer Lieutenant Harris, U. S. Navy.

U. S. S. NEW BERNE,

*Hampton Roads, Virginia, June 16, 1864.*

SIR: I have the honor to report the stranding, on the 9th instant, of the blockade runner *Pevensey* (named *Penversey* in the extracts April 16, 1864), under the following circumstances:

3:30 a. m., steering N. E. by N., Beaufort 45 miles distant, made a steamer bearing N. E. by E., 4 miles distant, running slow and heading E. N. E.; she being to the eastward did not immediately discover this vessel. Hauled up E. N. E., when, gaining on her within 2½ miles, she made all speed, steering E. Opened fire and stood E. by N. The

second shot carried away the forward davit of her quarter boat. She immediately changed her course, steered N., and struck the beach 9 miles west of Beaufort at 8:05 a. m. Her crew took to the boats at once, this vessel at the time being  $1\frac{1}{2}$  miles distant. Ran into  $3\frac{1}{2}$  fathoms, and when within 100 yards of the strand, she blew up.

Sent in three boats, boarded her, and found her engines and boilers completely blown out. Plugged up the pipes; anchored in 3 fathoms, and made arrangements to pull her off. 9 a. m., tug *Violet* came down from Beaufort and anchored on the quarter. 9:30 a. m., Commander B. M. Dove arrived in the *Cherokee*, came on board and said he would take charge of the wreck, and the *New Berne* would proceed to Beaufort, it being then high water, to save the tide in. Recalled boats and arrived at Beaufort at 11 a. m., anchoring outside too late for the tide.

One prisoner was found on board the vessel, unharmed from the explosion, who proved himself to be an escaped prisoner from Johnson's Island, of Morgan's guerrillas. One body was found upon the beach, and 35 prisoners were captured on shore by the cavalry, three of whom are supposed to be Confederate officers, one of them adjutant-general to Magruder. She was loaded on Confederate account, cargo consisting of arms, blankets, shoes, cloth, clothing, lead, bacon, and numerous packages marked to individuals. She had been chased on the 7th instant by the *Quaker City*, and had thrown overboard, by log book, 30 tons lead and 20 tons bacon; was 543 tons, of English register; no manifest of cargo found. Gunner S. D. Hines has discovered seven Whitworth tompions tied together, bright, and in good condition, which suggests the possibility of that number of guns being under the musket boxes.

The prisoners captured ashore were held in Fort Macon, and the one secured on board was transferred there by order of Commander Dove. I understood that after the army authorities had satisfied themselves with regard to the identity of the prisoners they were to be transferred to this [place], per *Keystone State*.

I have learned since leaving Beaufort that the reputed mate is the real captain; that he is a Captain Long, the outdoor agent of Major Walker (the Confederate agent at Bermuda), a citizen of New York, and having formerly commanded a ship from there. The reputed captain (an Englishman) was merely the paper or clearing captain. Of these facts I have informed Captain Gansevoort.

It will not now be possible to get the vessel off, but a large amount of the cargo can be saved, if properly guarded.

Had the after 30-pound Parrott, for which the requisition was approved by you April 22, been furnished, his chances of reaching the shore would have been reduced. He evidently was ignorant of his position, as the first question asked was, "How far is it to Fort Caswell?"

Very respectfully, your obedient servant,

T. A. HARRIS,

*Acting Volunteer Lieutenant, Commanding.*

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

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

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Washington, D. C., July 14, 1864.*

SIR: Enclosed I forward to the Department a list of those of the crew of the blockade runner *Pevensy*, which ran on shore and was

destroyed by her crew near Beaufort, N. C., on the 9th ultimo, who are now detained at Camp Hamilton, Fort Monroe, and at Point Lookout. The late master of the *Pevensey* was detained by Captain Gausevoort as a witness, he supposing that a portion of the cargo of the blockade runner was saved and would be sent North as prize.

The others are detained as habitual violators of the blockade under the instructions of the Department, dated May 9, 1864, to Rear-Admiral Farragut, forwarded to me for my information May 16, 1864.

The examination of these men took place in presence of Commander Peirce Crosby and Lieutenant-Commander Chester Hatfield. The chief officer of the *Pevensey*, Joseph Brown, is detained at Camp Hamilton as an habitual violator of the blockade; all the others are detained at Point Lookout. I have requested the commandant of the post at Fort Monroe to discharge the master of the *Pevensey*, as there is no longer any reason for detaining him, the vessel and cargo having proved a total loss.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy.*

*Report of Acting Volunteer Lieutenant Foster, U. S. Navy, regarding a cooperative attack upon Fort Clifton, Virginia, June 9, 1864.*

U. S. S. COMMODORE PERRY, *June 10, 1864.*

SIR: I have the honor to report that, in compliance with a request from Major-General Butler, I cooperated with the land forces on the morning of the 9th instant.

At 8:30 a. m. I opened on Fort Clifton, [Virginia], and at 11:15 a. m. had dismounted one of the enemy's guns and had struck another, scattering the pieces over the fort.

At 2 p. m. the enemy had left the fort.

The shots they fired at me all fell short, I having dropped down the river [Appomattox] out of range early in the morning.

Enclosed you will please find a list of ammunition expended.

The enemy have been hard at work repairing the fort.

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

AMOS P. FOSTER,

*Acting Volunteer Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, James River.*

*Abstract log of the U. S. S. Commodore Perry, June 9-10, 1864.*

*June 9.*—At 9 a. m. opened fire on Fort Clifton; dropped down the river 200 yards and continued firing with 100-pounder Parrott; the enemy replied with their batteries. From 12 to 4 p. m. engaged in bombarding Fort Clifton; at 6 p. m. ceased firing. Expended 22 rounds IX-inch shell, 144 rounds 100-pounder Parrott shell.

*June 10.*—At 2 p. m. dropped down the stream a short distance, so as to bring our guns to bear upon the enemy, and opened fire. Expended 3 100-pounder rifle shell, 11 rounds of IX-inch shell.

*June 11.*—Fired a IX-inch gun at rebel battery; no reply.

*Report of Acting Master Savage, U. S. Navy, regarding expenditure of ammunition in the attack upon Fort Clifton, Va., June 9-10, 1864.*

U. S. S. GENERAL PUTNAM,  
*Appomattox River, Virginia, June 12, 1864.*

SIR: I respectfully report to you the following expenditures of ammunition:

*June 9.*—In the engagement with the enemy at Fort Clifton, 20-pounder Parrot rifle, 77 shell; 77 2-pound charges.

*June 10.*—Parrott rifle, 3 shell; 3 2-pound charges.

Total, 80 shell; 80 charges.

*June 10.*—24-pounder howitzer, 2 shell.

Very respectfully, your obedient servant,

H. H. SAVAGE,  
*Acting Master, Commanding.*

Commander J. M. B. CLITZ,  
*Comdg. U. S. S. Osceola, Senior Naval Officer, off City Point, Va.*

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[Telegram.]

FLAGSHIP AGAWAM,  
*Farrar's Island, June 9-10 p. m.*

(Via Fort Monroe, 10th, 4 p. m. Received 2:30 a. m., 11th.)

A flag-of-truce tug came this afternoon to deliver a letter from Mr. Ould to Major Mulford.

The army lookout on the hill near us has several times reported seeing the smokestacks of the rebel steamers above Chaffin's Bluff.

S. P. LEE,  
*Rear-Admiral.*

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

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[Telegram.]

NAVY DEPARTMENT, *June 10, 1864.*

Boats can not be spared from Potomac. Steam dredging machine can be had at Norfolk.

GIDEON WELLES,  
*Secretary Navy.*

Rear-Admiral S. P. LEE,  
*Hampton Roads, Care Captain Gansevoort.*

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[Telegram.]

FLAGSHIP AGAWAM,  
*Farrar's Island, June 10, 1864-10 p. m.*  
(Received Washington 12:15 p. m., June 12.)

No change in naval situation.  
Five of the tugs have arrived.

S. P. LEE,  
*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*  
Hon. GIDEON WELLES,  
*Secretary Navy.*

*Report of Chief Engineer Faron, U. S. Navy, regarding the Ericsson torpedoes.*

U. S. S. TECUMSEH,  
*James River, June 10, 1864.*

SIR: In obedience to your order of the 7th instant, to proceed to the hulk *Charles Phelps*, Fortress Monroe, and Norfolk navy yard, and, if practicable, make arrangements for bringing up complete one or two of the Ericsson torpedoes, I have the honor to report:

On board the hulk *Charles Phelps*, off Newport News, I found sixteen shells (thirty two pieces), the gum washers and connecting tubes, a large number of iron straps for securing the air vessels, and three imperfect boom derricks.

At Fortress Monroe a number of pieces of heavy timber for floating the shells was pointed out to me as belonging to them.

In the Norfolk navy yard, I found the copper air vessels, some rigging, and a number of imperfect boom derricks.

I was informed by the gunner of the ordnance depot at the fortress that two devils or bootjacks had been removed from there by Inspector Griffin, and I was informed also, by Commodore Livingston, that Inspector Griffin had removed from the Norfolk navy yard, by order of Admiral Gregory, several things belonging to the torpedoes.

The articles required to complete the torpedoes are the parallel bars and locks, the devils, or bootjacks, the side booms, and some portion of the rigging.

I am, very respectfully, your obedient servant,

JOHN FARON,  
*Chief Engineer, U. S. Navy.*

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

[Endorsement.]

On account of the doubt expressed by the admiral about these machines, the Department will take no further action.

[WELLES.]

*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding obstructing the James River.*

NAVY DEPARTMENT,  
*June 11, 1864.*

SIR: I have received your No. 325,\* enclosing copy of correspondence between General Butler and yourself, relative to sinking obstructions in James River.

Action in this matter is left to the discretion of the admiral of the squadron, in whom the Department has confidence.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, James River.*

\* See p. 129.

*Report of Captain Smith, U. S. Navy, urging that a steam tug be placed at his disposal for use in the sounds.*

U. S. S. MATTABESSETT,  
*Albemarle Sound, N. C., June 11, 1864.*

SIR: I have to report that officers and men from the First and Second North Carolina regiments are making their appearance almost daily in small numbers for a passage to Beaufort, via Roanoke Island, to join their regiments, and, as I have no transportation for them, or any means of communicating with New Berne, I have applied to the commanding general for one of the army transport steamers to keep up the communication.

A steam tug is much needed here, in fact is indispensable under the present condition of affairs, and the expense would be more than paid by the demurrage allowed to sailing vessels in the transportation of coal from Hatteras, which are sometimes twelve days in transit. The *Hull* and *Barney* draw too much water for this service, and the *Whitehead* is the only vessel that could be used, and her services are required to cruise in the Perquimans and Alligator rivers to prevent the traffic that is carried on across the sound, and in the Chowan to cut off supplies sent to the rebel force at Plymouth.

I have destroyed a number of flats and boats on the Chowan, where a small steamer should be employed night and day patrolling the river, and captured a boat in the sound with a small quantity of pork, which I can use to feed the contrabands escaping from Plymouth and desiring to be sent to Roanoke Island.

I ordered a boat to be sent on the afternoon of the 8th, from the *Mattabesett*, with an officer and ten men to destroy a distillery in the creek near the town of Edenton, a resort for the guerrillas who infest that neighborhood, to the great discomfiture of many good Union citizens residing there. The boilers were cut, brick foundations destroyed, mash tubs broken up, 5 barrels of whisky stove in, and still-worms removed.

Very respectfully, your obedient servant,

MELANCTON SMITH,  
*Captain and Senior Officer in Sounds of North Carolina.*

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

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*Instructions from Captain Smith, U. S. Navy, to Commander Bankhead, U. S. Navy, in case of the appearance of the C. S. ram Albemarle.*

U. S. S. MATTABESSETT,  
*Albemarle Sound, N. C., June 11, 1864.*

SIR: I shall leave here to-morrow for New Berne, and I leave you to guard the entrance of Roanoke and Cashie rivers with the *Otsego*, *Wyandising*, *Tacony*, *Commodore Barney*, *Commodore Hull*, and *Whitehead*.

Should the *Albemarle* make his appearance, you will commence retreating until you draw him well out into the sound, where you will have room to maneuver. The *Whitehead* and *Hull* to take care of his consort, if any should accompany him.

Do not on any account attempt to engage in the river, as his guns are as heavy as yours and are equal in range, and it is already proved to our satisfaction that our shot can not injure him very materially at close quarters.



His next effort will perhaps be to out-general us by slipping by in the night from the mouth of the Cashie, which must be strictly guarded, particularly at night.

A plan of attack in the event of the *Albemarle's* making his appearance, which will be varied according to circumstances, and at your discretion, is herewith enclosed, and a torpedo boat is prepared for the *Wyalusing* to take in tow, and that vessel has been experimenting with boats and can bring it in contact with the ram and explode it at the proper moment.

There are also three heavy torpedoes placed near the first bend of the river, and are watched during the day by an officer and four men, two of the latter to be relieved every second day (by the double-enders) and furnished with their rations.

Very respectfully, your obedient servant,

M. SMITH,

*Captain and Senior Officer in Sounds of North Carolina.*

Commander J. P. BANKHEAD,

*Commanding U. S. S. Otsego.*

*Report of Lieutenant-Commander Roe, U. S. Navy, regarding the presence of Confederate troops at Goldsboro, N. C., and the completion of the C. S. S. Neuse.*

U. S. S. SASSACUS,

*Off New Berne, N. C., June 11, 1864.*

SIR: I send the *Ceres* to you to-morrow. Commander Davenport left me orders to let her tow up the schooner *Davenport*. I send you mail, and dispatches also, by the *Ceres*.

There is a report to-day that Beauregard is at Goldsboro with 30,000 men. I do not know how reliable it is. From a Union man, recently escaped from the rebels near Kinston, I learn that the ram there is in perfect order to come down. They have dammed the river below her to raise the water. Whether she can get through or not, I can not say. She will doubtless accompany the rebel army when they come.

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

F. A. ROE,

*Lieutenant-Commander.*

Captain M. SMITH,

*Comdg. Naval Forces, Sounds of North Carolina, Albemarle Sound.*

*Report of Captain Gansevoort, U. S. Navy, transmitting report of the rescue of schooner Mary Steadman, loaded with U. S. ordnance stores.*

U. S. IRONCLAD ROANOKE,

*Newport News, Va., June 12, 1864.*

SIR: I have the honor to forward the reply of Acting-Master M'Gloin, of the *Gettysburg*, that arrived here to-day, in relation to an ordnance vessel picked up by him off New Inlet, and brought in here.

Very respectfully, your obedient servant,

GUERT GANSEVOORT,

*Captain and Senior Officer.*

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

[Endorsement.]

JUNE 16, 1864.

The Bureau of Ordnance has directed the schooner *Mary Steadman* to be refitted and dispatched to New York, first landing at Fort Monroe all the army freight she has on deck, or which can be easily reached below, without breaking out, and thus detaining the vessel; and this at the request of the Ordnance Office, War Department.

R. AULICK,  
*Assistant Chief Bureau.*

[Enclosure.]

U. S. S. GETTYSBURG,  
*Hampton Roads, June 12, 1864.*

SIR: On June 9 I received orders from Commander Howell, U. S. S. *Nereus*, senior officer at New Inlet, Cape Fear, N. C., to cruise outside, and sailed from thence at 8:30 p. m., steering E. by N., as per orders, until I arrived at a point where blockade runners might be supposed to be at daylight, leaving New Inlet one hour before high water and running 12 knots an hour.

At 7 a. m., June 10, in latitude 34° N., longitude 76° 30' W., I fell in with the schooner *Mary Steadman*, from Port Royal for Philadelphia, deeply laden with United States ordnance stores.

She was completely disabled, having lost her foremast head and sprung her mainmast; she was also leaking badly when this ship fell in with her. The wreck of her spars, sails, etc., were lying on deck, or towing over the side, just as they fell, and the crew were at the pumps. I sent an officer and men to assist in clearing away the wreck, and also a boat for the master, who came on board with his papers, on examining which I found he had a valuable cargo belonging to the U. S. Government, which I felt it was my duty to save if possible.

After the wreck was cleared up I took her in tow for Hampton Roads, knowing that if I had taken her into Beaufort she would have been sent north in tow, as there is no means of discharging her heavy guns in that port.

I am aware that in leaving the station assigned me I assumed a responsibility which the urgent necessity of the case really demanded. The cargo was very valuable in United States property, and had I taken the master and crew from her and abandoned her, some foreign steamer might possibly have fallen in with her, and her cargo used against us at some future time, unless I destroyed the schooner, which I felt I had no right to do while there was a chance of saving her.

Owing to the state of the weather, the sea being very rough and the wind blowing half a gale most of the time, I found it necessary to steam very slowly during the passage.

Enclosed please find a copy of the schooner's manifest.

I have the honor to be, sir, very respectfully, your obedient servant,  
W. M'GLOIN,  
*Acting Master.*

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

[Subenclosure.]

*Copy of manifest of Schooner Mary Steadman.*

2 XV-inch guns.	1 XV-inch columbiad.
10 XI-inch guns.	1 XV-inch barbette. } On deck.
2 150-pounder guns, rifled.	1 XV-inch chassis. }
2 100-pounder guns, rifled.	150 XV-inch columbiad shells.
2 30-pounder guns, rifled.	148 XV-inch columbiad battering shot.
2 XV-inch elevating screws.	14 boxes ordnance stores.
2 XV-inch locks.	1 platform for XV-inch columbiad complete.
2 XV-inch breech sights.	25 pieces deck plank; 5 pieces on deck.
2 XV-inch front sights.	2 XV-inch columbiad battering shot.
3 XI-inch bronze saddles.	
3 150-pounder bronze saddles.	

*Report of Commander Frailey, U. S. Navy, regarding the cruise off Frying Pan Shoals of the U. S. S. Quaker City.*

U. S. S. QUAKER CITY,  
Beaufort, N. C., June 12, 1864.

SIR: I respectfully report the return of this steamer to-day to this port to recoal and effect some slight repairs to machinery, after an unsuccessful cruise of thirteen days off the south side of Frying Pan Shoals in search of vessels attempting to run the blockade.

On the 1st, 4th, 7th, and 9th large and swift side-wheel steamers were seen, and though at long distances were immediately given chase to, as will be seen on reference to the abstract log herewith sent, but regret to add that all our efforts to effect a capture of either were rendered fruitless by their superior speed, although at the time, with a very inferior article of coal on board from Norfolk navy yard, this steamer was making 11 and 11½ knots per hour.

The steamer chased on the 1st was outward, while those on the 4th, 7th, and 9th were in ward bound, the one on the 7th relieving herself of a considerable portion of her cargo in boxes, through which we passed.

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

JAS. MADISON FRAILEY,  
Commander, U. S. Navy.

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

*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting a report regarding the placing and trial of torpedoes for defense against the C. S. ram Albemarle.*

Confidential.]

FLAGSHIP AGAWAM,  
Farrar's Island, June 12, 1864.

SIR: I enclose a communication from Captain M. Smith, dated 6th instant, reporting experiments with torpedoes, and referring to the probable movements of the *Albemarle*, and I ask the attention of the Department to Captain Smith's remark as to floating batteries building on the Roanoke.

If not inconsistent with the views of the Department, I would respectfully suggest that it may be beneficial to the public service if a

portion of the light-draft monitors should be fitted either as submarine prodders or as torpedo vessels, relieving them, if necessary, for this purpose, of their guns and a part of their turrets.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

Confidential.]

U. S. S. MATTABESSETT,

*Albemarle Sound, North Carolina, June 6, 1864.*

SIR: I made an experiment to-day to foul a boat that was cast adrift in the sound by towing another astern of the *Wyalusing* with a torpedo in it. The second trial succeeded, and both the old boats were blown to atoms. I shall continue the practice, and prepare one immediately to operate on the ram.

I am, with the assistance of an engineer officer, Lieutenant [W. R.] King, of the Army, placing torpedoes in the Roanoke River, to be exploded by friction matches. The trigger wires to be watched by selected men during the day, as it is believed that the ram will never attempt to come down the river at night, for fear of getting aground, and I have no idea he will make his appearance in the sound until the floating batteries that are building at Weldon are ready to cooperate.

Very respectfully, your obedient servant,

MELANCTON SMITH,

*Captain and Senior Officer Present.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Lamson, U. S. Navy, enjoining vigilance against meditated attack of the enemy in James River.*

FLAGSHIP AGAWAM,

*James River, June 13, 1864—5 p. m.*

SIR: The signal corporal ashore reports a rebel gunboat lying close to the brick house at Dutch Gap.

5: 30 p. m.—The last report from the signal station is that a battery of six pieces is seen at Chaffin's farm.

The enemy meditate some movement against our communications on the river, or against our occupation here.

The advance pickets must be vigilant against surprise to-night.

Respectfully, yours,

S. P. LEE,

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

Lieutenant R. H. LAMSON,

*U. S. S. Delaware.*

P. S.—Captain Barnes just from signal station (Crow's Nest) reports the firing is from the rebel gunboat's 100-pounder near Cox's house, Dutch Gap. No battery seen from there.

[Telegram.]

FLAGSHIP AGAWAM,

*Farrar's Island, June 13—10 p. m.*

(Via Fort Monroe, 14th, 9 p. m. Received 2:35 a. m. 15th.)

Deserters from rebel ironclads confirm previous information.  
 Rebel tug from bend above fired a shot or two in this direction this afternoon.

S. P. LEE,  
 [Acting] Rear-Admiral.

Hon. GIDEON WELLES,  
 Secretary of Navy.

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Foster, U. S. Navy, enjoining vigilance against surprise by the enemy.*

FLAGSHIP AGAWAM,  
*James River, June 13, 1864.*

SIR: These three deserters from the rebel ironclads who surrendered to our pickets this morning say that a boat expedition is talked of against our gunboats in the Appomattox. Communicate this information to the *Putnam*. I have informed General Butler of it.

The *Perry* and *Putnam* should keep in supporting distance of each other, and be very vigilant and prepared against surprise and attack from the enemy.

Respectfully, yours,

S. P. LEE,  
 Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.  
 Acting Volunteer Lieutenant A. P. FOSTER,  
 U. S. S. Commodore *Perry*.

*Report of Commander Clary, U. S. Navy, regarding conference with Colonel Jourdan, U. S. Army.*

U. S. S. DACOTAH,  
*Beaufort, N. C., June 13, 1864.*

SIR: I am this day in receipt of your communication of the 5th instant, enclosing a confidential letter of 31st ultimo to Captain Sands. I have conferred with Colonel Jourdan in the matter, but at present he is making a diversion in another direction, as he has every reason to believe his first plans are suspected, if not too well understood.

Colonel Jourdan will apprise the senior officer of the station when to cooperate.

Your obedient servant,

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

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

*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the senior officer at Hampton Roads.*

NAVY DEPARTMENT, June 14, 1864.

SIR: It is important that the senior officer in charge of naval matters about Hampton Roads should be at Hampton Roads instead of Newport News, and you will give directions accordingly. The business of the anchorage is not properly attended to.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, James River.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Nichols U. S. Navy, in view of the probable proximity of the enemy.*

FLAGSHIP AGAWAM,  
*James River, June 14, 1864—12 m.*

SIR: Fleet Captain Barnes has just returned from headquarters of Major-General Gillmore, to whom he communicated the intelligence conveyed in your note of yesterday evening, that cavalry and four pieces of artillery had been seen in your vicinity and that musketry was heard by you in a northeast direction last night at or about — p. m. General Gillmore states that he knows nothing of any of Grant's forces in your vicinity, but that he knows that some of Grant's force were at Wilcox's Wharf. General Butler replied to a telegram from General Gillmore on this subject, that he has no knowledge of any of our forces being in your neighborhood, and from their description judges they are the enemy's forces. You will not permit any force to approach your position without being fully satisfied beyond all question that they are our own people. It is their business to make themselves known if they are our own troops.

Respectfully, yours,

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

Commander E. T. NICHOLS,  
*U. S. S. Mendota.*

[Telegram.]

FLAGSHIP AGAWAM,  
*Farrar's Island, June 14—10 p. m.*

(Via Fort Monroe, 6 p. m., 15th. Received 7:15 a. m., 16th.)

No change in the naval situation. I learn unofficially that General Grant was at General Butler's headquarters to-day; that "Baldy" Smith's corps is here, and that the Army of the Potomac is crossing James River at Wilcox's to-day.

S. P. LEE,  
*Rear-Admiral.*

HON. GIDEON WELLES,  
*Secretary of Navy.*

*Report of Lieutenant-Commander Babcock, U. S. Navy, giving the location of certain United States vessels.*

U. S. S. MORSE,  
Off White House, Va., June 14, 1864.

SIR: I respectfully acknowledge the receipt of your communication dated the 10th instant, also a communication for the *Crusader*. The *Cactus* arrived yesterday, and the commanding officer reported in obedience to your orders. The *Cohasset* is at West Point, [York River]. I communicate with the commanding officer every day by telegraph. The *Shokokon* is still at Cumberland Heights, the *Brinker* at a point 2 miles above, and the *Cactus* is at anchor off the White House. The report is that our forces will evacuate this place in two or three days.

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

CHAS. A. BABCOCK,  
*Lieutenant-Commander and Senior Officer Present.*

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

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Garfield, U. S. Navy, to proceed to duty in Hampton Roads.*

NAVY DEPARTMENT, June 14, 1864.

SIR: Proceed with the U. S. S. *Banshee* to Hampton Roads and report to Acting Rear-Admiral S. P. Lee, or the senior officer present, for duty in the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Acting Volunteer Lieutenant W. H. GARFIELD, U. S. Navy,  
*Commanding U. S. S. Banshee, New York.*

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*Order of the Secretary of the Navy to Commander Macomb, U. S. Navy, to proceed to duty in the sounds of North Carolina.*

NAVY DEPARTMENT, June 14, 1864.

SIR: Proceed with the U. S. S. *Shamrock* to the sounds of North Carolina direct, and report for duty to Captain Melancton Smith, senior officer there. You will also report by letter on arriving there to Acting Rear-Admiral S. P. Lee, Hampton Roads, as a part of the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of the Navy.*

Commander WM. H. MACOMB, U. S. Navy,  
*Commanding U. S. S. Shamrock, New York.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Beaumont, U. S. Navy, to cooperate with General Butler.*

FLAGSHIP AGAWAM,  
*James River, June 15, 1864—5:45 a. m.*

SIR: General Butler asks for a gunboat to aid in crossing General Grant's army near Fort Powhatan.

There are three gunboats near Powhatan besides the *Atlanta*. Assistance may be needed at some other point. Proceed without delay immediately with the *Mackinaw* and ascertain where your services are needed near or below Bermuda Hundred and there render them.

Respectfully,

S. P. LEE,

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

Commander J. C. BEAUMONT,  
*U. S. S. Mackinaw.*

[Telegram.]

FLAGSHIP AGAWAM,

*Farrar's Island, June 15, 1864—11 p. m.*

(Via Fort Monroe, 10 a. m., 17th. Received 4:15 p. m., 17th.)

Early this morning General Butler signaled me that he would sink his obstructions to-day, ordering Commander Craven to assist the army engineers to sink their obstructions where and as they wished. I went to see General Grant, who informed me that he had several days ago ordered General Butler to do so. Five vessels were, according to the plan of campaign, sunk to-day under the direction of the army engineers on Trent's Beach Bar, which will, to some extent, add to the security of the military situation.

General Meade's army is crossing on pontoons at Wilcox's Wharf. The operation will take two or three days. To-night Smith's and Hancock's corps are attacking Petersburg. The enemy appear to be crossing on their pontoons above Drewry's Bluff to-day.

S. P. LEE,

*Acting Rear-Admiral.*

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

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*Report of Acting Rear-Admiral Lee, U. S. Navy, with enclosures, relative to the proposed obstruction of James River.*

FLAGSHIP AGAWAM,

*Farrar's Island, June 16, 1864.*

SIR: The Department's dispatch of June 11, replying to my No. 325, enclosing the correspondence between General Butler and myself on the subject of sinking the vessels he had provided, wherewith to obstruct James River, and leaving action on the subject to my discretion, was received on the 13th instant.

I took no action on the subject.

I enclose copies of two dispatches received yesterday morning from General Butler, my reply to the last, and the instructions which I gave Commander Craven (Nos. 1, 2, 3, 4).

Last evening I saw General Grant at City Point, who informed me that several days before his arrival here he had ordered General Butler to sink these obstructions, and that finding his order had not been received he had renewed it.

I understand that the army considers it a military necessity to make the river secure by every available means—as vital to the success of the campaign and the cause.



Sub-Assistant Bradford, of the Coast Survey, has, at my instance, been resurveying Trent's Reach since his arrival, about the 6th instant.

His work shows 10 feet at low tide with 3 feet rise and fall, indicating that at the present stage of water, on a spring tide, with an easterly wind (which makes full tide in this river), the monitors, if lightened, may cross the bar.

The sunken vessels in the deepest water can be easily pumped out and removed. It would be very desirable to have an Andrews pump in a light-draft steamer for this and other use in this squadron. I hope the Department will approve of purchasing one; also a dredging machine, which would be useful here in deepening the old artificial channel.

With this preparation we could, should the movements and policy of the army admit of it, be ready to cross this bar safely and cooperate. The pump-boat and dredging machine, besides being useful for squadron purposes, would also be of good service at the Norfolk navy yard. Purchasing would be preferable to hiring the dredging machine at Norfolk.

I respectfully request the Department's favorable consideration of this proposition. The expense will be inconsiderable, I suppose.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

[Endorsements.]

The Bureau of Yards and Docks has not an Andrews pump. A powerful pump is at the Norfolk navy yard, owned by contractors for raising sunken vessels, I believe, which could probably be hired at a high rate of compensation.

BUREAU YARDS AND DOCKS, *June 22, 1864.*

An old army dredge and two scows have been turned over to the Navy and now under repairs at Baltimore, to be sent to Port Royal. I do not know when they will be ready. The repairs are extensive and costly.

J. S.

[Enclosure 1.]

SIGNAL STATION, *June 15—5 a. m.*

(From General Butler's Headquarters, June 15, 4 a. m.)

Can you temporarily spare a gunboat to aid in crossing of Grant's army near Fort Powhatan? If so, please send one. I will send tomorrow, and with your aid put down obstructions in such spot as you may designate.

General BUTLER.

Acting Rear-Admiral LEE.

[Enclosure 2.]

SIGNAL STATION, *June 15—9:30 a. m.*

I have just received the following from General Butler:

General Grant left here yesterday for Fort Powhatan. Tell the admiral that General Butler proposes to sink obstructions to-day, and will want his assistance.

Colonel SHAFFER,  
Chief of Staff.

General TERRY.

Acting Rear-Admiral LEE.

[Enclosure 3.]

FLAGSHIP AGAWAM, *June 15, 1864—10:30 a. m.*

GENERAL TERRY: Commander Craven will in my absence give the engineer the assistance General Butler desires for sinking his obstructions.

S. P. LEE,  
*Acting Rear-Admiral.*

[Enclosure 4.]

FLAGSHIP AGAWAM,  
*James River, June 15, 1864.*

SIR: I enclose a message just received from General Butler's chief of staff, through General Terry.

In General Butler's dispatch of the 2d instant he said that the point at which he desired to secure the river is the right of his line, near Curtis's house, at the ravine.

I am going to Fort Powhatan. Give the army all the assistance it may ask, in securing its flank and communications, with engineering devices in the river.

Should you have any notice of the approach of the enemy (for which you will arrange a lookout), send a tug to bring up the *Mendota* and *Hunchback*.

Respectfully, yours,

S. P. LEE,  
*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*  
Commander T. A. CRAVEN,  
*U. S. S. Tecumseh.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Cressy, U. S. Navy.*

FLAGSHIP AGAWAM,  
*James River, June 16, 1864.*

SIR: Proceed with the *Malvern* under your command to report to me in Trent's Reach on the 18th instant.

Respectfully, yours,

S. P. LEE,  
*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*  
Acting Volunteer Lieutenant W. K. CRESSY,  
*U. S. S. Malvern.*

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*Report of Captain Smith, U. S. Navy, regarding the disposition of United States vessels in the sounds of North Carolina.*

U. S. S. MATTABESSETT,  
*Off New Bern, N. C., June 16, 1864.*

SIR: The *Sassacus* leaves to-day in obedience to your order of June 4, received on the 15th instant, and an order has been sent to the commander of the *Commodore Barney* to proceed to City Point in compliance with your instructions this day received.

The *Ceres* has just completed her repairs and left to-day, in company with an army steamer, upon an expedition up the Pungo River (Pamlico

Sound), for the purpose of breaking up an organized band of rebels who have been collecting boats and schooners to make a descent upon the lights in the sound. I consider the services of the *Ceres* very important here on account of her light draft, and the information that her commander has of all the rivers and creeks in these waters.

If the *Miami* can be repaired in accordance with the instructions of Chief Engineer Stewart, she will be useful at Ocracoke Inlet, where there is nearly as much water on the bar as at Hatteras, and where a vessel should, in my judgment, be stationed.

The *Chicopee* arrived on the 15th instant, and reported to me at Roanoke Island, and I ordered her to the mouth of the Roanoke River to await my arrival at that place, when one of the double-enders will be sent here. The *Tacony*, *Otsego*, *Wyalusing*, *Chicopee*, *Commodore Hull*, and *Whitehead* are stationed off Roanoke River.

The *Louisiana* and *Valley City* relieve each other in cruising up Pamlico Sound.

The *Bombshell* I have ordered to Hatteras Inlet to relieve the sloop *Granite*, the bottom of that vessel requiring cleaning and painting, and the *Mattabesett*, *Hetzel*, and *Lockwood* are here, the two latter vessels of no use anywhere and can not get north unless towed there.

Very respectfully, your obedient servant,

MELANCTON SMITH,

*Captain and Senior Officer in the Sounds of North Carolina.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

P. S.—I received from Commander Davenport merely an abstract of your instructions to him as senior officer in the sounds, and would request a copy of any communication in reference to returns, etc., [to] which you may find it necessary to call my attention.

*Report of Acting Volunteer Lieutenant Foster, U. S. Navy, commanding U. S. S. Commodore Perry, of engagements with Fort Clifton in cooperation with army forces June 16, 1864.*

U. S. S. COMMODORE PERRY, June 16, 1864.

SIR: I have the honor to report that I was requested by Major-General Butler to cooperate with his forces, then near Petersburg, and was asked to direct my fire on Fort Clifton, which request I complied with.

I fired 47 shots from the 100-pounder Parrott, which did good execution. Enclosed please find list of ammunition expended.

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

AMOS P. FOSTER,

*Acting Volunteer Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

[Enclosure.]

*List of ammunition expended on board U. S. S. Commodore Perry, June 16, 1864.*

100-pounder rifle charges.....	47
100-pounder percussion shell.....	47

Respectfully submitted.

AMOS P. FOSTER,

*Acting Volunteer Lieutenant, Commanding.*

*Second report of Acting Volunteer Lieutenant Foster, U. S. Navy, regarding engagements with Fort Clifton.*

U. S. S. COMMODORE PERRY, *June 23, 1864.*

SIR: In answer to your endorsement on my report of June 16, I would respectfully beg leave to report that Acting Ensign Arnold Harris, in command of army gunboat *Chamberlin*, came on board this vessel at 6:30 a. m. of the 16th instant, and said that General Butler requested me to open fire as soon as possible on Fort Clifton.

At 7 o'clock a. m. I moved the steamer across the stream, and at 9 a. m. opened fire upon the fort.

At 5 p. m. I ceased firing, having expended 47 charges and 47 percussion shells, all of which did good execution.

At 7 p. m. Acting Ensign Arnold Harris and Lieutenant Bullard, of Brigadier-General Graham's staff, came on board of this steamer.

Lieutenant Bullard had been ordered by General Butler to come on board and request me, early on the morning of the 17th instant, to open fire on the battery to the rear and left of Fort Clifton. This request I complied with.

I commenced firing on the 17th instant at 6 a. m. The first shot fired entered the battery; at the second shot the 100-pounder Parrott burst, killing John Wilson (seaman) instantly, and wounding Joseph Webb, Alfred N. Brown, Salvador Emanuel, Franklin W. Morgan (seamen), and Gilbert Young (ordinary seaman).

John Wilson was buried in the hospital burying ground at the Point of Rocks.

Four of the wounded men were transferred to the U. S. S. *Osceola*, and two were retained on board this vessel.

One of those transferred to the *Osceola* (Joseph Webb) has since died. The two men remaining on board this vessel are improving rapidly.

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

AMOS P. FOSTER,

*Acting Volunteer Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, James River.*

[Endorsement.]

Respectfully referred to the admiral commanding North Atlantic Blockading Squadron, James River, Virginia.

J. M. B. CLITZ,

*Commander, U. S. Navy.*

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*Abstract log of the U. S. S. Commodore Perry.*

*June 16, 1864.*—At 9 a. m. commenced to shell Fort Clifton with 100-pounder Parrott, firing at intervals of seven minutes during the watch. From 12 to 4 p. m.: Engaging the enemy all the watch, firing at intervals of seven minutes. At 5 ceased firing. Expended 49 rounds of 100-pounder shell and 4 rounds IX-inch shell. From 4 to 8 p. m.: Opened fire on Fort Clifton. At 7:40 cast off from wharf and dropped down stream.

*June 17.*—At 6 a. m. opened fire with 100-pounder rifle on Fort Clifton. At the second discharge the gun burst, killing 1 man and wounding 5, completely destroying cabin bulkhead and other woodwork on the starboard side of vessel. At 5:15 p. m. steamed up James River and came to, off Bermuda Hundred.

*Report of Acting Volunteer Lieutenant Graves, U. S. Navy, of joint expedition in Pungo River, North Carolina, June 16-21, 1864.*

U. S. S. LOCKWOOD,  
Off New Berne, N. C., June 23, 1864.

SIR: I have the honor to report as follows: On the afternoon of the 16th I left this place in the army transport *Ella May*, with a detachment of men from the U. S. S. *Louisiana*, 15 men from the army, and the U. S. S. *Ceres*. Arrived at Mount Pleasant, Hyde County, and captured five schooners, but owing to the low water could only bring three away, viz, *Iowa*, *Mary Emma*, and *Jenny Lind*; the other two I burned. There were no papers on board. I then proceeded to the Pungo River with the *Valley City*, she having in tow the *Ceres*, with her engines out of order. On the morning of the 19th took a detachment from the *Valley City* and *Ceres* and proceeded up Slade's Creek to Sladesville, where we found a force of guerrillas, who were soon routed with a few shots from the howitzer; landed and searched for stores, but finding none I returned to the vessels, and finding the *Louisiana* had arrived, I returned her men. Having received information that the enemy were crossing stores at Leechville, on the Pungo, I got underway at 10 p. m. of the 19th, and landing at Saterwaite's Point with 70 men and officers, marched across the country about 4 miles to Leechville, hoping to prevent their escape. The vessels proceeding up the river, surrounded the place, but found they had just passed out, having been informed of our approach by mounted courier. I find that they keep a regular system of lookouts on all prominent points, making it almost impossible to surprise them. The vessels having arrived, I concluded to wait a few hours and reconnoiter. In the meantime employed the men in loading the schooners with shingles, a large quantity of which were on the landing. On the morning of the 21st, seeing nothing of the enemy, I returned to New Berne, arriving at 1:30 a. m. this day. I regret that the negro guide upon whom I mainly depended is missing. I gave him permission to visit his family, and I fear he has been captured.

In all I was zealously supported by Acting Masters Brooks and Foster and Acting Master's Mate E. S. Austin, who, for courage, competency, and good conduct, deserve promotion.

Very respectfully, your obedient servant,

G. W. GRAVES,  
*Acting Volunteer Lieutenant, Commanding.*

MELANCTON SMITH, U. S. Navy,  
*Captain and Senior Naval Officer, Sounds of North Carolina.*

*Report of Acting Volunteer Lieutenant Graves, U. S. Navy, giving list of captures in Pungo River.*

U. S. S. LOCKWOOD,  
Off New Berne, N. C., July 6, 1864.

SIR: I have the honor to submit the following list of vessels, boats, etc., captured by me in the late expedition to Hyde County and Pungo River:

- Schooner *Jenny Lind*, sails and anchors.
- Schooner *Mary Emma*, no sails, one anchor.
- Schooner *Iowa*, neither sails nor anchors.

Six canoes (dugouts), one with sails and mast.

One yawl boat belonging to *Jenny Lind*.

Eighty-four thousand cedar shingles, 54,000 of which were turned over to the army; the remainder of them are stowed in the navy store-house yard.

I enclose prize lists.

Very respectfully,

G. W. GRAVES,

*Acting Volunteer Lieutenant, Commanding.*

Commander A. DAVIS HARBELL, U. S. Navy,

*Senior Officer Present, U. S. S. Chicopee, New Berne, N. C.*

[Endorsement.]

These schooners were decided not to be lawful prizes and were returned to their owner, who was certified by General Palmer to be a lawful trader and a good Union man.

[W. H. MACOMB.]

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the station of the senior officer in Hampton Roads.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,

*James River, Virginia, June 17, 1864.*

SIR: The Department's communication of 14th instant is received, and I have, as therein directed, ordered Captain Gansevoort, senior naval officer near Hampton Roads, to remove the *Roanoke* from Newport News to Hampton Roads. Newport News was the station I had occupied, until very recently, since first assuming command of this squadron, as the Norfolk navy yard and the roads were both protected from this point.

Since the occupation of James River by our vessels, it was no longer important in this consideration, but as it was connected with Fortress Monroe and Norfolk by telegraph, and Captain Gansevoort would, as senior officer, be embarrassed by visits of foreign officers to whom he is forbidden to show the ironclad he commands, and as he had a tug at his disposal, I allowed the *Roanoke* to remain at her old anchorage, where all navy transports stop to communicate in passing up and down the river.

Yet Hampton Roads will certainly be a more convenient station for the senior officer.

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

S. P. LEE,

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

HON. GIDEON WELLES,

*Secretary of the Navy.*

*Report of Captain Gansevoort, U. S. Navy, regarding the movement of United States vessels in Hampton Roads.*

U. S. IRONCLAD ROANOKE,

*Newport News, Va., June 17, 1864.*

ADMIRAL: I have the honor to reply to your communication of June 14, in relation to the *R. K. Cuyler* and *Alabama*.

The *R. R. Oyler* arrived here on the 12th instant with orders from the Navy Department to report to you for duty in the squadron. She is now at Baltimore, in obedience to your orders.

The *Alabama* arrived here on the 13th instant with orders to report for duty in this squadron, and as she was all ready for sea, I sent her to Wilmington to report to the senior officer present for duty, in obedience to verbal orders from you to send the vessels to the blockade as soon as practicable.

The *Augusta* left here on the 15th for Port Royal, with two coal vessels in tow, in obedience to a telegram from the Secretary of the Navy.

The *Nipsic* left on the 14th with one coal vessel for Charleston.

My means are so limited for communicating with you and the rest of your squadron, that it would, in my opinion, greatly facilitate matters if you would send me one of your clerks, or writers, to assist me, as I have only my clerk and myself to do all the correspondence. I will make his stay on board of this ship as comfortable as lies in my power.

I sent all the prisoners brought here by the *New Berne* north in that vessel.

The steamer *Keystone State* arrived here this morning wanting repairs. I will have a survey held upon her, and send her to the yard for repairs.

I expect the *Wilderness* here from the yard in a day or two.

The *Washington* will tow up two coal vessels. She has on board some plates for the *Saugus*.

The *Keystone State* brought in a small prize steamer. I have sent an intelligent officer to examine the prisoners.

There are fourteen vessels here with 3,000 tons of coal.

Very respectfully, your obedient servant,

GUERT GANSEVOORT,

*Captain and Senior Officer.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, to forward information regarding the British schooner James Douglass.*

NAVY DEPARTMENT, June 17, 1864.

SIR: A communication has been addressed to the Secretary of State by Lord Lyons, relative to the schooner *James Douglass*,\* which was abandoned in March last, picked up at sea by the *Monticello*, Lieutenant Cushing, and taken to Beaufort, N. C., and Lord Lyons has requested, in behalf of the owner, the release of the schooner.

No report concerning this vessel appears to have been received at the Department. Will you please furnish it with all the facts in the case.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

\* See May 9, letter of Cushing to Lee.

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

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
James River, Virginia, June 17, 1864.

SIR: The following is the disposition of vessels comprising the North Atlantic Blockading Squadron:

Name.	Station.	Remarks.
St. Lawrence	Hampton Roads, Virginia	Ordnance ship.
Minnesota	do	Recruiting; crew mostly discharged.
Young Rover	do	Guard ship.
Heliotrope	do	Tug; without battery, in ordnance service.
Roanoke	Newport News, Va	Ironclad.
Charles Phelps	do	Coal bulk.
Violet	do	Tug.
Tug No. 2	do	
Mystic	York and Pamunkey rivers and Chesapeake Bay.	Guard ship.
Morse	do	
Crusader	do	
Samuel Rotan	do	
Shokokon	do	
Henry Brinker	do	
Cactus	do	Side-wheel tug.
Cohasset	do	Tug.
Dawn	James River, above Newport News.	At Wilson's Wharf.
Young America	do	Tug; at Wilson's Wharf.
Atlanta	do	Off Fort Powhatan.
Pequot	do	Do.
Oscola	do	Off City Point.
Eutaw	do	Off Bermuda Hundred.
Commodore Morris	do	Turkey Bend.
Malvern	do	Off Tilman's [Tilghman's] Wharf.
Hunchback	do	Deep Bottom.
Mendota	James River, above Wilson's Wharf.	Above Hunchback.
Mackinaw	do	Lower Dutch Gap; now covering army at Wilcox's Wharf.
Agawam	do	Flagship, Trent's Reach.
Onondaga	do	Trent's Reach.
Canonicus	do	Do.
Tecumseh	do	Do.
Saugus	do	Do.
Delaware	do	Advance guard duty; Trent's Reach.
Tritonia	do	Do.
Stepping Stones	do	Do.
Hydrangea	do	Tug; mail boat.
Althea	do	Tug; temporary torpedo boat, tender and ram to ironclads.
Alert	do	Do.
Poppy	do	Do.
Rose	do	Do.
Mount Washington	do	Transport.
Pink	do	Transport, waiting for guns.
Tug 1	do	Unarmed; fitting with torpedoes.
Tug 3	do	Do.
Tug 4	do	Do.
Tug 5	do	Do.
Tug 6	do	Do.
Commodore Perry	In the Appomattox River	
General Putnam	do	
Arietta	Beaufort, N. C	Ordnance ship.
Release	do	Storeship.
William Badger	do	Do.
Lilac	do	Tug; to move colliers, etc.
Mattabesett	Sounds of North Carolina	
Wyalusing	do	
Tacony	do	
Otaego	do	
Chicopee	do	Reported coming.
Shamrock	do	Ram; reported coming.
Sassacus	do	Ordered up James River.
Miami	do	Worn out; ordered up for repairs.
Louisiana	do	Guard; Washington, N. C.
Hetzel	do	
Commodore Hull	do	
Lockwood	do	



Name.	Station.	Remarks.
Valley City.....	Sounds of North Carolina.....	
Seymour.....	do.....	
Ceres.....	do.....	Ordered up for repairs.
Whitehead.....	do.....	
Commodore Barney.....	do.....	Ordered up in James River.
Albemarle.....	do.....	Storeship.
Renshaw.....	do.....	
Granite.....	do.....	Guard; Hatteras Inlet.
Shenandoah.....	Off Wilmington, N. C.....	
Dacotah.....	do.....	
Quaker City.....	do.....	
Nereus.....	do.....	
State of Georgia.....	do.....	
Maratanza.....	do.....	
Kansas.....	do.....	
Nippon.....	do.....	
Calypso.....	do.....	
Howquah.....	do.....	
Victoria.....	do.....	
Augusta.....	do.....	
Cherokee.....	do.....	
Nansemond.....	do.....	
Fahkee.....	do.....	Transport.
Montgomery.....	do.....	
Mercedita.....	do.....	
Florida.....	do.....	
Cambridge.....	do.....	
Fort Jackson.....	Outside, cruising off Wilming- ton.	
Connecticut.....	do.....	
Keystone State.....	do.....	
Grand Gulf.....	do.....	
Monticello.....	do.....	
Gettysburg.....	do.....	
Wyandotte.....	Norfolk, Va.....	Guard ship.
Ben Morgan.....	do.....	Ordnance hulk.
Roman.....	do.....	Do.
Britannia.....	do.....	Repairing.
Emma.....	do.....	Do.
Mount Vernon.....	do.....	Do.
Vicksburg.....	do.....	Do.
Aries.....	do.....	Do.
Wilderness.....	do.....	Fitting for supply steamer.
R. R. Cuyler.....	do.....	
Governor Buckingham.....	Northern ports.....	Baltimore.
Daylight.....	do.....	Do.
Zouave.....	do.....	Do.
James Adger.....	do.....	Philadelphia.
Glaucus.....	do.....	Do.
Tuscarora.....	do.....	Baltimore; out of commission.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy.*

*Extract from the journal of Commander J. C. Beaumont, U. S. Navy.*

U. S. S. MACKINAW,  
*James River, June 17, 1862.*

Calm and pleasant; air 72° to 88°. At about 4:30 p. m. steamer *Winans* came down the river and reported having been fired into from near Wilcox's Wharf. At 4:35 the rebels opened upon us. Got under-way and steamed up to Wilcox's and soon dispersed them. Pontoon bridge taken up.

*Report of Commander Beaumont, U. S. Navy, commanding U. S. S. Mackinaw, regarding transport duty performed by that vessel.*

U. S. S. MACKINAW,  
*Off Wilcox's Wharf, James River, June 18, 1864.*

SIR: I respectfully report that I left my anchorage abreast the headquarters of the commanding general before sunset last evening to convoy the transports past a point on the river from which the enemy had fired into one, after which I returned to my old anchorage to cover the crossing of the rear guard of the army. By midnight the troops had all crossed to the right side of the river. At daylight I took up my present position to see the fleet of transports safely by. After the fleet has passed I shall proceed to City Point to ascertain where this vessel is most required, and await further orders.

Very respectfully, your obedient servant,

J. C. BEAUMONT,  
Commander.

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, James River.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Beaumont, U. S. Navy, commanding U. S. S. Mackinaw.*

FLAGSHIP AGAWAM,  
*James River, Virginia, June 18, 1864.*

SIR: You will upon the receipt of this order proceed with the *Mackinaw* under your command and take your station off Aiken's Wharf, James River, previously occupied by you.

Respectfully, yours,

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

Commander J. C. BEAUMONT,  
*U. S. S. Mackinaw.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Quackenbush, U. S. Navy, commanding U. S. S. Pequot.*

FLAGSHIP AGAWAM,  
*James River, June 18, 1864.*

SIR: As the *Mackinaw* has resumed her station, you will closely observe the vicinity of Wilcox's Wharf, whence an army transport was recently fired on.

Respectfully, yours,

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

Lieutenant-Commander S. P. QUACKENBUSH,  
*U. S. S. Pequot.*

[Telegram.]

FLAGSHIP MALVERN, *June 18, 1864—11 p. m.*  
 (Via Fort Monroe, 6 p. m., 19th. Received 8 p. m.)

*Canonicus* broke a long screw of XV-inch guns by elevated firing required here. *Tecumseh* is only monitor with short and reliable screws. Shall I not detain her, in the present state of affairs, until short screws are received for the other monitors?

It is doubted if the long screws will stand the increased charges.

S. P. LEE,  
*Acting Rear-Admiral.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

[First endorsement.]

BUREAU ORDNANCE, *June 20, 1864.*

None of the monitors except the *Tecumseh* have been fitted with short screws to their guns. This arrangement of short screws requires a special fixture to the carriage, which will require time. Spare long screws can be sent if required.

R. AULICK,  
*Assistant Chief Bureau.*

[Second endorsement.]

Send the above endorsement. The *Tecumseh* must not be delayed.  
 F.

*Report of Commander Clary, U. S. Navy, commanding U. S. S. Dacotah, regarding the operations of that vessel on the blockade.*

U. S. S. DACOTAH,  
*Off Wilmington, N. C., June 18, 1864.*

SIR: I think it quite important that you should be advised of the condition of this ship, her speed and uselessness on this or any seagoing station. (I enclose you the chief engineer's report of her boilers, etc.) En route here made a trial of her speed, smooth sea, light air ahead, 18 pounds steam; made 6 knots per second hand of a watch and 7 per glass, the knot 47 feet. We are neither in condition to run away from a ram nor run at one.

We sighted black smoke and one of our cruisers in chase the morning of the 17th instant, off Frying Pan Shoals, but as our speed was but 6.6 at the time and under fore and aft sail, it was utterly useless even to head in that direction.

I wish to furnish you with some information relative to the speed of blockade runners as experienced during the temporary command of the U. S. S. *Keystone State* and while passenger in her to join this ship.

There were nine chases in all, in about thirty days; of these, two captures and 92 bales of cotton picked up. Three or four were compelled to throw their cargo overboard. In one of these chases where the *Connecticut* joined (and beating her), the *Keystone State*, going at the speed of nearly 13 knots for the best part of a day, was compelled to give up the chase. The speed of these contraband steamers is beyond all precedent of late. I have never experienced anything like it. Our 12 and 13 knot cruisers may gain on them in the early part of the chase, but as soon as they lighten of their cargoes they outspeed them.

I think two or three fast steamers, cruisers, with the speed of 13 or 13½, and could be worked up to 14 knots offshore, would contribute to more captures than all our present squadron.

The runners are making double trips now. I think there were some sixteen sighted and chased during the last month.

There were four lying near Fort Fisher on the 16th instant, and three here on the 17th instant, in readiness to leave.

It is reported that the *Gettysburg* can speed 15 or 16 knots. If she can attain 14 under the most favorable circumstances, I should be pleased to have temporary command of her, or appointed to another and more efficient command, exchanging this ship's officers and crew to one awaiting men now at our navy yards north.

Very respectfully, your obedient servant,

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

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

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*Order of Captain Smith, U. S. Navy, to Commander Macomb, U. S. Navy, commanding U. S. S. Shamrock, to proceed to a station off Roanoke River.*

U. S. S. MATTABESSETT,  
Off New Berne, N. C., June 18, 1864.

SIR: You will proceed with the *Shamrock* to join the gunboat stationed in Albemarle Sound off the Roanoke River.

Communicate with Colonel Wardrop on your arrival at Roanoke Island, and request him to prevent all communication with the mainland on the arrival of the ironclad *Chimo*.

Order the *Chimo* to proceed up the sound without touching at Roanoke Island and to anchor (where he can not be seen from the south shore) not higher up than the Perquimans River.

You will tow up the schooner *Ann S. Davenport*, if she is repaired on your arrival at Roanoke Island.

Very respectfully,

MELANCTON SMITH,  
Captain and Senior Officer in Sounds of North Carolina.

Commander W. H. MACOMB,  
Commanding U. S. S. *Shamrock*.

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[Telegram.]

FLAGSHIP MALVERN,  
*Farrar's Island, June 19, 1864—11 p. m.*  
(Via Fort Monroe, 6 p. m., 20th. Received 7:50 p. m.)

Grant was here to-day. Three rebel ironclads and three gunboats appeared abreast of Chaffin's farm to-day, returned, came down again, and were off Chaffin's, as reported from army signal station, at sundown.

S. P. LEE.

Hon. GIDEON WELLES,  
Secretary Navy.

[Telegram.]

FLAGSHIP MALVERN,  
*Farrar's Island, June 20, 1864—10: 30 p. m.*  
 (Received 7 p. m., 21st.)

No change in the naval situation. Report from the army lookout that the rebel ironclads are taking on board sand in bags.

S. P. LEE,  
*Acting Rear-Admiral.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

*Report of Commander Macomb, U. S. Navy, commanding U. S. S. Shamrock, of the arrival of that vessel at Hatteras Inlet.*

U. S. S. SHAMROCK,  
*Hatteras Inlet, June 20, 1864.*

SIR: In obedience to orders from the Navy Department, I have the honor to report the arrival of this vessel here for service in the sounds of North Carolina and also as a part of the North Carolina blockading squadron. I shall also, in compliance with the same orders, report as soon as possible to Captain Melancton Smith, who is now at New Berne.

Respectfully, your obedient servant,

W. H. MACOMB,  
*Commander.*

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

*Report of Acting Volunteer Lieutenant Green, U. S. Navy, regarding two schooners seized in Goose Creek.*

U. S. S. LOUISIANA,  
*Pamlico River, June 20, 1864.*

SIR: I send to New Berne, in charge of William Donaldson and three men, two schooners which I took from the mouth of Goose Creek this morning. I waited there some time to give their owners an opportunity to claim them, but no one appeared. I respectfully request that the crew may be placed on board the *Valley City* unless opportunity offers to return them to this ship. I also send William Ayers, a refugee, picked up this morning in Pamlico River.

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

F. M. GREEN,  
*Acting Volunteer Lieutenant, Commanding.*

Captain M. SMITH,  
*Commanding Naval Forces, Sounds of North Carolina.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence in the matter of permit to trade granted to G. W. Lane.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*James River, Virginia, June 20, 1864.*

SIR: I transmit enclosed a communication from Captain Smith, of 15th instant (1), with its enclosures, viz, copy of a letter from General Butler to the President of the United States, dated March 19, recommending that G. W. Lane be allowed to take a cargo of plows, etc., to Chowan County, N. C., on which the President's approval is endorsed; and a copy of a permit from General Butler to G. W. Lane, dated May 4, to trade as recommended; (2) my answer, dated 19th instant, to Captain Smith's letter; and (3) letter from Captain Smith, of 15th instant, stating that the copy of the President's approval was omitted on the letter from General Butler and giving a copy of it.

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

S. P. LEE,

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

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

[Enclosure 1.]

U. S. S. MATTABESSETT,  
*Off Roanoke Island, June 15, 1864.*

SIR: The steam tug *Philadelphia*, of Baltimore, I find here on my arrival with an assorted cargo, and permits from General Butler, endorsed by the President of the United States, to trade with loyal citizens in Chowan County.

These permits were granted on March 19 last and before the capture of Plymouth, and although there are many loyal persons residing at Edenton, the port to which the steamer proposes to go, and our navy vessels are lying off that place, I do not consider that this county is within our lines, and have detained her to await your instructions.

There are many articles on the manifest that would afford comfort to the enemy if not properly distributed, viz, dry goods, groceries, and 15 barrels of whisky, but I cannot send a copy of the manifest, as the mail boat is about leaving.

Mr. Lane, the master and owner of the steamer, has \$45,000 in North and South Carolina current funds and \$5,000 in greenbacks for the purchase of cotton.

I enclose herewith copies of the most important papers governing the movements of the steamer.

Very respectfully, your obedient servant,

MELANCTON SMITH,

*Captain and Senior Officer in Sounds of North Carolina.*

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

[Subenclosures.]

HEADQUARTERS EIGHTEENTH ARMY CORPS,  
DEPARTMENT OF VIRGINIA AND NORTH CAROLINA,  
*Fortress Monroe, March 19, 1864.*

SIR: I have the honor to state that I believe the public interests will be promoted if George W. Lane, esq., shall have permission to go

through the Currituck Canal and Albemarle Sound to Chowan County, N. C., with cargoes of plows, harrows, trace chains, ropes, twine, and such supplies as can not be of use to an army, and to bring back return cargoes of cotton, tobacco, and other products of the country, all to be subject at all times to military supervision at this post.

I have evidences of Mr. Lane's loyalty and trustworthiness.

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

BENJ. F. BUTLER,  
*Major-General, Commanding.*

His Excellency ABRAHAM LINCOLN,  
*President of the United States.*

Endorsed:

I approve the object of the within.

A. LINCOLN.

MARCH 21, 1864.

HEADQUARTERS EIGHTEENTH ARMY CORPS,  
DEPARTMENT OF VIRGINIA AND NORTH CAROLINA,  
*Fortress Monroe, May 4, 1864.*

George W. Lane, esq., has permission to pass through the Currituck Canal and Albemarle Sound, in Chowan County, N. C., with cargo of plows, harrows, trace chains, ropes, twine, and such supplies as can not be of use to an army, and to bring back return cargo of cotton, tobacco, and other products of the country.

This permit is given on the express condition of forfeiture of goods if found in any way affording aid or comfort to the enemy, except by trading with peaceable inhabitants in goods not contraband of war or of use to the army.

BENJ. F. BUTLER,  
*Major-General, Commanding.*

[Enclosure 2.]

FLAGSHIP MALVERN,  
*James River, June 18, 1864.*

SIR: Your No. 36, of 15th, is just received. The President's permit to Mr. Lane must be respected. The papers will be forwarded to the Department.

Very respectfully, yours,

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

Captain M. SMITH,  
*Senior Naval Officer in Sounds of North Carolina.*

[Enclosure 3.]

U. S. S. MATTABESSETT,  
*Off Roanoke Island, June 15, 1864.*

SIR: In my hurry to get my dispatch No. 36, of to-day's date, off in the mail, I omitted to put the following endorsement on the copy of the letter of General Butler to the President of the United States, dated March 19, 1864, viz:

I approve the object of the within.

A. LINCOLN.

MARCH 21, 1864.

Will you be pleased to have the above endorsement made upon that letter.

Very respectfully,

MELANCTON SMITH,

*Captain and Senior Officer in Sounds of North Carolina*

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

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports of cooperative engagements in Pamunkey River, June 20-21, 1864.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*James River, June 29, [1864].*

SIR: On the 29th of May, Lieutenant-Commander Babcock, U. S. S. *Morse*, by General Smith's request, proceeded to White House with the *Morse*, *Shokokon*, and *Cohasset* to cover the landing of supplies and protect the army communications. I subsequently sent the *Cactus* and *Henry Brinker* to his support. These vessels remained at White House until its evacuation on the 23d instant, rendering most efficient service, and then returned to Yorktown, convoying the transports.

I enclose a report from Lieutenant-Commander Babcock of 25th instant, of an engagement on the 20th instant, with three rebel batteries near White House, which had been posted on the edge of the wood during a thick fog, and on its lifting opened fire on the wagon trains. The fire from the *Morse* and *Cactus* dislodged them in about three hours. Deserters afterwards reported that a force estimated at 10,000 of Wade Hampton's and Fitzhugh Lee's cavalry intended attacking our trains, but were deterred from the attempt by the fire of the gunboats. On the 21st a party of rebel cavalry fired on the transport *Eliza Hancock*, but were driven off by the *Shokokon's* fire.

Lieutenant-Commander Babcock encloses the following reports, etc.:

(A) June 20th, Acting Master Graham, commanding *Cactus*, reports engagement of 20th.

(B) Copy of General Abercrombie's General Orders, No. 10, of 20th, instant, tendering his thanks to Lieutenant-Commander Babcock and the officers of the Navy for the efficient aid and support rendered in the engagement of the 20th.

(C) June 21st, Acting Master Sheldon, commanding *Shokokon*, reporting engagement of 21st.

(D) June 24th, Acting Master Sheldon, general report of his movements since arriving at White House.

I should not fail to call attention to the hearty, efficient, and successful service which Lieutenant-Commander Babcock has rendered to the army in opening and protecting its communications and in repelling the assaults of the enemy. He is a modest and meritorious officer and deserves the especial notice of the Department.

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

S. P. LEE,

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

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



[Enclosure.]

U. S. S. MORSE,

*Off Yorktown, Va., June 25, 1864.*

SIR: I have the honor to report that on the morning of the 20th instant, while lying off White House, Pamunkey River, during a thick fog, at 6:30 a. m., some firing was occasionally heard on shore, at some distance off from this vessel, but after a short time ceased. At 9 a. m., the fog clearing up, three rebel batteries entrenched at the edge of the woods opened a brisk artillery fire on our wagon trains on shore, also on this vessel and *Cactus*. At once took position with this vessel and *Cactus*, opening fire on them, and by noon succeeded in driving them entirely from their position out of range of our guns. The wagon trains retreated slowly across the river. Made excellent shots both from this vessel and *Cactus*, and was informed afterwards from accounts of prisoners who were taken that Fitzhugh Lee and Wade Hampton's Legion, consisting of 10,000 rebel cavalry, were intending to make an attack on our wagon trains, and that had it not been for the gunboats they would certainly have accomplished their purpose. At 5 p. m. General Sheridan's command arrived, and at once followed up the rebel cavalry.

Expended from this vessel the following ammunition: One 40-second, 1 30-second, and 35 20-second shell from 100-pounders; 30 20-second shell from IX-inch Dahlgrens; 37 10-pound cartridges for 100-pounder Parrotts; 30 10-pound cartridges for IX-inch Dahlgrens.

On the morning of the 21st instant a party of these rebel cavalry fired on the transport steamer *Eliza Hancox* off Cumberland Point, but the *Shokokon* succeeded in driving them handsomely.

On the morning of the 23d instant, at 10 a. m., White House being entirely evacuated by our forces, gave orders to get underway and proceed down the river, bringing up the rear with this vessel. When down to West Point stopped there a short time and found that all our forces had left that place also; proceeded to Yorktown and arrived safely at 1 a. m. yesterday morning. At 9 a. m. dispatched the *Shokokon*, *Cactus*, *Henry Brinker*, and *Cohasset* to Hampton Roads with order to report to Captain Guert Gansevoort for further orders.

During the firing from this vessel on the morning of the 20th instant, at the second fire of my after 100-pounder Parrott, the socket of the elevating screw broke; afterwards worked the gun bed and quoin. The breeching of the 100-pounder Parrott parted, but caused no accident whatever.

Too much praise can not be given to the commanding officers of the *Shokokon*, *Cactus*, *Henry Brinker*, and *Cohasset* for the very efficient aid and support they afforded me at all times. Their officers and crews behaved well, also the officers and crew of this vessel.

I respectfully forward you the enclosed reports from the *Shokokon* and *Cactus*, also a copy of a letter received by me from General Abercrombie, who commanded the land forces at White House during the attack of the 20th instant, before the arrival of General Sheridan.

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

CHAS. A. BABCOCK,

*Lieutenant-Commander and Senior Officer Present.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, James River.*

[Subenclosure A.]

U. S. S. CACTUS,  
*White House, June 20, 1864.*

SIR: I have the honor to report that at 9 o'clock, by your order, I commenced firing my rifled 30-pounder upon the rebel batteries that were attacking our land forces at this place. I expended 28 30-pounder shell with 15-second fuzes, and 3 12-pound percussion shell, at an elevation of 10 degrees. At 11 o'clock I proceeded down the [Pamunkey] River to Cumberland Heights, as directed, to give notice to the U. S. S. *Shokokon*. At 12:30 o'clock started for White House again. On my way up I expended 3 30-pounder shell, 5, 10, and 15 second fuzes, upon a body of cavalry. At 3 o'clock came to anchor at White House.

Amount of ammunition expended: 31 30-pounder shell, 3 12-pounder percussion shell, 29 15-second, 1 10-second, 1 5-second fuzes, 31 3¼-pound cartridges, 3 1-pound cartridges.

I am, very respectfully, your obedient servant,

N. GRAHAM,  
*Acting Master, Commanding Cactus.*

Lieutenant-Commander C. A. BABCOCK,  
*Commanding U. S. S. Morse, Senior Officer Present.*

[Subenclosure B.]

GENERAL ORDERS, }  
 No. 10. }

HEADQUARTERS U. S. FORCES,  
*White House, Va., June 20, 1864.*

The undersigned hereby relinquishes the command of the troops at this station to Brigadier-General George W. Getty.

In doing so he avails himself of this opportunity of expressing his high appreciation of the services of his staff in their respective positions; tendering his sincere thanks to Captain Charles A. Babcock and the officers of the Navy for the very efficient aid and support to the land forces in the persistent attack on the post of to-day by the enemy.

J. J. ABERCROMBIE,  
*Brigadier-General.*

Captain CHAS. A. BABCOCK, U. S. Navy.

[Subenclosure C.]

U. S. S. SHOKOKON,  
*Cumberland, Va., June 21, 1864.*

SIR: I would respectfully submit the following report:

This morning, 8:30 a. m., just after a thick fog had cleared away, the transport steamer *Eliza Hancock* passed up. When abreast of Cumberland Point, 1 mile above where this vessel was lying, she was fired on by a party of rebels, who were concealed on the bank of the river. I immediately opened fire with our forward battery, and slipped the chain, steamed up to the point where the fire proceeded from, the most of our shell exploding near and among them. They soon fell back under cover of the woods out of sight. Shelled the woods, but could not get any reply. Kept in the position near the point until 12 o'clock m. I learned from a man whom I called down to the beach that the enemy were a party of dismounted cavalry, numbering about 150; that they had fallen back toward New Kent Court-House. He reported that they had some wounded, but could not tell whether there were any

killed. I also learned from him that they dismounted about a mile back and came down to the river during the fog. Nothing more has been seen or heard from them up to this, 6 p. m. Enclosed I will send report of ammunition expended.

Respectfully, your obedient servant,

W. B. SHELDON,  
*Acting Master, Commanding.*

Lieutenant-Commander CHAS. A. BABCOCK,  
*Senior Officer, Commanding U. S. S. Morse, White House, Va.*

*Expenditure of ammunition, U. S. S. Shokokon, June 21, 1864.*

	Rounds.
5-second 30-pound Parrott shell .....	5
10-second 30-pound Parrott shell .....	5
5-second 30-pound Parrott case shot .....	1
24-pounder shrapnel.....	5
24-pounder canister.....	1
Total .....	17

Very respectfully, your obedient servant,

S. P. CRAFTS,  
*Executive Officer.*

[Subenclosure D.]

U. S. S. SHOKOKON,  
*Off Yorktown, June 24, 1864.*

SIR. In obedience to orders from Acting Rear-Admiral S. P. Lee, May 28, 1864, to report to you at Yorktown, or wherever you might be, I reported to you at White House, May 31, 5 o'clock a. m.; was ordered by you to proceed down the Pamunkey and take position off Cumberland, to protect the transports passing up and down. In compliance with your orders, I took position where I could command Cumberland Point and an old earthwork formerly held by the enemy, on the right bank of the river. Nothing occurred of note until the 6th of June, when a small force of the One hundred and seventy-ninth New York Volunteers came down to occupy the heights. I gave all assistance they required in landing and getting their stores ashore. Everything remained quiet until the morning of the 21st instant, when a party of about 150 rebel cavalry (dismounted) came down to Cumberland Point—during a thick fog—and fired from the bank of the river at one of the transports passing that point—details as per report of that day. On the evening of the 22d the force occupying the heights evacuated and passed down the river. I rendered them all assistance possible in getting on board the transport.

On the 23d instant, 2:45 p. m., was ordered by you to proceed down the river in company with the other gunboats, arriving off Yorktown at 11:15 p. m., June 23, 1864.

Respectfully, your obedient servant,

W. B. SHELDON,  
*Acting Master, Commanding.*

Lieutenant-Commander CHAS. A. BABCOCK,  
*Senior Officer, Commanding U. S. S. Morse, Off Yorktown, Va.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports regarding an unsuccessful joint expedition for the purpose of cutting the Wilmington and Weldon Railroad, June 20-24, 1864.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Hampton Roads, July 11, 1864.*

SIR: Commander Dove reports under date of 1st instant that a joint army and navy expedition left Beaufort on the 20th ultimo for the purpose of cutting the Wilmington and Weldon Railroad, consisting of a detachment of the Ninth Vermont Volunteers, landed and protected by the *Calypso* and *Nansemond*, near New River, designed to meet and cooperate with a force operating inland. This former part of the plan was carried out, but the enemy had received notice of the expedition and were in too great force to make the attempt on the railroad practicable, and the vessels returned to Beaufort on the 23d, the detachment of the Ninth Vermont returning in lighters by Bogue Sound. There were no casualties in the naval part of the expedition. The Twelfth New York Cavalry, meeting the Ninth Vermont, unfortunately mistook them for the enemy, fired on them, killed 1 man and wounded 2.

Commander Dove had heard nothing from Colonel Jourdan, who was in command of the military force, and had been sick since his return, so could not give the particulars of his movements.

I enclose Commander Dove's report with the accompanying reports of Acting Master Stuart and Acting Ensign Porter, and the sketch of New River Inlet made by Acting Master Stuart.

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

S. P. LEE,

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

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

[Enclosure.]

U. S. NAVAL STATION,  
*Beaufort, N. C., July 1, 1864.*

SIR: I have been waiting for some days to hear from Colonel Jourdan before reporting the expedition for the purpose of cutting the Wilmington and Weldon Railroad, but he has been quite unwell since his return and can not write.

It was at first entirely an army affair, and the steamer to be used was the *John Farron*, a small army transport. She, however, was found impracticable, and, on being informed of the impossibility of her taking part, I offered the *Nansemond*, although she, too, was not very strong.

For that reason, and to make our part sure, I directed Captain Stuart, with the *Calypso*, to assist her.

The great point in the organization was secrecy, and the *Nansemond* went out from here with the lighters and surfboats in tow, in the afternoon, as if going to work on the wreck, near which she tarried until near night.

The *Calypso* stood out to sea, with orders to come in off New River in the morning, as if from the southward, and meet the *Nansemond* there.

So far as we were concerned the arrangement was perfect; none of the commanders in port even knew anything of it. I am sorry to say, though, that the expedition was a failure from a "leak" in New Berne.

The colonel told me that the Confederates had two days' notice of his

approach and knew all his plans. Two trains filled with troops at Kinston were ready to start as soon as the whereabouts of ours was telegraphed. The country was all alarmed and in arms, and the men could get nothing beyond the rations they carried with them.

The inland party did not get near the railroad, nor did it reach the coast at all; and the *Calypso* and *Nansemond*, after waiting the allotted time, returned to this port with the prisoners they had captured.

The two lighters, with some of the troops from the *Nansemond*, returned by Bogue Sound, and the surfboats were towed up by the steamers. There are no casualties with us to report.

Enclosed are the reports of Captains Stuart and Porter, with a sketch by Captain Stuart.

Very respectfully, your obedient servant,

BENJAMIN M. DOVE,  
Commander.

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

[Subenclosures.]

U. S. S. CALYPSO,  
Beaufort, N. C., June 24, 1864.

SIR: I beg leave to report that in obedience to your orders of the 20th instant, I proceeded to sea that evening with the *Calypso*, and having arranged with the commanding officer of the *Nansemond* to meet him early the next morning off New River Inlet, I cruised during the night to the southward and westward some distance from the land so as not to be seen from the shore, especially in company with the *Nansemond*, towing the lighters and surfboats, which might arouse a suspicion of our intended movements.

The *Nansemond*, as Captain Porter's report will inform you, reached New River Inlet about 11:30 p. m., the first point in the programme to be visited. Captain Kelley, of the Ninth Vermont, and his men (100 in all) had been put on board of the surfboats, and when abreast of the inlet the boats cast loose and headed for the shore, the *Nansemond*, with the lighters, passing along to the southward and westward. The boats, however, did not enter the inlet until near daylight, when, as was afterwards learned, they proceeded without hindrance or molestation up as far as Swan Point, where they landed and the surfboats returned to the *Nansemond*. At daylight of the 21st I made the *Nansemond* near New River Inlet, and soon joined her.

Both vessels came to anchor off the bar, and with two cutters from the *Calypso* and the four surfboats, an expedition was fitted out to cooperate with Captain Kelley. No time was lost in getting the boats ready. The first cutter of the *Calypso* was provided with a 12 pounder rifled howitzer. At noon a party left for the shore with written instructions from me; succeeded in crossing the bar and were soon out of sight.

It appears that Captain Kelley, with his men, had, as per agreement, proceeded up the river about 8 miles, and took possession of Snead's Ferry, capturing a number of the enemy's pickets, but meeting with no opposition. Our boats found him at the ferry, and as his position was a secure one and there appeared to be no signs of rebels in force about, he decided that all the boats should return to the vessels with the understanding that a supply of provisions should be sent to him on the following day. Accordingly the boats descended the river again. One of the *Calypso's* cutters and the surfboat, manned by a crew from the *Calypso*, remained inside the inlet all day; the other boats came off.

On the following day, 22d, at daylight, the boats were again dispatched to the shore, and as the message from Captain Kelley was indefinite, I directed Captain Porter to take charge of the party.

At noon all the boats returned, having left Captain Kelley and his men secure for the time being. On their way down the river they were fired at from Swan Point, but suffered no injury. (Mr. Sluyter's report will give particulars.)

This state of things made me feel apprehensive for the safety of Captain Kelley and his men, for there could be no doubt but that the rebels had taken possession of Swan Point and might be in considerable force, perhaps with artillery, which would prevent the boats from reascending the river. I, however, determined that every effort should be made to bring Captain Kelley and his men off, when the time arrived for him to leave. With that view a plan had been arranged whereby we could be made aware of his situation and wishes. Thus matters rested until near midnight, when a fire was seen on the beach abreast of our anchorage (previously in the early part of the evening two rockets were seen in the direction of Captain Kelley's camp). A boat was at once dispatched from the *Calypso* and *Nansemond*. The *Nansemond's* boat soon returned and reported that a sergeant and four men were on shore with a message from Captain Kelley to the effect that he wished his men brought off to the ship at once, being apprehensive of an attack. The *Calypso's* boat entered the inlet and gave Captain Kelley's men protection until the boats passed up the river to the rescue of him and his men.

No time was lost in preparing the boats for the expedition, and at 1:35 a. m. 23d, they left with orders to bring Captain Kelley and his men off at all hazards. At noon, to my great delight, the boats (six of them) appeared, and the whole party under Captain Kelley with our men and a number of prisoners were safely received on board.

From information received from Captain Kelley I had reason to believe that our services might be required at or near Swansboro, Colonel Savage with a part of the land forces who met Captain Kelley at the ferry, as will be seen by Captain Porter's report, having determined to return to this place through or near Swansboro, where he feared he might meet with a formidable opposition. I accordingly got underway with the *Calypso* and *Nansemond* and proceeded to Bogue Inlet. Here both vessels anchored at 3:30 p. m. yesterday, and after putting a 12-pounder howitzer with a crew of eight men from the *Calypso* on board the lighters (two of them) to work the vessels and guns, Captain Kelley left in them with his command, arranging to go to Beaufort through the sound, if nothing occurred to prevent, and of course if nothing was heard from Colonel Savage and his party.

At sunset the proper signals were made indicating Captain Kelley's intention to pass through the sound, and that our services would be no longer needed.

I concluded to spend the night in cruising, and accordingly left the *Nansemond* at anchor at 9 p. m. and proceeded seaward. I met the *Nansemond* outside the harbor this morning and both vessels entered and anchored about 8 a. m.

I deem it proper to state that a part of the programme made by Colonel Jourdan required our presence at New Topsail Inlet on Thursday morning; accordingly, I made arrangements to that effect. But events proved that Colonel Jourdan had given up that part of his expedition, and our presence was not required there. That you may be apprised of my plans to serve the army and promote the interests of the expedition at all points, I enclose a copy of my orders to Captain Porter, who

I had determined to send to New Topsail Inlet. I also enclose a sketch which I made of New River Inlet, giving all the points of interest and Captain Kelley's position and the approaches to it.

I also enclose Acting Ensign Sluyter's report,\* my executive officer who was in command of the *Calypso's* first cutter; also the reports\* of Acting Ensign Jennings and Acting Master's Mate Thompson, who had charge of boats on separate expeditions.

I have on board 13 prisoners, 7 rebel soldiers and 6 citizens; also 4 of the Ninth Vermont Regiment, sent by Captain Kelley as a guard. What shall I do with the prisoners? My 12-pounder howitzer and 8 men are on board the lighters which have just reached this place. I need some 30 tons of coal.

In conclusion permit me to say that I think Captain Kelley and his men acquitted themselves admirably; all that was desired to accomplish was attained.

Captain Porter and his officers and men, and the officers and men under my immediate command, who participated (and all desired to do so) in the operations at New River Inlet deserve great credit for the interest they manifested in the work in which they were engaged, and for the prompt and efficient manner [in which] they carried out my orders.

I am, very respectfully, your obedient servant,

FRED. D. STUART,  
*Acting Master, Commanding Calypso.*

Commander B. M. DOVE, U. S. Navy,  
*Senior Officer Present, North Atlantic Blockading Squadron.*

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U. S. S. NANSEMOND, *June 23, 1864.*

SIR: I have the honor to submit the following report:

In accordance with your order, I left Beaufort with the *Nansemond* at 3:30 p. m., on the 20th instant, having on board one company of 100 men of the Ninth Vermont Regiment, under the command of Captain Kelley, two lighters and four surfboats in tow. Proceeded toward New River Inlet; arrived off that place 11:30 p. m., and with much difficulty succeeded in landing the troops and capturing every man of the guard without firing a gun or causing any alarm. Captain Kelley then marched to Snead's Ferry, 3 miles above, took all but 2 of the guard there, secured the ferryboat, and crossing the river intrenched himself on the east bank. The prisoners captured (3 privates of the Confederate cavalry and 3 citizens, supposed to have been in the employ of the rebel Government) were brought on board the vessel.

On the arrival of the U. S. S. *Calypso* at 5:30 a. m., on the 21st, I reported to Acting Master F. D. Stuart, commanding, and with his concurrence and the assistance of his boats, communication by the river with Captain Kelley was secured and signals arranged.

On the 22d, I again consulted with Captain Stuart, and with his approval, proceeded up the river with supplies for Captain Kelley in the boats of both vessels. On our return from the ferry this p. m., our boats were attacked by rebel pickets, at a point 3 or 4 miles below, on the right bank of the river. Believing that they were supported by artillery, who would dispute our return past the point, we landed to

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\* Not necessary to publish.

cut them off and capture their guns, but found no artillery, and owing to the thick undergrowth and marshes we succeeded in taking but one prisoner, a rebel soldier.

At 8 p. m. we observed the signal indicating an attack upon Captain Kelley, and prepared boats for his assistance. At 11 p. m., learned by dispatch from him that the attack was made by a detachment of the Twelfth New York Cavalry, and unfortunately, before the mistake was discovered, 1 of the cavalry was killed and 2 slightly wounded. Boats were immediately sent up to the ferry, and as Captain Kelley's object at this point was accomplished he returned to this vessel with his men, bringing with him Captain [Daniel] Marshall, of the Twelfth New York Cavalry (wounded by the falling of his horse); the body of the sergeant, killed in the engagement; 8 prisoners and 4 contrabands.

Learning from Captain Kelley that we should not meet Colonel Jourdan at New Topsail Inlet, as at first arranged, and that the retreat of Colonel [James W.] Savage with the New York Cavalry might be cut off at Swansboro, both vessels left New River at 1:30 p. m. to-day, by order of Captain Stuart, and steamed up to Bogue Inlet and sent the two lighters, one carrying a 12-pounder howitzer and 8 men, from the *Calypso*, to convey Captain Kelley's command and render any assistance possible at Swansboro. At 8 p. m. we learned by signal that Captain Kelley, with the two lighters, had gone to Beaufort through Bogue Sound, and it being too late for us to reach there in time to enter the harbor before morning, we stood along the beach on blockade duty for the night.

I beg leave, in conclusion, to testify to the ability and energy of Captain Kelley, of the Ninth Regiment Vermont Volunteers. He has been untiringly at work ever since his first landing, and though more than once in difficult positions, has managed his part of the expedition with perfect success.

For my own officers and men I can only say that, although they have been employed constantly on boat service, rowing long and hard against a strong current and through difficult channels, day and night, I have heard no word of complaint, but an earnest desire to assist the enterprise in every possible way.

I am, very respectfully, your obedient servant,

J. H. PORTER,  
*Acting Ensign, Commanding.*

Commander B. M. DOVE,  
*Commanding Naval Station, Beaufort, N. C.*

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U. S. S. CALYPSO,  
*Off New River Inlet, June 21, 1864.*

SIR: You will take charge of the first and second cutters of this ship, each manned with ten men, and a surfboat, furnished by the *Nansemond*, to be manned by nine men from this ship, and, in company with three armed boats from the *Nansemond*, will enter the New River Inlet and proceed up the river as far as what is known as the Ferry, about 8 miles from the entrance, where you will meet with Captain Kelley, of the Army, who, with his company, are somewhere in that neighborhood.

The object of this expedition is to render Captain Kelley such assistance as he may require, and to cooperate with him in any demonstration he may make.



The first cutter will be armed with a 12-pounder howitzer on a boat-carriage; a field carriage for the howitzer will be placed in the second cutter. Each man will be armed with a musket or a pistol, or both, and a cutlass. Ten rounds for the howitzer will be sufficient, and great care must be taken not to expend ammunition without a good reason for so doing.

You will bear in mind that you are to traverse the waters of an enemy, and that you and your men will be exposed to danger at every point; be vigilant, therefore, and see that no indiscretions are committed by anyone. Do not land until you fall in with Captain Kelley, who will direct your movements after you meet him. As soon as your services are no longer required return to your command to the ship.

I give you a rough sketch of the river, which will serve to guide you to your destination.

Captain Porter's officers have been up the New River Inlet and are in possession of information which will be useful to you. Act in perfect unison with the officers of the *Nansemond*, who have, so far, acted successfully within the orders of Captain Porter.

Should any accident befall you, lose no time in acquainting me with the facts.

A careful lookout will be kept for signals from you or Captain Kelley, either by firing guns or rockets.

Wishing you success, I am, your obedient servant,

FRED. D. STUART,

*Acting Master, Commanding Steamer Calypso.*

Acting Ensign S. G. SLUYTER,

*Calypso.*

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U. S. S. CALYPSO,

*Off New River Inlet, June 22, 1864.*

SIR: From information furnished by yourself, based upon observations made and experience gained by your visit to Captain Kelley at the Ferry [Snead's] to-day, it seems to be absolutely necessary that either the *Calypso* or *Nansemond* should remain at this point, at any rate for some days, to render such aid to our forces on shore as they may need, and as we may be able to afford, while the other vessel should repair to New Topsail Inlet to await Colonel Jourdan's arrival there as per agreement.

From the fact that your boats were fired at from Swan Point on your passage down the river, there is every reason to believe that that point is occupied by the rebels, and, it may be, in considerable strength. This cuts off our intercourse with Captain Kelley by water for the present.

As Swan Point is on the right bank of the river, and Captain Kelley with his men are on the left bank, he may be able, should it become necessary for him to abandon his present position before he is reinforced to reach the coast in safety, which from your statement he will no doubt try to do somewhere near Cedar Point. His retreat must be covered, if in our power, and his men must be speedily embarked should they appear.

Having more men at my disposal, and greater facilities for the prompt and efficient execution of such duties as may devolve upon the vessel left, I will remain with the *Calypso* and take charge of the lighters and surfboats, with the exception of one of the latter, which you will keep, as it may be required to assist in transporting Colonel Jourdan's men

to your vessel. You will therefore proceed with the *Nansemond* to New Topsail Inlet, and be ready at the proper time to render Colonel Jourdan any assistance he may need, should he make his appearance.

As you have seen and conversed with Captain Kelley, and know how he is situated and what his plans are, you will be better able to explain the condition of things at this place to Colonel Jourdan than I can verbally or by letter.

From what you informed me, I may expect to hear from Captain Kelley any moment, either for good or for bad, but should no intelligence reach me from him, I will certainly not leave this place, unless stress of weather drives me to sea, until after Sunday next; perhaps not then.

Should you hear nothing from Colonel Jourdan up to Sunday next you will repair to this place. If I am not here, take it for granted that I have gone to Beaufort, and repair yourself with the *Nansemond* to that harbor.

You will send all the prisoners you have from the shore on board of this vessel, together with the guard sent by Captain Kelley. With them send a list of their names, and, if any, what effects they have. Wishing you success,

I am, very respectfully, your obedient servant,

FRED. D. STUART,  
*Acting Master, Commanding Calypso.*

Acting Ensign J. H. PORTER,  
*Commanding Steamer Nansemond.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Smith, U. S. Navy, for the transfer of his command in the sounds.*

FLAGSHIP MALVERN,  
*James River, June 21, 1864.*

SIR: Proceed without delay to resume command of the *Onondaga* in James River.

Turn over the command in the sounds to Commander Bankhead, delivering to him all unexecuted orders and post him on the situation and your views.

Send the *Miami*, *Sassacus*, and *Commodore Barney* here as soon as practicable, choosing favorable weather and taking a convoy if necessary.

The two former will answer to protect points in James River.

Respectfully, yours,

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

Captain M. SMITH,  
*Senior Naval Officer in Sounds of North Carolina.*

*Report of Captain Sands, U. S. Navy, naming the vessels on the outside blockade.*

U. S. S. FORT JACKSON,  
*Navy Yard, Norfolk, Va., June 21, 1864.*

SIR: In reply to your communication of the 13th instant, I have to state that the following vessels are on outside blockade, viz, *Fort*

*Jackson, Keystone State, Quaker City, and Gettysburg, and I suggest that the Mount Vernon and Nereus, being fair steamers for speed, might advantageously also be employed for outsiders.*

Very respectfully, etc., your obedient servant,

B. F. SANDS.

*Captain, U. S. Navy.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron, James River.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Glisson, U. S. Navy, regarding blockade duty.*

FLAGSHIP MALVERN,  
*James River, June 21, 1864.*

SIR: When ready for sea you will cruise with the *Santiago de Cuba* under your command off Wilmington on the outside blockade, to intercept blockade runners to and from that point. Regulate as far as practicable and proper the quantities of coal, etc., so far as to preserve the best trim of your vessel for speed.

Send steam prizes to Boston, except that the first cotton prize hereafter taken should be sent to Providence, R. I., to which port I wish to send one prize, and that the first one taken, whichever cruiser may take it.

Respectfully, yours,

S. P. LEE,

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

Captain O. S. GLISSON,

*Commanding U. S. S. Santiago de Cuba.*

(Same to Commander Downes, commanding U. S. S. R. R. *Cuyler*; Acting Volunteer Lieutenant Trathen, commanding U. S. S. *Mount Vernon*, and Acting Volunteer Lieutenant Breck, commanding U. S. S. *Niphon*.)

P. S.—If the *Santiago de Cuba* can not enter Beaufort Harbor, come to Hampton Roads when in want of coal and supplies.

S. P. LEE,

*Acting Rear-Admiral.*

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*Engagement of Federal fleet with Confederate ironclads and shore batteries at Howlett's, June 21, 1864.*

[Telegram.]

FLAGSHIP MALVERN,  
*Farrar's Island, June 21, 1864—11 p. m.*

(Via Fort Monroe, 4:30 p. m., 22d. Received 6:45 p. m.)

About noon enemy opened fire from Howlett's Battery and from his ironclads and gunboats, which were concealed from view above Dutch Gap.

*Saugus's* deck, before turret, was injured by one X-inch shot. A number of 1-inch iron plates required immediately to protect weak and cover wounded places; also spare screws for XV-inch guns. The enemy seems determined to control this part of the river.

Instead of withdrawing the *Tecumseh*, it is necessary to largely increase the ironclad force here.

S. P. LEE,  
*Acting Rear-Admiral.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

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Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army.

FLAGSHIP AGAWAM,  
*James River, Virginia, June 21, 1864.*

GENERAL: The enemy operates against us with heavy guns from the battery at Howlett's and from their vessels in Dutch Gap. Our wooden vessels can not remain in Trent's Reach under their cross fire, and they are very much exposed by it in the reach below, and the ironclads can not maintain a protracted fire for the purpose of silencing Howlett's Battery. The life of the guns, the endurance of the men, and the supply of XV-inch ammunition and fuel will not admit of a protracted firing on the battery.

These vessels, unless to support and cooperate with some army movement, must be reserved for the rebel ironclads.

I would respectfully suggest such batteries of heavy guns, to be placed in the most commanding positions, as will keep Howlett's Battery in subjection.

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

S. P. LEE,

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

Major-General B. F. BUTLER,  
*Commanding Department of Virginia and North Carolina.*

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Letter from Commander Clitz, U. S. Navy, to Commander Lynch, U. S. Navy.

U. S. S. OSCEOLA,  
*Off City Point, James River, June 21, 1864.*

DEAR CAPTAIN: Be pleased to send to this place with all dispatch the following articles, viz, 200 XV-inch shells, 150 35-pounds plain chamber charges to be put in new cylinders, 500 5-second fuzes.

Our ironclads are having a smart time of it with the rebel ironclads and a fort, said to be formidable, unmasked to-day.

Yours, very truly,

J. M. B. CLITZ,  
*Commander, U. S. Navy.*

Commander DOMINICK LYNCH,  
*Comdg. U. S. Frigate St. Lawrence, Hampton Roads, Virginia.*

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Letter from Lieutenant-Commander Barnes, U. S. Navy, to Commander Clitz, U. S. Navy.

FLAGSHIP MALVERN,  
*James River, June 21, 1864.*

SIR: We are having smart work here and desire that the *Rose*, which carries this, may be filled up to her capacity for carrying with

XV-inch and 150-pounder ammunition and dispatched with all speed on her return.

I have already sent the *Hydrangea* on the same errand. Let the proportion be one third of 150-pounder to the XV-inch.

The ironclads (rebel) are shelling us from the bend and the batteries from Howlett's are doing their best. No casualties that I know of as yet.

Yours, respectfully and truly,

JNO. S. BARNES,  
*Fleet Captain.*

Commander J. M. B. CLITZ,  
*Commanding Osceola, City Point.*

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports of engagement.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*James River, Virginia, June 24, 1864.*

SIR: I enclose reports of our engagement on the 21st instant with the battery which the enemy that day mounted at Howlett's. Their ironclads and gunboats, lying concealed in the reaches above the bar, participated in the action.

The firing from the monitors was good. One of the enemy's guns was dismounted.

We met with no casualties.

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

S. P. LEE,

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

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

[Enclosures.]

1. Report of Commander Craven, *Tecumseh*, June 23.
2. Report of Commander Colhoun, enclosing Chief Engineer Peake's report and sketches, showing injury to vessel (*Saugus*), date, June 23.
3. Report of Lieutenant-Commander Cushman, *Onondaga*.
4. Report of Commander Parrott, *Canonicus*, June 23, enclosing Chief Engineer Macomb's report.
5. Report of Commander Rhind, *Agawam*.

[Endorsement.]

Craven's and Parrott's reports sent June 29; Captain Errick's to be returned.

FOX.

[Enclosure 1.]

U. S. IRONCLAD TECUMSEH,  
*James River, June 23, 1864.*

SIR: In compliance with your order I have to report the part this vessel took in the engagement of the 21st instant:

Early in the morning of the 21st we discovered that the enemy had during the night felled some trees to the north of Howlett's barn and exposed a new line of works there. These works were covered with brush.

At 10:30 a. m., observing a gang busily occupied on the right of this new battery, I threw into it five XV-inch shells, two of which exploded in the right place, destroying a platform, throwing the plank and timber in every direction. At 11:30 the enemy commenced moving the brush and unmasked a battery of six embrasures, in four of which guns were mounted.

I immediately renewed my fire on the battery and ordered the *Canoniers* and *Saugus* also to open, on your previous instructions.

The enemy opened his fire upon us at meridian with four guns, two of them heavy caliber, and at 12:30 some ironclads near Dutch Gap commenced a wild cross fire which we would not reply to, as they were concealed by the trees.

Our fire was delivered slowly and with great precision, most of our shells exploding within the works of the enemy. At 1:30 p. m. I ceased firing and gave my crew a half hour to rest and eat their dinner. At 2 recommenced and continued firing slowly until 4 p. m., our last shell silencing one gun, the shell having traversed through the embrasure and disabled it. The estimated distance was 2,000 yards. This ship expended forty-six XV-inch shells, and was not hit.

I am, very respectfully, your obedient servant,

T. AUGS. CRAVEN,  
*Commander.*

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

[Enclosure 2.]

U. S. IRONCLAD STEAMER SAUGUS,  
*Trent's Reach, James River, June 23, 1864.*

SIR: In the engagement with the enemy's battery near Howlett's house, on the 21st instant, the *Saugus* was struck only once by a round shot, near the center of the deck, a few feet from the turret; thence glancing, it struck the turret, breaking six bolts, and fell into the water. I think it was a X-inch shot. In obedience to your order, I have directed Acting Chief Engineer John L. Peake to make a report of the injury to the deck and turret. His report is herewith enclosed.

We were engaged for three hours. The rebel ironclads gave us a cross fire, their shot sometimes coming quite near. I paid no attention to them, as they were out of sight. We fired thirty-six shell with 35-pound charges of powder and 10-second fuzes.

Estimated distance of the battery, 2,100 yards.

Very respectfully, your obedient servant,

EDMUND R. COLHOUN,  
*Commander.*

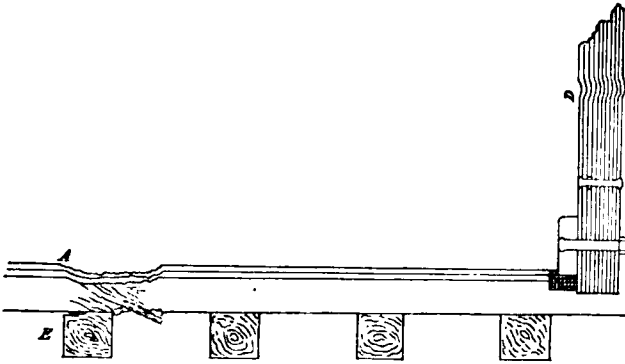
Acting Rear-Admiral S. P. LEE,  
*Commanding North Atlantic Blockading Squadron.*

[Subenclosure.]

U. S. S. SAUGUS,  
*James River, Va., June 23, 1864.*

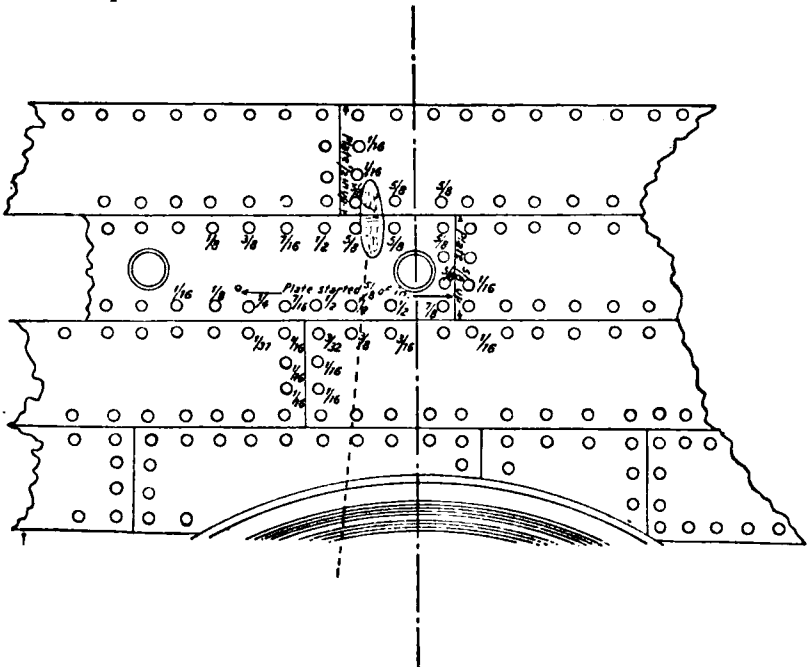
SIR: In obedience to orders, I herewith submit report and sketches of the position of the wound and effects produced by shot received [from] enemy's guns June 21, 1864, at Trent's Reach, James River.

Sketch No. 1 is a section of the deck and turret, forward side. A is where shot first struck deck, passing along deck, sinking at center of wound  $2\frac{3}{4}$  inches, then taking an upward direction, leaving the deck after having passed along it 26 inches, then striking the turret at D, 3 feet 10 inches above the deck, making an indentation of seven-eighths inch on the outside of turret.



No. 1.—U. S. S. *Saugus*, James River, June 21, 1864.

Beam E, directly under where shot struck, was driven down so as to slightly fracture the paint on it and remaining three fourths inch below its original position. One plank (oak) was broken and splintered badly, piece of which I enclose. The beam E is started from the deck 18 feet athwartships.



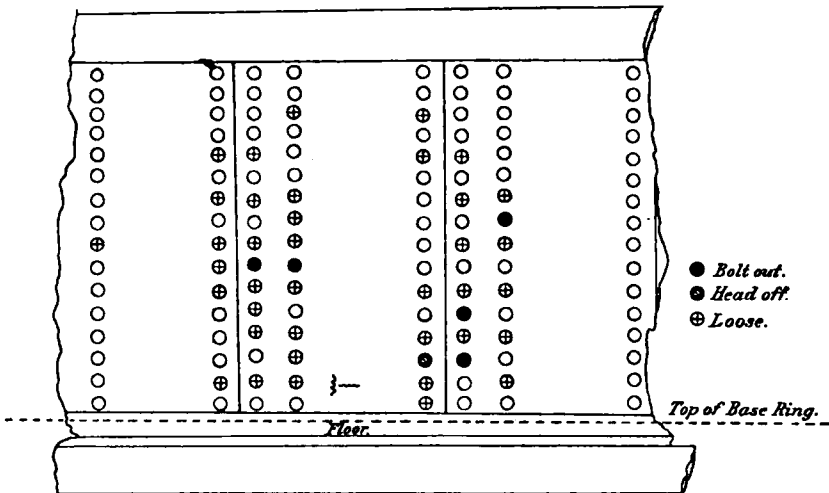
No. 2.—U. S. S. *Saugus*, James River, June 21, 1864.

Sketch No. 2 is plan of top of deck and turret, showing the line of shot and the plates and bolts started, the figures in red ink giving the height they are lifted from their former places.

No. 3 is sketch of inside of turret, showing the number of bolts loosened, broken, and heads thrown off. The bolt shown broken on this sketch was broken off  $7\frac{3}{4}$  inches from inside of turret (the bolt accompanies this report), consequently in the place where it was expected it would upset and be strongest, that sheet (the third from outside of turret) being left larger than the others to allow it to fill up in riveting the bolt to form shoulder, to prevent its driving through on the inside.

Five bolts have their heads thrown off, one of which I send. Thirty-eight are loose, some of them no doubt broken, but none of them started in, making in all forty-four bolts more or less affected by this shot. The broken bolt was started in from  $2\frac{1}{2}$  to 3 inches, not thrown entirely out.

The deck plates are fractured, but show much tenacity, and are of good quality of iron. The indentation on outside of turret shows no fracture; on inside, shows a fracture of  $3\frac{1}{2}$  inches in length and shaped as per sketch.



No. 3.—U. S. S. *Saugus*, James River, June 21, 1864.

The iron in bolts I send samples of, and call it good quality. The broken bolts show it to have been overheated where broken, and not having fitted the hole, as its shape will show, or formed a shoulder in large sheet, as claimed it would have done.

Very respectfully, your obedient servant,

JOHN L. PEAKE,  
*Acting Chief Engineer.*

EDM'D R. COLHOUN,  
*Commander, U. S. S. Saugus, James River, Virginia.*

[Enclosure 3.]

U. S. S. ONONDAGA,  
*James River, Virginia, June 23, 1864.*

SIR: In obedience to your order, I submit the following report of the part taken by this vessel in the exchange of fire between the rebel battery near Howlett's house and the ironclads of this squadron.

At 12:45 p. m., June 21, went to quarters in obedience to signal and opened fire on the battery with both rifle guns and forward XV-inch. At 1:30 ceased firing with after rifle and forward XV-inch. At 3:30



ceased firing with forward rifle and opened fire with after rifle. At 5 p. m. ceased fire altogether.

Expended 2 XV-inch charges, 45 pounds; 2 XV-inch shell, 10-second; 39 16-pound charges, 8-inch rifles; 39 percussion shell, 8-inch rifles.

The 45-pound charge in XV-inch was just able to reach over the battery; distance, say, 2,300 yards. Elevation of battery, say, 90 feet.

The rifles reached with about 7 degrees elevation, and all the projectiles fell near or at their mark, many with excellent effect.

The battery appeared much cut up by the fire of the ironclads.

The return fire from the battery, and also that from the direction of Cox's Landing, supposed to be from the rebel ironclads, came near, but was not of importance.

Neither this vessel nor any of those on board were injured.

Some projectiles struck quite near, and one exploded near enough to throw pieces on deck, but beyond this the vessel was not struck.

Everything worked to my entire satisfaction and the vessel was comfortable.

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

C. H. CUSHMAN,  
*Lieutenant-Commander.*

Acting Rear-Admiral S. P. LEE,  
*Comdy. North Atlantic Blockading Squadron, James River.*

[Enclosure 4.]

U. S. S. CANONICUS,  
*James River, Virginia, June 24, 1864.*

SIR: On the 21st instant, near noon, the rebels unmasked near Howlett's a battery of four guns, whose completion we had been for some time endeavoring to prevent or retard by occasional shots, and opened a fire upon us and the vessels in our vicinity, which was kept up until dark. They had a large smoothbore, a large rifle, and two smaller guns. As soon as they commenced unmasking, we opened on them with our two XV-inch guns, firing rapidly at first, but afterwards only occasionally, to economize ammunition.

One of their guns was dismounted by a shell from the ironclads, and another shell was seen to traverse an embrasure, but the distance, 2,200 yards, was large for firing at single guns.

We were struck twice. The effect of these shot is described in the accompanying report of Chief Engineer Macomb. The injury is slight. We fired forty shells with 35-pound charges. Everything stood well about the guns and gun carriages. The rebel ironclads came down the river, but not in sight, and opened upon us a random fire, over the trees, which hit nothing, and which, I believe, was not noticed.

The batteries have since continued silent and their guns are again masked.

I am, respectfully, your obedient servant,

E. G. PARROTT,  
*Commander.*

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

[Subenclosure.]

U. S. IRONCLAD STEAMER CANONICUS,  
*James River, June 23, 1864.*

SIR: In obedience to your order, I have to make the following report in relation to the effect and position of the shot upon the deck and smoke pipe (they being the only parts struck) of this vessel:

The indentation in the deck plating was made by a solid shot from a 7 or 8 inch rifle gun, as the groove from the rifle can be plainly discerned upon the plating. The position on the deck of the place struck is 45 inches from the side of the vessel, being 40 inches from the outside of bulwark timbers, the shot striking nearly in the center of an 18-inch by 12-inch beam, where three beams of 12 inches by 12 inches, 18 inches by 12 inches, and 12 inches by 12 inches are bolted together, 6 feet forward of the center line of smoke pipe, and in a line with starboard main boiler, but not over it, being just between the line of hull proper and the boiler. There are two deck plates injured, as the shot struck where they butted, the indentation extending fore and aft 25 inches, 7½ inches athwartships, and 1½ inches deep in the center. There are six slight fractures in the plates, five in one and one in the other. There were 38 deck plate bolts loosened in the two plates, from slightly loose to three-eighths of an inch up from deck, but these were driven down again by a slight blow from a sledge. There are no perceptible fractures of the beams, or starting of bolts in the beams, or planking underneath the deck. The plate iron of deck seems to be of good quality, or else I judge it would have been fractured much more than it is. The deck under the plating where it has been struck does not leak.

The shot hole through the smoke pipe is about 8½ inches in diameter, the shot passing through both sides about 2 feet from the top or upper edge, being 22½ feet from the deck. The fragments which were detached from the hole on front side were driven with such force that they went through the other side of the pipe, making three ragged holes about 2 feet from the shot hole in the port side. The upper tier of pipe is made of quite thin iron, only full one-eighth inch thick, and was put up merely to prevent water from coming down while at sea.

I am, very respectfully, your obedient servant,

DAVID B. MACOMB,  
*Chief Engineer, U. S. Navy.*

Commander E. G. PARROTT, U. S. Navy,  
*Commanding U. S. Ironclad Canonicus.*

[Enclosure 5.]

U. S. S. AGAWAM,  
*James River, June 23, 1864.*

SIR: I respectfully present the following report of the participation by this vessel in the firing on the 21st instant with the rebel battery at Howlett's Bluff and vessels stationed, as near as we could judge, in the reach at Cox's place.

At 11:50 a. m. the enemy opened fire from Howlett's and about the same time from their vessels. Signal being made from the flag vessel to prepare for action, we went to quarters at 12:30 and commenced firing deliberately, using the forward guns on the battery at Howlett's, and the after toward the enemy's vessels. As the firing had to be directed from aloft, the objects aimed at not being in sight from the deck, we discontinued it at 2:30 p. m. The fire of the enemy was kept up till near sunset. This vessel was not hit. I enclose a report of the ammunition expended.

Respectfully, your obedient servant,

A. C. RHIND,  
*Commander.*

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

[Subenclosure.]

U. S. S. AGAWAM,  
James River, June 23, 1864.

*Report of expenditures and firing on board of the U. S. S. Agawam, James River, June 21, 1864.*

100-pounder short percussion shell.....	11
100 pounder 15-second shrapnel.....	1
100-pounder 10-second shrapnel.....	1
IX-inch 5-second shell.....	1
IX-inch 10-second shell.....	2
IX-inch 15-second shell.....	2
18 10-pound charges of powder = 180 pounds.	

Very respectfully, your obedient servant,

HENRY F. DUNNELS,  
Acting Gunner, U. S. Navy.

Commander A. C. RHIND, U. S. Navy,  
Commanding U. S. S. Agawam, James River, Virginia.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-General Grant, U. S. Army.

FLAGSHIP AGAWAM,  
James River, June 23, 1864.

GENERAL: In the engagement day before yesterday with the rebel battery at Howlett's, in which their ironclads, out of view in a reach above, participated, we silenced one of the guns at Howlett's, but expended a good deal of our heavy and expensive ammunition.

One of the monitors was injured by a X-inch solid shot from the battery at Howlett's.

The XV-inch gun has a short life, so far as it has been proved, and it is difficult to replace it in the turret of a monitor. We have to fire it at extreme elevation to reach Howlett's battery, which increases the strain on the gun and breaks its long screws.

As it was arranged yesterday between Assistant Secretary Fox and yourself to increase the obstructions already placed by the army in Trent's Reach, so that two monitors would be sufficient here for the present, leaving the Navy Department to withdraw the other two, one of which is now under orders for sea for more pressing service elsewhere, I respectfully suggest that the cheapest and most convenient control of rebel battery at Howlett's, of Trent's Reach, and its obstructions, and of Dutch Gap, would be by mounting a few heavy guns at the lower end of the reach. This would allow the ironclads to drop around the point, withdrawing a few hundred yards, where they could keep their hatches off in hot weather, whence they could in a few minutes return and engage the rebel ironclads, should they appear in the upper part of the reach or interfere with the obstructions.

Our naval resources would thus be reserved for their ironclads and not exhausted on their earthworks.

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

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

Lieutenant-General U. S. GRANT, U. S. Army,  
Commanding Forces in the Field.

Special order of Flag-Officer Mitchell, C. S. Navy, commanding James River Squadron.

C. S. IRONCLAD VIRGINIA,

*Flagship James River Squadron, off Graveyard, June 21, 1864.*

Battery Dantzler, at Howlett's house, will open on the enemy's vessels in Trent's Reach to-day at noon.

The ironclads *Virginia*, *Richmond*, and *Fredericksburg* will be placed in position and be in readiness to open fire at the same time on any of the enemy's vessels within reach of their fire, whether in Trent's Reach or Varina Reach, using shells and cast-iron bolts. The wrought-iron belts are not to be used except within point blank range and against the monitors.

Before getting underway, every preparation will be made for battle on board of each vessel, which will have to be anchored in her proper position, using light anchors and kedges carried out on lines run to the river bank from the bows or quarters, to steady and spring ship as required. These lines or kedges should be placed in boats before getting underway, in readiness to run out the moment the positions are reached, the inward ends under the shields, or other cover, so as to avoid exposing the men on deck as much as possible.

Some eligible height in the vicinity will be selected and used as a station for one of the signal corps from each ironclad, who will give information as to the flight of the projectiles.

After reaching their positions, each vessel will immediately use every effort and means to determine the line of fire and establish ranges for any of the enemy's vessels (especially his gunboats and transports) within range, but fire will not be opened until it is commenced by Battery Dantzler, or to return the fire of the enemy, unless expressly ordered.

Great care should be taken in dropping down to avoid noises of any kind to attract the attention of the enemy, especially in letting off steam, which can be distinctly seen and heard at a great distance. The bell is not to be struck.

Particular attention should be given to a plentiful supply of water in buckets and tubs for extinguishing fires below, as well as for the use of the crew.

The gunboat *Drewry* will keep within signal distance of the flagship, but out of the line of fire of the enemy as much as possible, and be ready to use her gun if ordered, or whenever it can be done with effect, and to render such assistance to other vessels as may be required.

The other gunboats will keep out of the line of fire of the enemy, and at the same time, if possible, keep within signal distance and be in readiness to render such assistance as may be required by any of the vessels, in towing, carrying out kedges, hawsers, etc. They will be prepared for action and use their guns should they be brought within effective range of the enemy. When out of signal distance they will be under the orders of the senior officer present, who will be governed by these instructions.

All the vessels in the squadron will be underway by — a. m., and will move down in open order.

The position assigned the *Fredericksburg* is in the vicinity of the ferry, with her tender (the *Nansemond*) within signal distance above her.

The positions assigned the *Virginia* and the *Richmond* are near Dutch Gap, so as to command as much as possible the lower part of Trent's Reach and Varina Reach.

Steam will [be] kept up so as to enable new dispositions to be made at any moment they may be required.

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

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Report of Lieutenant Gardner, C. S. Navy, commanding C. S. S. Beaufort.

C. S. S. BEAUFORT,  
*James River Squadron, June 21, 1864.*

SIR: I am happy to report that this vessel has not been injured in the slightest degree to-day. I expended nine rounds, giving between  $4\frac{1}{2}$  degrees and 5 degrees elevation, and always aiming at the flash of the enemy's guns, which could be distinctly seen from the masthead.

I am well satisfied with the conduct of the officers and men under my command, and am confident that they will retain their presence of mind when brought to close action with the gunboats of the enemy.

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

J. M. GARDNER,  
*Lieutenant, Commanding.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron.*

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[Telegram.]

FLAGSHIP VIRGINIA, *June 21, 1864—7 p. m.*

At 12:15 to-day the *Virginia* and *Fredericksburg* took up position, the former below Cox's Landing and the latter at the ferry, with the gunboats *Hampton*, *Nansemond*, *Roanoke*, *Beaufort*, and *Drewry*, and opened fire on the enemy's wooden vessels in the lower part of Trent's Reach and Varina Reach.

The *Richmond* parted her wheel rope, which fouled her propeller, and she remains disabled. She goes up near the obstructions to-night to have it cleared. I was about proceeding lower down the river, near Howlett's, when the piston was discovered to be out of order. The cylinder was removed and a chisel found in the cylinder. The engine is now in working order again. This vessel, the *Fredericksburg*, and the gunboats have directed their fire to-day against the enemy's wooden vessels in Trent's Reach and Varina Reach.

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Hon. S. R. MALLORY,  
*Secretary of the Navy.*

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Report of Flag-Officer Mitchell, C. S. Navy, commanding James River Squadron.

C. S. IRONCLAD VIRGINIA,  
*Flagship James River Squadron, off Graveyard, June 22, 1864.*

SIR: On Monday morning, the 20th, it was arranged with Major-General Pickett that Battery Dantzler, at Howlett's, should open fire on the enemy's monitors in Trent's Reach at noon yesterday, and that the forces under my command would be in position to act simultaneously. It was also understood that Brigadier-General G. W. C. Lee would, on the north side, so far as practicable, operate against the ene-

my's wooden vessels below Varina (or Aiken's) with a force of artillery, and to drive in any pickets he might have out.

At noon, or very soon after, Battery Dantzler opened on the enemy, with what results I have been unable to learn.

A few minutes after noon the *Virginia*, in a position near Cox's Landing, and the *Fredericksburg*, near the ferry, together with the gunboats *Hampton*, *Nansemond*, *Dreicry*, *Roanoke*, and *Beaufort*, opened with shell upon the enemy's wooden gunboats in Trent's [Reach] and Varina Reach, and continued their fire till near sunset. As the distance of the enemy was generally near the extreme range of our guns, and the fire was directed over high intervening banks, the aim could only be determined by the smoke of the enemy's guns or by directions from lookouts on elevated positions on shore. It probably did little damage to the enemy; certainly none that we could discover. A double-ender at Aiken's was driven by the fire of the gunboats from her position to one lower down, apparently covered by Aiken's house. The fire from the enemy in Trent's Reach appeared to be directed chiefly, if not entirely, at Battery Dantzler, and that directed at our squadron was mostly from the double-ender near Aiken's. His fire was without effect in the squadron, from which there is no damage or casualties to report.

The ironclad *Richmond*, in getting underway, parted her wheel chain, which fouled her propeller, and the vessel remains disabled. She has been towed up near the obstructions, or Chaffin's Bluff, where it is hoped the propeller will be cleared.

I invite your attention to the report (a copy enclosed) of Lieutenant Commanding Parker for the particulars of the accident, showing also, as it does, the creditable efforts he made to cooperate with the rest of the squadron and the part taken by him.

This ship (the *Virginia*) was about proceeding to take a more eligible position near Howlett's, when it was discovered that the piston was deranged; on removing the cylinder head a chisel was found in the cylinder, which, but for the timely discovery, might have caused serious damage. The engine was in good condition for service again in the afternoon, but too late as to time and tide for taking up the desired position.

The marine guard and a division of small-arms men were landed at Cox's to picket the high ground close to Dutch Gap; no force of the enemy was discovered on shore. The marine guard fired into one of the enemy's transports passing down the river.

The bow gun of the *Nansemond* burst on the first fire near the muzzle, without other damage, fortunately, of any kind. A full report of the accident has been made to the office of ordnance and hydrography by Flag-Lieutenant Minor, ordnance officer of the squadron. The *Nansemond* will be sent up to land her burst gun, when she will return to the squadron till another is ready for her or the burst one rendered serviceable.

A commendable spirit and energy were displayed by the officers and crews of the command, which afford a gratifying assurance that their best efforts may be relied upon whenever an opportunity for a more close and serious action shall occur.

I was informed by Major Smith, commanding Battery Dantzler, last evening that the battery was to be masked last night and that it would not be ready to open on the enemy again for two or three days.

The gunboat *Hampton* will be sent to Richmond to-day for the purpose of being taken on the ways for the examination of her shaft, which

seems to be deranged, supposed to be caused by the propeller striking a log.

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

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Hon. S. R. MALLORY,  
*Secretary of the Navy, Richmond, Va.*

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Memorandum of movements of the C. S. S. Virginia.

*Tuesday, June 21, 1864.*—Arrived abreast of Signal Tower at 12:15; first gun, No. 3, fired at 12:30; second gun, No. 1, fired at 12:35; third gun, No. 1, fired at 1:30; fourth gun, No. 1, fired at 1:40; fifth gun, No. 1, fired at 1:45; sixth gun, No. 3, fired at 1:50; first shot from the enemy at 1:52; seventh gun, No. 1, fired at 1:56; eighth gun, No. 3, fired at 2; second shot from the enemy at 2; third shot from the enemy at 2:05; fourth shot from the enemy at 2:09; fifth shot from the enemy at 2:10; sixth shot from the enemy at 2:12; seventh shot from the enemy at 2:14; anchored with kedge below Cox's Mill at 2:20; weighed kedge at 2:30; firing heard on shore, supposed to be between the marine guard, under Lieutenant Gwynn, and the enemy's sharpshooters, and small-arms men sent ashore under Lieutenant Hall, at 2:40; discovered piston rod to be out of order at 3; dropped kedge and ran a line ashore below Cox's Mill at 3; ninth gun, No. 2, fired at 3:22; eighth shot from the enemy at 3:26; ninth shot from the enemy at 3:28; tenth shot from the enemy at 3:29; a few musket shots on shore at 3:30; eleventh shot from the enemy at 3:30; tenth gun, No. 2, fired at 3:34; twelfth shot from the enemy at 3:45; eleventh gun, No. 2, fired at 3:55; twelfth gun, No. 2, fired at 4:05; thirteenth gun, No. 2, fired at 4:13; fourteenth gun, No. 2, fired at 4:25; fifteenth gun, No. 2, fired at 4:34; sixteenth gun, No. 2, fired at 4:45; seventeenth gun, No. 2, fired at 5; eighteenth gun, No. 2, fired at 5:10; thirteenth shot from the enemy at 5:14; nineteenth gun, No. 2, fired at 5:18; fourteenth shot from the enemy at 5:25; twentieth gun, No. 2, fired at 5:38; fifteenth shot from the enemy at 5:41; sixteenth shot from the enemy at 5:42; seventeenth shot from the enemy at 5:44; twenty-first gun, No. 2, fired at 5:45; eighteenth shot from the enemy at 5:48; nineteenth shot from the enemy at 5:52; twentieth shot from the enemy at 5:54; twenty-second gun, No. 2, fired at 5:55; twenty-first shot from the enemy at 5:57; twenty-second shot from the enemy at 6; twenty-third gun, No. 2, fired at 6:01; twenty-third shot from the enemy at 6:02; twenty-fourth shot from the enemy at 6:05; twenty-fifth shot from the enemy at 6:08; twenty-fourth gun, No. 2, fired at 6:10; twenty-sixth shot from the enemy at 6:11; made signal to the squadron to cease firing at 6:22.

At 6:30 received a message from Major Smith, commanding Battery Dantzer, stating that the enemy's monitors have dismounted and burst the bands of a 7-inch rifle gun, and that there are five monitors lying in Trent's Reach, three of them 2,100 yards from Howlett's, and two 400 yards lower down, just in the bend, and that our shots fell short.

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Report of Commander Rootes, C. S. Navy, commanding C. S. S. Fredericksburg.

IRONCLAD FREDERICKSBURG,  
*James River Squadron, June 22, 1864.*

SIR: On the 21st, at 11 a. m., got underway, in company with the squadron, and stood down the river. At 12:30 came to a short distance

below Howlett's upper house, with the port anchor, in 5 fathoms water, head downstream, kedge astern; line to the shore from the starboard quarter; swung ship as required. At 1:05 p. m. the battery at Howlett's lower house having commenced firing on the enemy's squadron at anchor in Trent's Reach, opened the battery from the starboard side of this ship, one 7-inch rifle, one 6.4 rifle, and one X-inch smoothbore. Sent one of the signal men on the shore at Howlett's to see and inform me how the shot struck; also Acting Master Minor and Midshipman Goode were sent on the same duty. Sent Midshipman Goode to lower Howlett's to see and inform me how our shot and those of the other vessels of the squadron struck. He informed me that a greater number fell short. During the evening I fired from the two rifle guns.

At 1 a. m., the 22d, got underway from Howlett's upper quarter, a short distance below the house, and stood up the river. At 1:30 a. m. came to a short distance below the graveyard in 4 fathoms of water. Steamers *Nansemond* and *Roanoke* came up and took their stations.

The following ammunition was expended:

X-inch gun:	
15-pound charges .....	4
20-pound charges .....	14
	— 18
10-second shell .....	8
5-second shell .....	1
15-second shell .....	2
Shot .....	7
	— 18
7-inch rifle:	
12-pound charges .....	17
14-pound charges .....	3
10-pound charges .....	6
6.4 12-pound charges .....	8
	— 34
Cast-iron bolts .....	16
Percussion shell .....	14
Shrapnel .....	4
	— 34
6.4-inch rifle:	
12-pound charges (used for 7-inch rifle) .....	8
10-pound charges .....	8
8-pound charges .....	21
	— 37
12-pound charges (used for 7-inch gun) .....	8
	— 29
Percussion shell .....	12
Cast-iron bolts .....	17
	— 29

Very respectfully, your obedient servant,

THOS. R. ROOTES.

Flag-Officer JNO. K. MITCHELL, Provisional Navy C. S.,  
*Commanding James River Squadron.*

Report of Lieutenant Wall, C. S. Navy, commanding C. S. S. *Drewry*.

C. S. S. *DREWRY*,  
*James River Squadron, June 22, 1864.*

SIR: In obedience to your orders of this date I have the honor of reporting to you the part borne by this vessel in the shelling of the enemy's fleet and batteries in and on James River June 21, 1864. I got underway at 11 a. m.; proceeded down the river to obtain the position specified in your special order of yesterday's date. Dropped into



my position astern of *Hampton* at 12 o'clock. The firing from the battery at Howlett's about this time commenced. Soon after from the *Virginia*; she was followed by the *Hampton* and other vessels of the fleet. Thinking that my gun could be used with effect at a distance of 3,000 yards with a 10-second shell and 10-pound cartridge, I had the gun trained and pointed; the shell exploded beautifully. I kept up the firing until ordered to cease by the flag-officer. The gun on board of the *Drewry* is a 6.4 Brooke rifle. The character of projectile used was 10-second shell and the charge 10 pounds. The number of shots fired by this vessel was four. The number of shots could easily have been augmented had I seen the effect of my firing. A great portion of the afternoon I spent in towing down the *Richmond*. The enemy fired occasionally from a boat near Aiken's, which had our range very well. The enemy seemed inclined not to shell from their land battery, so far as I could ascertain.

I have no casualties, either accidental or by the enemy. The crew behaved very gallantly and with coolness. I am much indebted to Signal Officers Williamson and Burchette for their valuable assistance. The pilot, Acting Master's Mate Skiuner, showed great skill in handling the vessel while in action. I found the engineers, Messrs. Reams and Ahern, worked the engine knowingly and exerted every means in their power to handle the vessel quickly. This vessel was engaged from dark until this morning at 5 o'clock in towing the *Richmond* to Chaffin's Bluff.

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

WM. H. WALL,

*Lieutenant, Commanding Drewry.*

Flag-Officer J. K. MITCHELL, Provisional Navy C. S.,  
*Commanding James River Squadron.*

Report of Lieutenant Maury, C. S. Navy, commanding C. S. S. *Hampton*.

C. S. S. HAMPTON,

*James River Squadron, June 22, 1864.*

SIR: I have the honor of stating that in company with the squadron, by a signal, this vessel got underway and steamed down the river. At 11:30 at Cox's Wharf we commenced shelling the enemy's batteries and gunboats at intervals varying from ten minutes to thirty minutes. We fired 11 shell from the forward rifle, 32-pounder, as follows: 2 10-second, 1 15-second, and 8 percussion shell. From the aft 8-inch shell gun we fired 8 shell, as follows: 1 10-second and 7 15-second shell. We continued our fire until 5:30, when we received orders to cease firing and moored into the north bank of the river; got underway at 7:30 and proceeded up the river to our old anchorage. We received no injury to the vessel, nor was there anyone on the vessel hurt.

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

J. S. MAURY,

*Lieutenant, Commanding.*

Flag-Officer J. K. MITCHELL.

Report of Lieutenant Benton, C. S. Navy, commanding C. S. S. *Roanoke*.

C. S. S. ROANOKE, *June 22, 1864.*

SIR: I have the honor to report that yesterday at 12:50 p. m. I commenced firing at the enemy in the lower part of Trent's Reach from my

position just above Signal Tower. After firing a few times from this position, using 15-second shell and two percussion shell, I was convinced that my shell were doing no good, and moved up to the ferry, whence I fired 1 percussion shell, but as the range was too great for my gun and there was no indication of the presence of gunboats, I dropped down to a position opposite Cox's Mill. From this position at 4:55 I opened on a gunboat lying near Aiken's, firing 1 10-second shell and 11 percussion shells. In obedience to a signal from the flagship, at 6:20 ceased firing. The lookout at the masthead reported these shells as falling near the enemy, two apparently striking him.

I am happy to report no casualties, as none of the enemy's shot struck us.

My men and officers were in excellent spirits all day, displaying a spirit which promises well should they ever be placed in a position where there is warm work and real fighting.

I am, very respectfully, your obedient servant,

M. M. BENTON,  
*Commanding Roanoke.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Report of Lieutenant Hays, C. S. Navy, commanding C. S. S. Nansemond.

C. S. S. NANSEMOND,  
*James River, June 22, 1864.*

SIR: In compliance with your general order of the 21st instant this vessel weighed anchor at 1 p. m. and proceeded in company with the fleet down the river.

At 2 p. m. I was directed by Commander Rootes to return up the river and signalize the *Richmond* to join the flagship as soon as practicable. After executing this order I returned with a written communication from Lieutenant Commanding Parker, after delivering which in person to you and delivering your orders to the *Drewry* and *Beaufort* to proceed to the assistance of the *Richmond*, I anchored this vessel in the position designated near the *Fredericksburg*. As this position was 2,700 yards from the enemy we were necessarily compelled to remain silent, as it was beyond the range of our guns. This vessel while near Cox's Wharf fired but three guns, and I regret to report that the rifled 32-pounder burst at the muzzle ring at the first fire. I know not [to] what to attribute this accident; the gun was properly loaded, and every precaution taken to prevent accident. I respectfully request that this gun be replaced by another of improved make. I think it unsafe to use it in its present condition, and it can not be fought by the gun's crew with any degree of confidence and security.

I am, very respectfully, your obedient servant,

CHAS. W. HAYS,  
*Lieutenant, Commanding.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Report of Lieutenant Read, C. S. Navy.

HOWLETT'S, *June 22, 1864.*

SIR: I have the honor to report the occurrences of yesterday observed from my station near the battery, which opened on the enemy's fleet at

12 m. yesterday. The monitors commenced shelling our works at 11:30 a. m.; our battery struck the monitors several times, but without injuring them materially. The enemy's battery fired at our fleet; the monitors did not direct their shots at our ironclads. A great many of the shots from our ships did not reach the monitors, but some of them struck near the enemy's lower battery. The last shell fired from the *Fredericksburg* exploded over the enemy's battery and seemed to be a very effective shot. The position of the enemy's fleet remains unchanged up to dark last evening.

Respectfully submitted.

W. W. READ,

*Second Lieutenant, Provisional Navy-C. S.*

Flag-Officer JNO. K. MITCHELL,

*Commanding James River Squadron.*

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Report of Flag-Officer Mitchell, C. S. Navy, giving information obtained from deserters.

C. S. FLAGSHIP VIRGINIA,

*James River Squadron, June 29, 1864.*

SIR: I have the honor to lay before you the following information, obtained from deserters from the enemy's squadron in the river below Howlett's:

— Lakey (seaman), deserted from the U. S. S. *Stepping Stones* about the 23d instant and reports that four schooners have been sunk in Trent's Reach and a boom composed of their spars laid across the channel way. These vessels have only the usual quantity of sea ballast and are moored head and stern. The line stretched across the river and buoyed by casks has a net attached to it and is intended to catch floating torpedoes. Eight torpedoes, and among them some of the large ones captured by the enemy, have been planted in the channel way just above the monitors and are worked by a galvanic battery located on the left shore under a sort of bombproof abeam of the monitors.

Two launches and two cutters, each armed with 12-pounder howitzers, picket the river to a point near Howlett's from just after dark to early daylight, and during the same time twelve sailor pickets are stationed on the north bank nearly opposite to Howlett's.

The shore battery near Baldwin's mounts four guns (30 and 24 pounder Parrotts), and during the action of the 21st one of them was dismantled, probably by the *Fredericksburg*.

When the firing commenced the wooden gunboats were ordered to drop down the river out of danger. One of the monitors had a piece of iron plating knocked off by a shot, probably from Battery Dantzler, striking just above her port. He further reports that some of the Third Pennsylvania Regiment of artillery are doing duty in the squadron as marines and that they picket the north shore at night just above Aiken's house.

O'Halloran and Hamilton deserted from the U. S. S. *Delaware* about noon on yesterday, and their reports tend generally to confirm the statements made by Lakey. They say that one of the monitors was struck squarely about a foot above the deck, the ball splitting the iron plates off the turret for 3 feet, and the same vessel had a beam broken by a X-inch projectile (probably from one of the ironclads) falling upon her deck, and she has since gone to Norfolk for repairs. Our fire was said

to be very good, the shells bursting near the vessels, but as they were sheltered by lying close under the bank very little damage was done, only two of the wooden vessels being struck and but two men in the squadron wounded.

The Northern papers are reported as criticising Admiral Lee quite severely for fortifying his position in the river and for planting torpedoes to ward off an attack from our naval forces when he should steam directly to Richmond or else admit the monitors to be a failure. It was said that preparations were about to be made to remove the obstructions to enable the monitors to proceed up the river.

They report 800 vessels of all kinds, including canal boats, at Bermuda Hundred.

Hamilton thinks that eight torpedoes have been planted in the river, though he is only certain of there being two, as he assisted in laying that number.

Five monitors and the *Atlanta* were reported in the river above City Point, but since the disaster to the one on the 21st instant there are but four left. The gunboats are generally within signal distance from Trent's Reach to Bermuda Hundred.

I do not place much reliance upon the above information, except so far as it tends to confirm the impression derived from our own observations.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Hon. S. R. MALLORY,

*Secretary of the Navy.*

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Report of Flag-Officer Mitchell, C. S. Navy, regarding rumored removal of obstructions by the Federals.

FLAGSHIP VIRGINIA,

*Graveyard, June 30, 1864—9 p. m.*

The following is a copy of an endorsement made on a communication referred to me by General Heth, from General Lee to Brigadier-General G. W. C. Lee.

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Respectfully returned to Major-General Heth, with the information that I have just returned from a visit to Battery Dantzler and to General Pickett at his headquarters. At Howlett's I saw no indication of any intention on the part of the enemy to remove the obstructions, and I discredit the report communicated to me by the two Yankee deserters on the 28th, that Admiral Lee was about to have it done. Major Smith informed me that on the 28th a tug (in the daytime) visited one of the sunken vessels, placed some men on board, but, on being fired upon from Battery Dantzler, she precipitately dropped below beyond the reach of its fire. If the enemy should, however, make any attempt to remove the obstructions it is hoped that he may not be interrupted.

JNO. K. MITCHELL,

*Flag-Officer, Commanding James River Squadron.*

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[Telegram.]

FLAGSHIP MALVERN,

*Off Trent's Reach, June 22, 1864,—10 p. m.*

(Received 12:30 p. m., 24th.)

The President, with Assistant Secretary Fox, visited us to-day, and left City Point this afternoon for Washington. Enemy threatening

army position at Deep Bottom this evening. I hear from Philadelphia that this squadron is likely soon to suffer seriously for want of coal.

S. P. LEE,

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

Hon. GIDEON WELLES,  
*Secretary Navy.*

[Endorsement.]

JUNE 15.

	Tons.
Hampton Roads .....	3,448
Navy yard.....	713
	4,161

Ten vessels in James River.

[Telegram.]

JAMESTOWN ISLAND, *June 22, 1864.*

(Received at Washington 9:10 p. m.)

We shall be in Washington at 4 p. m. to-morrow. Grant is enveloping Petersburg without fighting. A little firing of monitors yesterday of not much account. The river is closed above our monitors.

G. V. FOX,

[*Assistant Secretary of the Navy.*]

Hon. GIDEON WELLES,  
*Secretary Navy.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports relative to the sinking of obstructions in James River.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*James River, Virginia, June 22, 1864.*

SIR: I transmit enclosed a copy of a letter, with its enclosures, from Commander Craven, of the 20th instant, relating to the sinking of obstructions in James River by the army.

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

S. P. LEE,

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

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

[Enclosure.]

U. S. IRONCLAD TECUMSEH,  
*James River, June 20, 1864.*

SIR: During your absence (on 15th instant) I was called upon by General Weitzel, who gave me a note from General Butler, which is hereto appended and marked "A."

In compliance with the request of General Weitzel, I have sunk in the main channel four hulks furnished by him, and have also stretched across the channel a heavy boom, supporting a chain cable, well secured

at each end. Across the flats I have extended a heavy boom, which is secured by six anchors; and in the channel along the right bank I have sunk a schooner, from which a short boom is to be extended to the flats.

The obstructions were all complete on the 18th. I enclose you herewith a note received from General Weitzel on 16th, together with copy of my reply.

Very respectfully, your obedient servant,

T. AUGS. CRAVEN,  
*Commander.*

Acting Rear-Admiral S. P. LEE.

[Subenclosurea.]

A.

JUNE 15, 1864.

I am directed by General Grant to sink the obstructing vessels in such place as I can protect them by my guns. I should be glad if you would aid in so doing, upon a conference with my chief engineer, General Weitzel, designating the spot which will appear the best aid to your fleet. General Grant will this evening have his headquarters at City Point.

BENJ. F. BUTLER,  
*Major-General, U. S. Army.*

Rear-Admiral S. P. LEE,  
*Commanding, etc.*

JUNE 16, 9:40 a. m. (Received 10:45 a. m.)

MY DEAR SIR: General Butler approves of the plan adopted for obstructing the river, and has ordered up another schooner to fill up the 11-foot channel. It will be up, I think, by evening.

He desires me to thank you for your zealous cooperation, and asks you (as all our men are needed to-day to follow the enemy, who has left our front) that you may complete the obstructions with men from the fleet.

In haste, truly, yours,

G. WEITZEL,  
*Brigadier-General and Chief Engineer.*

Captain CRAVEN,  
*Commanding Ironclad Tecumseh, James River.*

General Smith carried two lines of rebel works, capturing 17 cannon and 300 prisoners. He, with Hancock, has now a position overlooking Petersburg. Another corps will join them at 10 o'clock. Everything looks well. The negro troops under General Hinks fought most gallantly. On two charges they captured 8 out of the 17 guns above mentioned.

G. W.

U. S. S. TECUMSEH, June 16, 1864—11 a. m.

MY DEAR SIR: Yours of 9:40, this date, just received. It will improve your plan to sink two more hulks in addition to the one you propose to send. There may be some old colliers nearly empty; they can be had at low rates, and will do as well as more valuable vessels.

They should all be well ballasted with stone, and will be sunk as soon as received. The sails of the bark were not taken away last evening, as those of the schooners were, and are ready for you as soon as you send for them.

Thank you for the good news of the day.

Yours, truly,

T. AUGS. CRAVEN,  
*Commander (for Admiral Lee).*

[Brigadier-General WEITZEL, U. S. Army.]

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*Report of Commander Nichols, U. S. Navy, regarding an anticipated attack of the enemy.*

U. S. S. MENDOTA,  
*Deep Bottom, June 22, 1864.*

ADMIRAL: General Foster's forces captured a prisoner this afternoon from the enemy's forces on the left bank. The prisoner reported himself as of Cooke's Division, Hill's Corps, and that the corps left Petersburg last night and crossed the river this morning; that General Lee was sending to Richmond troops from Petersburg; and further that a brigade had crossed from Hill's Corps to the south side of Deep Bottom, or Four Mile Creek. Two regiments of cavalry and several of infantry have shown themselves in front of our position, and are engaged in throwing up rifle pits, etc.

General Foster anticipates an attack from them to-night. I am at present throwing 15-second shells to the front of our left, by desire of General Foster.

Very respectfully, your obedient servant,

ED. T. NICHOLS,  
*Commander.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron, James River.*

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*Letter from B. Maillefert, esq., to Acting Rear-Admiral Lee, U. S. Navy, regarding torpedoes.*

U. S. GUNBOAT TRITONIA,  
*James River, Virginia, June 22, 1864.*

SIR: I have received the last invoice of ten torpedoes from Washington, and proceeded immediately to fill them. This size and shape seem to answer my expectations very well, with the exception of the socket, which is not proportionate to the weight it is to carry. The size of this socket should not be less than 4 inches at the smallest end and 6½ inches at the mouth; it should also be made of stouter copper. As it is, the socket will not be strong enough to sustain the weight of both can and powder out of water.

Very respectfully, your obedient servant,

BN. MAILLEFERT,  
*Submarine Engineer.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

*Report of Captain Ridgely, U. S. Navy, commanding U. S. S. Shenandoah, of the return of that vessel to Hampton Roads in a disabled condition.*

U. S. S. SHENANDOAH,  
Hampton Roads, June 22, 1864.

SIR: I have the honor to report that I left Hampton Roads on the 5th instant in obedience to your orders.

I crossed the Gulf Stream on the line between Wilmington and Bermuda and cruised to the eastward.

I saw nothing suspicious until 3:30 p. m. on the afternoon of the 16th instant, when we made a long, low, paddle-wheel steamer steering toward Bermuda. We gave chase, and the first hour we came up with her; after that the runner held her own until we lost sight of her in the darkness. During the chase we discovered that the condenser of the engine was disabled and the main steam valves out of order. The moon not being favorable to blockade running and the engine requiring repairs, I deemed it most prudent to return to this place, as we were liable to break down at high speed at any moment.

I am, very respectfully, etc.,

DANL. B. RIDGELY,  
Captain, U. S. Navy.

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

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[Telegram.]

NEWPORT NEWS, June 22, 1864.  
(Received at Washington, 6:40 p. m.)

SIR: I spoke the ironclad *Manhattan* in tow of the *Bienville* yesterday at 4 p. m., about 20 miles north of Hatteras. Sea smooth, weather pleasant, and all well.

Very respectfully,

F. A. ROE,  
Lieutenant-Commander, U. S. Navy, U. S. S. *Sassacus*.

Hon. GIDEON WELLES,  
Secretary Navy.

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[Telegram.]

FLAGSHIP MALVERN,  
Trent's Reach, June 23, 1864—10 p. m.

(Via Fort Monroe, 4:40 p. m., 24th. Received 12:40 a. m., 25th.)

No change in the naval situation. *Tecumseh* and *Eutaw*, with Admiral Farragut's four tugs, *Tritonia*, *Pink*, *Rose*, and *Althea*, leave to-morrow for Hampton Roads. *Eutaw* will convoy *Tecumseh* if *Augusta* does not arrive in time, or if Department does not send a convoy from the North. Captain Gansevoort ordered to repair and equip tugs and send them to their destinations. Please give him or them additional instructions, if necessary.

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



[Telegram.]

FLAGSHIP MALVERN,

*Trent's Reach, June 23, 1864—10 p. m.*

(Via Fort Monroe, 4:30 p. m., 24th. Received 12:25 a. m., 25th.)

It will be necessary to send stone ballast in the hulks to be sunk.

S. P. LEE,

*Rear-Admiral.*HON. GIDEON WELLES,  
*Secretary of the Navy.**Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Babcock, U. S. Navy, regarding operations in the Pamunkey River.*

Confidential.]

U. S. S. MALVERN, *June 23, 1864.*

SIR: I understand from General Grant that General Sheridan is expected to come here from the White House, and that after that there will be no need for our gunboats up the Pamunkey River, etc.

You were sent up the York and Pamunkey to cooperate with the Army, and when this is no longer necessary withdraw the gunboat force there.

Be vigilant at all times against surprise from the enemy's boats. The recent capture of the *Water Witch*, which had the usual boarding nettings up, impresses the necessity of having wire nettings and wire ridge ropes for them, as used in the Potomac Flotilla, and these you are authorized to require for your permanent vessels. Single vessels are very subject to assault.

The gunboats should be kept in supporting distance, as near as practicable.

Respectfully, yours,

S. P. LEE,

*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*Lieutenant-Commander C. A. BABCOCK,  
*U. S. S. Morse, York River.**Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Craven, U. S. Navy, commanding U. S. S. Tecumseh, to proceed to sea under sealed orders.*

FLAGSHIP MALVERN,

*In James River, June 23, 1864.*SIR: Proceed to sea as soon as practicable with the *Tecumseh* under your command, and with the *Eutaw* to convoy you to your destination, if the *Augusta* or *Alabama*, in case the Department makes no other detail for this service, does not arrive in time to do so.

Enclosed are sealed orders from the Department to be opened when you discharge your pilot.

On your arrival at the roads send back Pilot Tilby (James River pilot), with his accounts, to be sent here from the *Roanoke*. If the men from the Army now on board the *Tecumseh* are necessary to give her efficiency, and can not be exchanged for men from the *Roanoke*, about whose accounts there is no embarrassment, take them with you, but send a report to the Bureau of Equipment and Recruiting, giving their names, and reporting that their accounts with the Army have not been

closed, if such is the case, about which you can learn from Lieutenant-Commander Upshur, of the *Minnesota*.

It is desirable that you should reach your destination as soon as practicable, and you can, in your judgment, lighten and trim the *Tecumseh* and choose the weather most favorable to the success of your passage.

Transfer your superfluous ammunition, if any, which your escorts can not take, to the ordnance schooners at City Point.

The *Augusta* or *Alabama*, in preference to the *Eutaw*, will convoy you to your destination, if either is at Hampton Roads when you are ready for sea. Otherwise the *Eutaw* will convoy you, and her commander may, if you and he think it absolutely necessary to do so, apply by telegraph to the Department for authority to leave a part of her battery at Norfolk; but it should be borne in mind that she will not return here. The *Tritonia* also will accompany you. On reaching her destination order her to report to Admiral Farragut.

Wishing you a pleasant passage and regretting very sincerely to part with you and your efficient command,

I am, very respectfully, yours,

S. P. LEE,

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

Commander T. A. CRAVEN,

*Commanding U. S. Monitor Tecumseh.*

*Report of Commander Downes, U. S. Navy, regarding the Wilmington blockade.*

U. S. S. R. R. CUYLER,

*Blockade off Wilmington, June 23, 1864.*

SIR: The *Grand Gulf* leaves the blockade for Beaufort to-day for coal.

The force present on the north side of the shoal after her departure will consist of the following vessels, viz, *R. R. Cuyler, Mercedita, Kansas, Florida, Cherokee, and Nippon.*

I arrived here at 1:30 p. m. of the 21st instant, and finding myself senior officer on this side of the shoal, and Commander Ransom's departure for Beaufort imminent, have remained here, where I shall await the arrival of Commander Howell or Captain Sands.

Everything has been quiet since my arrival.

\* \* \* \* \*

The *Cambridge* has just arrived.

I am, respectfully, your obedient servant,

JOHN DOWNES,

*Commander and Senior Officer Present.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

*Report of Lieutenant-Commander Roe, U. S. Navy, regarding the safe arrival of the U. S. S. Sassacus in the James River.*

U. S. S. SASSACUS,

*James River, Virginia, June 23, 1864.*

SIR: It gives me no ordinary pleasure that I am permitted by Divine Providence to report the safe arrival of the *Sassacus* at this place, in obedience to your order of June 4.

It is especially gratifying to me that I bring her to you in safety after the severe treatment she has received in the Albemarle. It has been an anxious and careful duty. She has fulfilled her duty with fidelity and fully justifies the principle of her construction. A single-bowed ship could never have returned. I have run her stern first, as she could not be trusted to a pressure from the sea on her stem. Fortunately the rudder was not destroyed, though wrenched and twisted.

I avail myself of this opportunity to pay a feeble tribute of gratitude to her men and officers for their patience, skill, and courage, and while I congratulate the Department on her preservation and safety, I would acknowledge the obligations I owe to them for the happiness of bringing her to you, although sadly yet honorably mutilated.

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

F. A. ROE,

*Lieutenant-Commander.*

Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

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*Report of Acting Master Gleason, U. S. Navy, regarding the loss of the U. S. S. Lavender and the rescue of officers and crew.*

U. S. S. SASSACUS,

*James River, Virginia, June 23, 1864.*

SIR: It is my painful duty most respectfully to report to you the loss of the U. S. S. *Lavender*.

I left the Capes of Delaware on the 11th instant at 10 a. m., being bound to Charleston, S. C.; strong breeze from N. E.; sky hazy. On the 12th, at 1 p. m., made Hatteras light-house, bearing S. by W.  $\frac{1}{2}$  W., distance 12 miles. At 3 p. m. Cape Hatteras light bore N., distance 5 miles, from which I took departure to clear Cape Lookout Shoals, steering S. W. by S. until 6 p. m., the vessel going at the rate of 8 miles per hour. I then changed the course to S. W.  $\frac{1}{2}$  S., which, according to my judgment, should have brought the vessel clear of all danger. At 10:30 sounded 9 $\frac{1}{2}$  fathoms of water; wind now heavy from N. E., with rain squalls. At 11 made breakers ahead and on both bows. The vessel was immediately stopped and the engine reversed, but before she lost her headway she struck on the reef. I then steamed ahead, intending to drive her over into deep water if possible, but at this time a heavy sea washed over the vessel, staying in the sides of the house and filling the engine room with water, putting the fires out. We were now left entirely helpless, and about an hour later the vessel was a perfect wreck. Officers and crew took refuge on the top of the house, standing by to launch the boats. When gradually the forward and after part of the house were washed away we launched the boats, but they were immediately swamped. We now sought shelter in the wheelhouse, which was situated near the forward part of the ship. This was carried away during the next day, and we were now obliged to retreat to the forecabin, which alone was out of water. During the succeeding night four men were washed overboard and drowned. During the 14th five men died from exhaustion.

On the morning of the 15th a large lead-colored, side-wheel steamer, apparently a man-of-war, hove in sight, approached us to a distance of 3 $\frac{1}{2}$  miles, stopped, and blew off steam. We made signals with shirts

and blankets; the steamer, however, did not notice them, but steered about ten minutes later to the southward.

At about 10 a. m. we sighted another steamer, which took notice of our signals and came to our rescue. She was the army steamer *John Farron*, Captain J. F. Smallman. They took us on board, provided kindly for our wants, and conveyed us to New Berne, N. C., where we arrived on the morning of the 16th. After reporting to Captain M. Smith we were transferred to the U. S. S. *Sassacus* for transportation to Hampton Roads, with orders to report to Admiral S. P. Lee.

I am unable to give the names of the nine deceased men, as all my papers and the ship's records have been lost.

I have the honor to enclose here a list of the rescued officers and crew.

The suffering of all on board was most fearful; we had nothing to eat nor to drink from the 12th to the time of our rescue by the *John Farron*, as all our stores were under water. The rescued officers and crew are now, however, slowly recovering their health.

I am conscious of having fulfilled all my duties to the best of my ability, and of having tried all available means to save the *Lavender*; but it was beyond all human possibility to combat the force of the elements.

I am sorry that I could not find an earlier opportunity for reporting this sad event, but that, owing to my state of health and the want of communication, I had to delay it until now.

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

J. H. GLEASON,  
*Acting Master, Commanding.*

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

[Endorsement.]

JUNE 25, 1864.

Forwarded Navy Department. I have sent the sick to the hospital, and the remaining officers and crew are to be distributed to vessels in this squadron.

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

[Enclosure.]

*List of surviving officers and crew of U. S. S. Lavender.*

* Acting Master J. H. Gleason, commanding.	Acting 3d Assistant Engineer Saml. B. Roane.
Acting Master's Mate James H. McClune.	Acting 3d Assistant Engineer James Fitzpatrick.
Acting Master's Mate Henry J. Derbyshire.	
Acting 3d Assistant Engineer Thomas Foley.	

*Crew.*

Owen McGuire, seaman.	Henry Drinker, landsman.
A. B. Sheldon, ordinary seaman.	George Thompson, landsman.
Wm. S. Lunt, ordinary seaman.	Alexander Rogers, landsman.
John White, ordinary seaman.	* Charles White, 2d class fireman.

Respectfully,

F. A. ROE,  
*Lieutenant-Commander.*

\* Not fit for duty. All the rest of officers and men are, or will be soon.

*Reconnoissance in Cape Fear River, June 23-24, 1864.*

Report of Lieutenant Cushing, U. S. Navy.

U. S. S. MONTICELLO,  
*Off Wilmington, N. C., July 2, 1864.*

SIR: In consequence of permission received from you to attempt the destruction of the ironclad ram *Raleigh*, I proceeded to the blockade at that point with the intention of doing so. Judging it prudent to make a thorough reconnoissance, first, to determine her position, I left this ship on the night of the 23d, in the first cutter, with two officers (Acting Ensign J. E. Jones and Acting Master's Mate William Howorth) and 15 men, and started in for the Western Bar. I succeeded in passing the forts, and also the town and batteries of Smithville, and pulled swiftly up the river.

As we neared the Zeek's Island batteries, we narrowly escaped being run down by a steamer, and soon after came near defection from the guard boat, but evading them all we continued our course.

As we came abreast of the Old Brunswick batteries, some 15 miles from the starting point, the moon came out brightly and discovered us to the sentinels on the banks, who hailed at once, and soon commenced firing muskets and raising an alarm by noises and signal lights. We pulled at once for the other shore obliquely, so as to give them to understand that we were going down, but as soon as I found that we were out of the moon's rays we continued our course straight up, thereby baffling the enemy and gaining safety. When within 7 miles from Wilmington, a good place was selected on the shore, the boat hauled up and into a marsh, and the men stowed along the bank.

It was now nearly day, and I had determined to watch the river, and, if possible, to capture some one from whom information could be gained.

Steamers soon began to ply up and down, the flagship of Commodore Lynch, the *Yadkin*, passing within 200 yards. She is a wooden propeller steamer of about 300 tons; no masts, one smokestack, clear deck, English build, with awnings spread fore and aft, and mounting only two guns. Did not seem to have many men. Nine steamers passed in all, three of them being fine, large blockade runners.

Just after dark, as we were preparing to move, two boats rounded the point, and the men, thinking it an attack, behaved in the coolest manner.

Both boats were captured, but proved to contain a fishing party returning to Wilmington.

From them I obtained all the information that I desired, and made them act as my guides in my further exploration of the river.

Three miles below the city I found a row of obstructions, consisting of iron-pointed spiles, driven in at an angle, and only to be passed by going into the channel left open, about 200 yards from a heavy battery that is on the left bank. A short distance nearer the city is a ten-gun navy battery and another line of obstructions, consisting of diamond-shaped crates, filled and supported in position by two rows of spiles, the channel in this instance being within 50 yards of the guns. A third row of obstructions and another battery complete the upper defenses of the city. The river is also obstructed by spiles at Old Brunswick, and there is a very heavy earthwork there.

Discovering a creek in the Cypress Swamp, we pulled or rather poled up it for some time, and at length came to a road, which, upon being explored, proved to connect with the main roads from Fort Fisher and the sounds to Wilmington. Dividing my party, I left half to hold the

cross-road and creek, while I marched the remainder some 2 miles to the main road and stowed away.

About 11:30 a. m. a mounted soldier appeared with a mail bag and seemed much astonished when he was invited to dismount, but as I assured him that I would be responsible for any delay that might take place he kindly consented to shorten his journey. About two hundred letters were captured, and I gained such information as I desired of the fortification and enemy's force. As an expedition was contemplated against Fisher by our army about this time, the information was of much value.

There are 1,300 men in the fort, and the unprotected rear that our troops were to storm is commanded by four light batteries. I enclose rebel requisitions and report of provisions on hand.

I now waited for the courier from the other direction, in order that we might get the papers that were issued at 1 p. m. in Wilmington, but just as he hove in sight a blue jacket exposed himself and the fellow took to instant flight. My pursuit on the captured horse was rendered useless from lack of speed, and the fellow escaped after a race of some 2 miles. In the meantime we captured more prisoners and discovered that a store was located about 2 miles distant, and being sadly in need of some grub, Mr. Howorth, dressed in the courier's coat and hat, and mounted upon his horse, proceeded to market.

He returned with milk, chickens, and eggs, having passed everyone, in and out of service, without suspicion, though conversing with many.

At 6 p. m., after destroying a portion of the telegraph wire, we rejoined the party at the creek and proceeded down, reaching the river at dark.

In trying to land our prisoners upon an island a steamer passed so close that we had to jump overboard and hold our heads below the boat to prevent being seen. As we had more prisoners than we could look out for, I determined to put a portion of them in small boats and set them adrift without oars or sails, so that they could not get ashore in time to injure us. This was done, and we proceeded down the river, keeping a bright lookout for vessels in order to burn them, if possible. None was found, but I forced the pilot to take me to where the ram *Raleigh* was said to be wrecked. She is, indeed, destroyed, and nothing now remains of her above water.

The ironclad *North Carolina*, Captain Muse, commanding, is in commission, and at anchor off the city. She is but little relied upon, and would not stand long against a monitor.

Both torpedo boats were destroyed in the great cotton fire some time since. One was very near completion.

As I neared the forts at the East Bar, a boat was detected making its way rapidly to the shore, and captured after a short chase. It contained six persons, four of whom were soldiers. Taking them all into my boat, I cut theirs adrift, but soon found that 26 persons were more than a load. By questions I discovered that at least one guard boat was afloat, containing 75 musketeers, and situated in the narrow passage between Federal Point and Zeek's Island. As I had to pass them I determined to engage the enemy at once, and capture the boat if feasible. The moon was now bright, and as we came near the entrance I saw what we supposed to be one large boat just off the battery, but as we prepared to sail into her, and while about 20 yards distant, three more boats suddenly shot out from that side, and five more from the other, completely blocking up the sole avenue of escape. I immediately put the helm down, but found a large sailboat filled with soldiers to windward and keeping us right in the glimmer of the moon's rays.

In this trying position both officers and men acted with true coolness and bravery. Not the stroke of an oar was out of time; there was no thought of surrender, but we determined to outwit the enemy or fight it out. Suddenly turning the boat's head, we dashed off as if for the Western Bar, and by throwing the dark side of the boat toward them were soon lost to view.

The bait was eagerly seized, and their whole line dashed off at once to intercept us.

Then again turning, by the extraordinary pulling of my sailors I gained the passage of the island, and before the enemy could prevent, put the boat into the breakers on Caroline Shoals.

The rebels dared not follow, and we were lost to view before the guns of the forts trained on the channel could be brought to bear upon our unexpected position. Deeply loaded as we were, the boat carried us through in fine style, and we reached the *Cherokee* just as day was breaking, and after an absence from the squadron of two days and three nights. I am now posted in regard to the city land and water defenses, and everything that it will interest the Department to know. I beg leave to call your attention, sir, to the fact that Acting Ensign J. E. Jones and Acting Master's Mate William Howorth are the same officers who accompanied me to Smithville some months since, and whom I select because of their uniform enterprise and bravery.

All the men did well, but my coxswain, David Warren, is deserving of a medal of honor for marked bravery in every critical moment. I would also mention Ordinary Seaman John Sullivan and Yeoman William Wright, the latter having volunteered upon every expedition of danger since this ship has been in commission, in this instance procuring his discharge from the sick list in order to do service.

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

WM. B. CUSHING,  
*Lieutenant, Commanding.*

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

[Endorsement.]

JULY 6, 1864.

I submit this important reconnoissance to the Department with my hearty approval of the skill and gallantry displayed by Lieutenant W. B. Cushing and the good conduct of the officers and men serving under him.

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

[Enclosures.]

*Report of provisions on hand at Fort Fisher, N. C., June 23, 1864.*

RESERVED SUPPLY.		Rations.
Pork .....	10,000	
Beef .....	9,000	
		19,000
Flour .....	29,000	
Hard bread .....	7,000	
		36,000
Vegetable food .....		39,904
Rice .....		30,000
Soap .....		30,000
Salt .....		30,000

FOR ISSUE.

	Rations.	Rations-
Bacon .....	10,000	
Rye meal .....	3,000	
Corn meal .....	1,500	
Flour .....	1,750	
	6,250	
Salt .....	8,000	
Soap .....	8,000	
Rice .....	8,000	

Respectfully submitted.

L. R. MILLARD,  
*Commissary-Sergeant.*

*Consolidated provision return for garrison at Fort Fisher for seven days, commencing July 9, 1864, and ending July 16, 1864—1,300 men.*

	Rations.
Bacon .....	9,100
Corn meal .....	9,100
Soap .....	9,100
Salt .....	9,100

Respectfully submitted.

L. R. MILLARD,  
*Commissary-Sergeant.*

The acting commissary of subsistence will issue on the above return.

WM. LAMB,  
*Colonel, Commanding Post.*

Letter of commendation from the Secretary of the Navy to Lieutenant Cushing, U. S. Navy.

NAVY DEPARTMENT, *July 14, 1864.*

SIR: The Department has received, through Acting Rear-Admiral Lee, your report of the 2d instant of your reconnoissance of the harbor of Wilmington, N. C.

The boldness exhibited by you on this reconnoissance and the success attending it are most gratifying to the Department. While expressing its thanks to you, the Department does not forget that you are much indebted for your success in this, as on your recent previous reconnoissance, to the brave officers and men who accompanied you and were under your command. Please make known to Acting Ensign J. E. Jones and Acting Master's Mate W. L. Howorth, whom you commend for enterprise and bravery, the Department's appreciation of their conduct.

To your coxswain, David Warren; William Wright, yeoman, and John Sullivan, seaman, medals of honor will be awarded.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Lieutenant WM. B. CUSHING,  
*Commanding U. S. S. Monticello, Off Wilmington.*

Abstract log of the U. S. S. Monticello, Lieutenant Cushing, U. S. Navy, commanding.

*June 20, 1864.*—Ship lying to anchor off the shoals. At 8 p. m. got underway and stood in to Fort Caswell. At 9:35 p. m. Captain Cushing, accompanied by Acting Ensign Jones and Acting Master's Mate



William Howorth, and 15 men with cutlasses, rifles, and pistols left the ship on an expedition. At 10 the batteries opened fire upon the ship. Stood out and anchored with kedge. At 12, first cutter returned to the ship.

*June 23.*—At 8:40 p. m. Captain Cushing and Acting Ensign J. E. Jones and Acting Master's Mate W. L. Howorth, with 15 men, went in on a boat expedition, with two days' rations—beef, pork, bread, etc.—with 11 revolvers, 7 pistols, 6 Sharps rifles, and ammunition.

*June 26.*—At 12:20 p. m. the steamer *Oherokee* arrived from the north side, having in tow our first cutter. At 2:20 p. m. first cutter returned to the ship, they having succeeded in getting within  $4\frac{1}{2}$  miles of Wilmington. Had possession of the main road Saturday. They captured the mail carrier and mail. Cut the telegraph wire. The prisoners brought to the ship.

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[Telegram.]

SMITHVILLE, [June 25, 1864.]

About sixteen Federals are said to be on the Cape Fear River, and some think they are yet. Keep a close watch out on the bay.

Captain HARDEMAN.

Colonel TAIT.

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[Telegram.]

SMITHVILLE, [June 27, 1864.]

Examine the beach immediately and see if there are any tracks of the enemy from Buzzard Bay or Cape Creek.

Captain HARDEMAN.

Colonel TAIT.

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[Telegram.]

[JUNE 27, 1864.]

No traces of the enemy have yet been discovered, but Captain Barnes reports that a sentinel posted near the head of Cape Creek last night challenged a man, who ran off and made his escape. He is supposed to have been one of the party lurking about the river.

I have taken steps to have the creek and Middle Island thoroughly scoured.

Major HOLLAND.

Captain HARDEMAN,  
Smithville.

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[Telegram.]

[JUNE 27, 1864.]

Two companies, in skirmishing order, made a thorough search of Middle Island to-day, without finding any trace of the enemy.

The boats have not returned from Buzzard Bay yet. I will report if they bring any news.

Colonel TAIT.

Captain HARDEMAN.

[Telegram.]

[JUNE 27, 1864.]

The men have just returned from the search ordered by Major Holland. Nothing of the enemy.

Colonel TAIT.

Captain HARDEMAN,  
*Smithville.*

SMITHVILLE, [June 28, 1864.]

It is reported that the enemy are still inside. Please continue search of the islands, and where you suspect them.

General HÉBERT.

Colonel TAIT.

[Telegram.]

[JUNE 28, 1864.]

A boat expedition sent out to-day has returned. No traces of the enemy. The land party has not yet returned.

Colonel TAIT.

Captain HARDEMAN,  
*Smithville.*

[Telegram.]

NAVY DEPARTMENT, June 24, 1864.

Send immediately to the senior officer in the sounds of North Carolina an order forbidding George W. Lane to trade in Chowan County with the tug *Philadelphia*.

GIDEON WELLES,  
*Secretary Navy.*

Captain GUERT GANSEVOORT,  
*Senior Officer, Hampton Roads, Virginia.*

[Telegram.]

JAMES RIVER, VIRGINIA, June 24, 1864.  
(Received at Washington, 6:45 p. m., June 25.)

You probably have, and will be good enough to use, the means to correct the injustice which the files of the Department will show has been done me by the editorial attack in the New York Herald of the 23d instant, and which, if not publicly corrected, will be prejudicial to the public interests.

The bar in this reach, which is at the head of monitor navigation until it shall be dredged out, was obstructed according to the military plan of campaign.

The obstructions furnished by the army are of a temporary character and can be readily removed when the progress of the army makes naval cooperation higher up the river necessary. At present, as heretofore, the navy is only needed to protect the communication of the army. You know that for more than a month I took the responsibility

of resisting the sinking of these obstructions. It was finally done under an army order.

S. P. LEE,

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

Hon. G. V. Fox,

*Assistant Secretary Navy.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to commanding officers of vessels in James River, in view of the approach of General Sheridan.*

FLAGSHIP MALVERN,

*James River, Virginia, June 21, 1864—1 p. m.*

The following dispatch has just been received:

General Sheridan is expected at General Foster's pontoon bridge. Don't mistake him for the enemy.

C. J. PAINE, *Colonel and Aid-de-Camp.*

Admiral LEE.

Commanding officers of vessels in James River will exercise due caution upon the approach of any cavalry force on the north bank of the James.

By order of the admiral.

JOHN S. BARNES,

*Fleet Captain North Atlantic Blockading Squadron.*

Commanding officer of the *Athea* will show this to each commanding officer in James River as he passes down.

*Report of Captain Gansevoort, U. S. Navy, regarding affairs at Hampton Roads.*

U. S. IRONCLAD ROANOKE,

*Hampton Roads, Virginia, June 24, 1864.*

ADMIRAL: I have the honor to state that I have removed this vessel to this place in obedience to your orders. The *Seymour* has arrived, she having been aground off the mouth of Princess Anne [Albemarle and Chesapeake] Canal.

The coal vessels are still at Newport News. All the naval vessels have left that place.

The *Aries* went to sea on the evening of the 23d, and the *Santiago de Cuba* on the morning of the 23d. The *Connecticut* will leave to-day or to-morrow.

The *Banshee* has arrived here from New York with orders to report to you.

She is in a bad condition. I have ordered a survey upon her.

The papers in relation to the *Seymour* will follow in the *Mount Washington*, as she is in a bad condition.

Very respectfully, your obedient servant,

GUERT GANSEVOORT,

*Captain and Senior Officer.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

*Letter of thanks from Acting Rear-Admiral Lee, U. S. Navy, to the chief inspector, U. S. Sanitary Commission.*

FLAGSHIP AGAWAM,  
James River, June 25, 1864.

SIR: I desire to tender my thanks to yourself and the commission which you represent, for the very acceptable supplies which you have furnished to the vessels in James River, under my command.

I am, very respectfully, yours,

S. P. LEE,

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

Dr. A. MCDOWELL,  
*Chief Inspector U. S. Sanitary Commission,  
Department Peninsula and Norfolk.*

*Report of Lieutenant-Commander Babcock, U. S. Navy, of the evacuation of White House, Va.*

U. S. S. MORSE,  
Off Yorktown, Va., June 25, 1864.

SIR: I have the honor to acknowledge the receipt of your confidential communication of the 23d instant, and would respectfully state that the gunboats, being no longer needed in the Pamunkey River, I ordered the *Shokokon*, *Oactus*, *H. Brinker*, and *Cohasset* to proceed to James River yesterday and report to Captain Guert Gansevoort for further orders.

I also respectfully acknowledge the receipt of applications for detachments from the *Shokokon* and *Samuel Rotan*, and return the one for the *Shokokon*, as she is now in James River.

At 10 a. m. on the 23d instant White House was entirely evacuated by our forces. I then left with the other gunboats and conveyed all transports safe to Yorktown, bringing up the rear. I will make out my official report as soon as possible.

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

CHAS. A. BABCOCK,

*Lieutenant-Commander and Senior Officer Present.*

Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, James River.*

[Telegram.]

TRENT'S REACH, June 26, 1864—10 p. m.

(Via Fort Monroe, 5:30 p. m., 27th. Received 6:45 p. m.)

The enemy is strengthening his works at Howlett's. Our army is mounting some heavy guns to bear on Howlett's.

S. P. LEE,

*Acting Rear-Admiral.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

[Telegram.]

NAVY DEPARTMENT, *June 26, 1864.*

Land your IX-inch guns and return immediately to James River after the *Tecumseh* reaches her destination.

GIDEON WELLES,  
*Secretary.*

Lieutenant-Commander HOMER C. BLAKE,  
*Commanding U. S. S. Eutaw, Norfolk, Va.*

*Report of Commander Corbin, U. S. Navy, commanding U. S. S. Augusta, regarding the chase by that vessel of a suspicious steamer.*

U. S. S. AUGUSTA,  
*Hampton Roads, Virginia, June 26, 1864.*

SIR: In obedience to the enclosed order from Captain Gansevoort, senior officer, I took in tow on the morning of June 15 two coal vessels, proceeding direct to Port Royal, where I reported with them to Captain De Camp, senior officer present, on the morning of June 19.

I also enclose a copy of an order from Rear-Admiral Dahlgren directing me to proceed forthwith to Hampton Roads with dispatches to the honorable Secretary of the Navy, in obedience to which I arrived here this afternoon.

I have the honor to report that on my way hither, about 30 miles to the southward and eastward of Frying Pan Shoals, in latitude 33° 20' N., longitude 78° 03' W., I discovered, distant some 10 miles to the eastward, a long, low, lead-colored, side-wheel steamer, having two smoke funnels, two lower masts, no topmasts or yards, and burning black coal. This ship immediately gave chase and continued it for nearly three hours, making 10½ knots per hour and 13½ revolutions per minute, under 20 pounds of steam, yet, despite the most favorable conditions of sea, breeze, and trim, I am sorry to state that the manifest superiority of the stranger's speed, together with the *Augusta's* infirmities, rendered a continuance of the chase utterly hopeless. It was necessary to abandon this brief pursuit in consequence of the heating of the crank pin and other complaints of the engine, which subsequently much retarded my return to this place.

I herewith enclose a report on the condition of the engine and its appurtenances, from the chief engineer of this ship, and one by a board of officers attached to this vessel, whom I directed to search for and to examine a troublesome leak in her hull.

Very respectfully, your obedient servant,

THOS. G. CORBIN,  
*Commander, U. S. Navy, Commanding U. S. S. Augusta.*

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

*Report of Commander Bankhead, U. S. Navy, of a reconnoissance in the Roanoke River, to gain information regarding the C. S. S. Albemarle.*

U. S. S. OTSEGO,  
*Off Roanoke River, June 26, 1864.*

SIR: In the absence of Captain Smith at New Berne, I deem it proper to inform you at once of such information as I have concerning the

ironclad *Albemarle*. I sent a reconnoitering party up on the 24th instant, which returned yesterday. That party penetrated the swamp on the left bank of the river and reached a point immediately opposite to Plymouth and where the *Albemarle* lay.

The officer in charge of the party reports that "the work upon her appeared to be completed; her smokestack replaced by that of the *Southfield*; guns mounted and in all respects ready for work." A refugee from Plymouth reports that Captain Maffitt is at present in command.

Captain Smith is expected back from New Berne in a few days. All well with this squadron. The dysentery and diarrhea prevails quite extensively among the crews. The heat excessive.

Respectfully, your obedient servant,

J. P. BANKHEAD,  
Commander and Senior Officer Present.

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

[Telegram.]

NAVY DEPARTMENT, June 27, 1864.

After seeing the *Tecumseh* safe to her destination, return and report to Acting Rear-Admiral Lee for duty.

GIDEON WELLES,  
Secretary of the Navy.

Commander T. G. CORBIN,  
Commanding U. S. S. *Augusta*, Hampton Roads, Virginia.

*Report of Lieutenant Lamson, U. S. Navy, transmitting sketch showing position of obstructions in Trent's Reach.*

U. S. S. DELAWARE,  
*Trent's Reach, James River, June 27, 1864.*

SIR: I have the honor to forward herewith a sketch\* showing the position of the obstructions, torpedoes, and vessels placed in Trent's Reach.

The vessels were all ballasted with sand, coarse gravel, and stone, and the following memoranda of the position of the holes will be of assistance in raising them again.

The bark *Franklin*, near the left bank, has twelve 1½-inch holes on the starboard side, abreast the main hatchway and about 6 feet below the deck knees, all in the same plank.

The schooner *Haxall* has six holes on the port side, abreast the mainmast, and one on the starboard side opposite.

The schooner *Mist* has six holes on the starboard side of center-board trunk, 2 feet from the bilge, and three through the starboard side directly opposite, and 2 feet below the deck frames.

The schooner *E. W. Benton* has five holes in starboard side of center-board trunk, and two through starboard side, abreast of them.

The schooner *Julia A. Whitford* has six holes through bilge, on port side, abreast of the fore-hatch, and two through water line on port side opposite.

\*See report of Captain Smith, U. S. Navy, September 16, 1864.

The schooner *Colonel Satterly* is sunk in the south channel. She has seven holes through port side below light-draft line, abreast fore-hatch. All the holes are  $1\frac{1}{4}$  inches in diameter.

I am, sir, very respectfully, your obedient servant,  
 R. H. LAMSON,  
*Lieutenant, Commanding Torpedo and Picket Division.*

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

[Endorsement.]

JULY 5, 1864.

The vessel obstructing the passageway over that part of the bar can be easily removed. Our diver can quickly plug the holes, and the pumpboat required could pump out the water in a very short time.

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

*Report of Captain Glisson, U. S. Navy, commanding U. S. S. Santiago de Cuba, regarding the chase by that vessel of a strange steamer.*

U. S. S. SANTIAGO DE CUBA,  
*Off Wilmington, N. C., June 27, 1864.*

SIR: I have the honor to report that on the 26th instant, 11.30 a. m., we discovered a steamer four points on our starboard bow, we steering west. The strange steamer steering to the southward, with fore-and-aft sail set; at 11:40 she took in all sail and hauled up S. S. W.  $\frac{1}{2}$  W. At this moment we discovered a large steamer in chase astern of the strange steamer. The *Santiago de Cuba* was then under a full head of steam and gaining rapidly on the chase, the large steamer astern dropping very fast. At 1:30 the chase altered her course to S. E. and set fore-and-aft sail and attempted to cross our bows; fired five shot at her from our forward rifle cannon, all of which fell short. At this time we were about  $4\frac{1}{2}$  miles from her. At 2 p. m. the chase took in sail and hauled up S. W. and commenced throwing overboard her cargo, consisting of cotton. I should think she threw overboard from 80 to 100 bales. From this moment she began to leave us, and at 9 p. m. she was entirely out of sight, but we continued in chase until the next day at noon, when we were in the latitude  $28^{\circ}$  N., and the longitude of  $78^{\circ} 05'$  W., and then we altered our course to N. N. W. for the Frying Pan Shoals. The steamer that was astern of the chase is supposed to be the *Quaker City*, and she not being able to keep up with us she commenced picking up cotton at 3 p. m., and I am in hopes that she got nearly all that was thrown overboard. The *Santiago de Cuba* worked well, running at the rate of 12 miles per hour, and at one time was going 13 miles. As soon as our firemen get a little more experience, I am in hopes that we shall be able to keep up to this speed. Every exertion was made on our part, and much credit is due to the chief engineer, Mr. Farrer, for the exertions he made during the chase; he stood at the furnaces all the time, superintending the inexperienced firemen of the vessel, until he was nearly exhausted. The *Santiago de Cuba* is the fastest vessel on the blockade, and it can not be many days before we pick up a prize. There are but few blockade runners that go less than 14 miles per hour, so you see that it requires fast vessels for

the blockade. Few guns are mounted; speed and men are all that are required to check the blockade runners in a very short time, and I would earnestly recommend that one or two vessels that can run 15 or 16 miles per hour should be obtained with as little delay as possible for the blockade off Wilmington. I have been in chase almost every day since I arrived off this port. The offshore blockade is of the most importance, and it is the only one that the blockade runners dread.

I am, very respectfully, your obedient servant,

O. S. GLISSON,  
Captain, U. S. Navy.

Rear-Admiral SAML. P. LEE,  
Comdg. North Atlantic Blockading Squadron, near Richmond.

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*Memorandum from Captain Smith, U. S. Navy, giving location of vessels in the sounds of North Carolina, and regarding unfinished business.*

U. S. S. MATTABESSETT,  
Roanoke Island, June 27, 1864.

SIR: I send below a list of the vessels in the sounds of North Carolina, with their disposition, and a memorandum of all unfinished business:

*At New Berne.*—Chicopee, Valley City, Hetzel, Lockwood, and Ceres and Granite, repairing. Schooners Albemarle, Renshaw, Flussler, and Susan Ann Howard, ordnance vessels. Prize schooners, Jeff Davis, M. O'Neil, Pet, Mary L. Bryant, Iowa, Mary Emma, and Jenny Lind. Pamlico River.—Louisiana, to be relieved Saturday next by the Valley City.

Hatteras Inlet.—Bombshell, Master's Mate O'Hara, commanding, to be relieved by the Granite when repaired.

Roanoke Island.—Miami, repairing; ordnance vessel, Carstairs, and prize schooner Ann S. Davenport, repairing.

Mouth of Roanoke River.—Otsego, Wyalusing, Tacony, Commodore Hull, Whitehead, and ordnance schooner Jas. Norcom, sent with stores for the vessels in the sounds.

The Ceres I intended to send to Albemarle Sound when repaired for a picket boat. The schooner Ann S. Davenport is being calked at Roanoke Island for a coal vessel, or to transport provisions and stores from New Berne to the squadron.

A vessel ought to be stationed at Ocracoke Inlet, as there is nearly as much water on that bar as at Hatteras. The commanding general intends placing a force there also.

To detect blockade runners passing through the sound, orders have been given for all navy and army vessels bound to New Berne or Roanoke Island to wear their colors. Vessels disregarding this order should be overhauled.

A roll of charts and map of North Carolina received from the admiral are herewith forwarded, and "Upton" and a set of uniform drawings turned over from Commander Davenport.

All information concerning the ram and my plan for his capture have been communicated to Commander Bankhead.

Coal will be required for the vessels in Albemarle Sound very soon. Light-draft schooners at Hatteras had better be ordered up. Commodore Adams has been informed that 400 tons per month will keep up



the supply necessary for the sounds. The returns from vessels will show the daily consumption with banked fires and full steaming.

Acting Assistant Paymaster E. Mellach has charge of stores, including master's, engineer's stores, and coal, for which he makes requisitions and submits them for your approval.

Carpenter Mark W. Paul has charge of the repair shop.

Gunner E. A. McDonald, now on his way to Albemarle Sound, has charge of ordnance stores.

The blacksmith's shop (at New Berne) recently occupied by the Navy, has been claimed under the President's proclamation, and returned to the owner. I have requested Acting Assistant Paymaster Mellach to ascertain at what rent it can be obtained.

In sending officers and men north it is not necessary to wait for the supply store vessel *New Berne*, which touches at Beaufort. A simple request from the senior officer to the quartermaster at New Berne, Captain G. W. Bradley, acting quartermaster, will always secure them Government transportation on army transports.

There are two small prize vessels at New Berne, the *Jeff. Davis* and *M. O'Neil*. They have been taken for Government use, but Commander Davenport's action in the case of the latter has not yet received the approval of the Department.

Fresh beef can be procured from the acting commissary of subsistence twice a week, if required, with potatoes only for the vessels off Roanoke River.

See returns for vacancies on board the vessels in the sounds.

A coal vessel should be ordered up from Hatteras to supply the Albemarle Sound squadron. If none can cross the Swash on account of draft of water, you can order one from New Berne.

I send a number of blanks and official envelopes printed by the Army without any expense.

There being no room in the naval hospital at New Berne for more patients, I had a survey held upon the chronic cases there, with a view of sending the severe cases to the hospital at Norfolk to make room for others. The reports of the surveys are herewith forwarded for your action.

Returns are to be made to the admiral on the 10th and 25th of each month, of the disposition of all the forces, coal vessels, and ordnance vessels in the sounds.

The boarding returns sent from Hatteras Inlet are to be forwarded in duplicate to the admiral.

The admiral has directed the *Miami* to be sent to him. The order has not been given.

Very respectfully,

MELANCTON SMITH,  
Captain.

Commander W. H. MACOMB,  
Commanding U. S. S. *Shamrock*.

N. B.—There were five captures made in Pamlico Sound, two by the *Louisiana* and three by an army and navy expedition. These have not been reported to the Secretary of the Navy. When satisfied that they are legal captures, should be reported and the necessary steps taken for their condemnation.

[Endorsement.]

Write to Harrell to ask the general if Mount Pleasant and Goose Creek, the positions where the *Louisiana* and expedition captured prizes, are without the army lines; Pungo River also.

[Telegram.]

FLAGSHIP MALVERN,  
James River, June 28, 1864—11 p. m.  
(Received at Washington, 11 p. m., June 30.)

Howlett's Battery fired twice at a tug which went to the obstructions this afternoon. Monitors replied. No casualties. Instructed Captain Gansevoort to-night that *Augusta* must convoy *Tecumseh*, as preferred by Assistant Secretary. If her repairs, which I suppose are slight, can be made in time, unless otherwise ordered by Department.

S. P. LEE,

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

Hon. GIDEON WELLES,  
Secretary Navy.

[Telegram.]

FLAGSHIP MALVERN,  
Trent's Reach, June 29, 1864—11 p. m.  
(Via Fort Monroe, 5 p. m., 30th. Received 11 p. m.)

This morning the rebels opened a four gun battery, situated 2,000 yards up Four Mile Creek, at Deep Bottom, and commanding the river in open view between the army intrenchments there. An army tug was crippled. *Saugus* and *Hunchback* fired without silencing the battery. Two double-enders will attack it to-morrow. A deserter reports that the enemy are mounting many heavy guns at Howlett's.

S. P. LEE,

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

Hon. GIDEON WELLES,  
Secretary Navy.

*Report of Acting Ensign Rogers, U. S. Navy, regarding an engagement with Confederate battery at Four Mile Creek.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
June 29, 1864.

SIR: As the U. S. S. *Hydrangea*, under my command, was passing the gap at Four Mile Creek, a battery of four guns opened on her. One shot passed a few feet ahead of her, one passed just over her, one fell a few feet short of her, and the other was out of range altogether.

The battery was situated on the banks of the creek about 1,500 yards from the river and in plain sight. The U. S. S. *Hunchback* was underway and engaging the battery. I fired one shell from a 20-pounder Parrott gun.

Commander Nichols, of the *Mendota*, informed me that the battery first opened about 7 o'clock this a. m. and that they were apparently 18 and 24 pounder rifles.

Respectfully, your obedient servant,

CHARLES W. ROGERS,  
Acting Ensign, U. S. Navy.

Acting Rear-Admiral S. P. LEE,  
Commanding.

*Report of Commander Nichols, U. S. Navy, regarding condition of affairs near Four Mile Creek.*

U. S. S. MENDOTA, June 30, 7: 30 p. m.

MY DEAR CAPTAIN: I have no time to write and copy an official dispatch to the admiral, but I wish you would inform him that since the *Agawam* went up, matters have changed a little. Rhind doubtless has informed him of the report brought off by the Frenchman living near the *Malvern's* old berth. I sent Fyffe down there to see if there was any truth in the story, with orders to remain down there if there were any rebels about. He opened fire about fifteen minutes since and was responded to by the rebels, though the sound of their shell came toward, and the shell appeared to explode in the neighborhood of, General Foster's camp on the downstream side of Four Mile Creek. I am lying below the bridge, where I command the place of yesterday's battery, but directly stern on to where the rebels are now. If I bring to bear on that bluff, I lay nearly across stream, which is narrow, and stop all navigation, and have my end bearing on yesterday's position, where they are just as likely to return as to go anywhere else. The only guns I can bring to bear anywhere near ahead or astern, are my howitzers, and in firing my rifle howitzers to-day, they jumped so as to stave my hurricane deck. We are bound to have trouble in this part of the river, I am afraid. I do not like to leave this neighborhood, as it leaves General Foster's position entirely unprotected. I am below the bridge, but have told the general I shall remain here to-night unless my services are wanted above, when I shall try to go through. What kind of a fist we can make of it in the night, with our imperfect steering, I don't know. I wish we had a few more ferryboat vessels, for these double-enders are a most unsatisfactory kind of craft for this kind of work.

Yours, in haste,

ED. T. NICHOLS,  
Commander.

Fleet Captain J. S. BARNES.

P. S.—Everything is quiet just at present, 7:25 p. m.

*Report of Lieutenant Fyffe, U. S. Navy, commanding U. S. S. Hunchback, regarding the engagement of that vessel with Confederate battery.*

U. S. S. HUNCHBACK,  
Deep Bottom Creek, James River, June 30, 1864.

SIR: I have respectfully to submit the following report:

At 6: 15 a. m. on the 29th instant a rebel battery of four Parrot rifles opened on this vessel. Went to quarters at once and shelled them, silencing two of their guns. A percussion shell struck the port wheel-house, burst, and fractured the iron plating, doing no other damage. At 7: 30 a. m. went above out of range, but in a few moments went down again and engaged the enemy, their shells coming directly over us but mostly too high. At 9 a. m. stood up river again, and found they had our range exactly, but fired too high as before; their firing was very rapid. At 10: 30 a. m. again engaged the enemy for half an hour. Our shell, IX-inch, 10-second, seemed to drop directly in their works, which was at this time increased to four guns, the two disabled

having been replaced by others. There is a heavy smoothbore gun to the right of this battery; it fired only twice, doing no execution, one shell falling short, and the other bursting in the air. Besides the shell in port wheelhouse we were struck only twice, one shell cutting away a boat's fall, another burst before reaching us, the fragments striking on port side amidships, doing no damage.

At 2 o'clock p. m. the ironclad *Saugus* took up our position in front of the battery.

At 6:30 p. m. *Saugus* steamed up river. I then engaged the battery again, going down the river, and fired 15 10-second IX-inch shell, all of which seemed to land directly in the enemy's battery. They returned our fire with only three shell, two falling short and one going far over us. The firing from our guns at this last engagement was very rapid, but none the less effective, and I have every reason to believe from the fact of their not firing since that we silenced the battery. The enemy were driven from their works three times and by the excitement manifested while our shell were dropping in their works, I think we must have caused them severe loss of life. I estimate the number of shells fired at us to be about 150.

I think that some of their guns were 30-pounders, none less than 20-pounders, rifled.

Total expenditure of ammunition, 84 IX-inch, 10-second.

I am, very respectfully, your obedient servant,

JOS. P. FYFFE,

*Lieutenant, Commanding U. S. S. Hunchback.*

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

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army, urging the necessity of holding the position at Deep Bottom, James River.*

FLAGSHIP AGAWAM,

*Trent's Reach, James River, June 30, 1864.*

GENERAL: Two deserters who will be sent to your headquarters report that the enemy are putting a number of heavy guns in battery at Howlett's.

At 7 a. m. yesterday the enemy opened fire from four guns on Four Mile Creek, commanding a clear view of the river just below the pontoon bridge. Their guns are scattered and are distant about 2,000 yards from the river. The gunboat *Hunchback* and the *Saugus*, monitor, were unable to silence them. Commander Nichols reports that Lieutenant Fyffe, commanding the *Hunchback*, hears the enemy at work in the woods east of Four Mile Creek. A covered battery there would enable them to enflade the army works at Deep Bottom, the pontoon bridge, and the river just above it.

The Army has four small guns at Deep Bottom, which are on the west side of the creek, whence the rebel battery can not be seen. The importance of having some heavy guns in position to answer or silence Howlett's Battery has been brought to your notice and is, I believe, being attended to.

The importance of holding our position at Deep Bottom is obvious. Without doing so our communications are cut there, and our wooden vessels can not remain above that point, and the monitors would be

alone and exposed to the enemy's light torpedo craft from above and out of Four Mile Creek. The enemy could then plant torpedoes there to prevent the monitors passing by for supplies.

I respectfully suggest, therefore, such action in the matter as your view of the importance of the position may demand and your means allow.

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

S. P. LEE,

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

Major-General B. F. BUTLER,

*Commanding Department Virginia and North Carolina.*

*Letter from Lieutenant-Commander Barnes, U. S. Navy, to Captain Graves, U. S. Army, regarding naval howitzer in use on board the U. S. S. Commodore Morris.*

U. S. S. MALVERN,

*Flagship, James River, June 30, 1864.*

SIR: Your communication of the 29th instant has been received. Your previous communication on same subject, of the 10th, was received some days after it was written, and was referred to Lieutenant Fyffe, commanding *Hunchback*, for information on the subject. He has recently returned it with the statement that a naval howitzer mounted on a field carriage was turned over to him by the colonel of the Twenty-third Massachusetts Regiment, who stated that he had found it in a house hard by Day's Point, and that if Lieutenant Fyffe did not take it he would abandon it.

Lieutenant Fyffe accordingly sent on shore and took possession of the gun, taking it on board the *Commodore Morris*, where it now is as a part of the battery of that vessel.

I am otherwise informed that the gun belongs to the Navy, having been loaned for temporary service on the *Smith Briggs*, captured and destroyed at Smithfield.

The admiral desires to retain the gun as part of the armament of the *Morris*.

I am, captain, very respectfully, yours,

JOHN S. BARNES,

*Fleet Captain, North Atlantic Blockading Squadron.*

CHARLES H. GRAVES,

*Capt. and A. A. G., Naval Brigade, Army Gunboat Chamberlin.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Nichols, U. S. Navy, commanding U. S. S. Mendota, regarding operations near Jones' Neck Reach.*

FLAGSHIP MALVERN,

*James River, Virginia, June 30, 1864—8:30 p. m.*

SIR: In reply to your note of 7:30 p. m., to-day, the *Mackinaw* will go down in the morning to assist you to clear out the woods, etc., on the left bank, around Jones' Neck Reach. The *Mendota* and *Hunchback* should be sufficient, ordinarily, for that part of the river, but before moving down to and by Tilghman's Wharf, you are authorized to send your tug to desire the *Mackinaw* to drop down during your absence to

strengthen General Foster's position. Whenever other aid is necessary to clear out a battery send up a report by your tug.

Respectfully, yours,

S. P. LEE,

*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron*  
 Commander E. T. NICHOLS,  
*Commanding U. S. S. Mendota.*

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[Telegram.]

FLAGSHIP MALVERN,

*James River, June 30, 1864—11 p. m.*

(Via Fort Monroe, 5 p. m. Received 9:55 a. m., July 2.)

The enemy removed his battery from Deep Bottom last night, thus avoiding the heavy gunboat fire which opened on his position early this morning. This evening he opened a battery lower down, which the *Hunchback* drove away. Am enquiring about the canal boats. Deserters report that the rebels are strengthening Howlett's Battery.

S. P. LEE,

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

Hon. GIDEON WELLES,  
*Secretary Navy.*

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*Report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, regarding the cruise of that vessel off Wilmington, N. C.*

U. S. S. QUAKER CITY,

*Off Wilmington, N. C., June 30, 1864.*

SIR: I respectfully report that while cruising since leaving Beaufort on the 22d instant to the southward of Frying Pan Shoals to date, I have fallen in with and chased two large and fleet side-wheel steamers, each with two masts and having two smokestacks, one being met with a little before 6 p. m. on the evening of the 25th instant, inward bound, in latitude 32° 40' N. and longitude 78° 15' W., distant about 10 miles, but which was soon afterwards lost sight of.

While chasing exchanged numbers with U. S. ship of the line *New Hampshire* and U. S. S. *Santiago de Cuba*, both standing to the southward and westward, the latter making No. 939, to which I answered with boat code 280. Having lost sight, however, of the chase from aloft, weather thick and hazy, hove to and communicated with the *Santiago de Cuba*, and in company ran down toward the *New Hampshire*, which had hove to, but which ship filled away ere she was reached. Stood on our course.

On the following morning at 4:30 a. m. latitude 32° 45' N. and longitude 78° 15' W., discovered another large side wheel two masted steamer, with two smokestacks, to the northward, distant some 10 miles, and standing to the southward and westward. Immediate chase was given and by 9 a. m. had gained rapidly upon chase, when her master commenced throwing overboard bales of cotton, amounting in number to upward of 200, we passing through the field over two hours. The steamer then dropped me as rapidly as I had gained upon her previously, during which time the *Santiago de Cuba* hove in sight from the eastward and took up the chase. At 2 p. m. we again came up with another lot of cotton, numbering 41 bales in sight, and the chase

evidently gaining, I deemed it unadvisable, at 3 p. m., on reaching that point, latitude  $31^{\circ} 42'$  N. and longitude  $78^{\circ} 12'$  W., to pursue the chase any longer, particularly as the *Santiago de Cuba* was in pursuit, but with but slight hopes, I think, of overtaking her, the chase appearing to pursue her onward course with great swiftness. I then turned my steamer's head to the northward and eastward, lowered my boats and with slow speed stood in that direction until near dark, gradually securing 30 bales, the outer roping of which had all been cut ere cast overboard, in hopes of destroying and preventing its being again secured. On the following day I cruised in the vicinity in expectation of falling in with the mass of that which had been thrown overboard, but without avail, but yesterday while chasing a steamer, which proved to be the *Santiago de Cuba*, fell in with 8 additional bales, 3 of which had been cut, while the others were in good condition, iron bound. These 8 bales were picked up in latitude  $32^{\circ} 40'$  N. and longitude  $77^{\circ} 40'$  W. Should I meet the U. S. S. *Neu Berne* I will avail myself of the opportunity of sending it north in her; otherwise endeavor to charter a schooner bound to the north.

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

JAS. MADISON FRAILEY,

Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Commander Macomb, U. S. Navy, regarding the fitting of tugs with torpedoes for use in the sounds.*

FLAGSHIP MALVERN,

James River, Virginia, June 30, 1861.

SIR: In reply to communication of 26th instant from Commander Bankhead, informing me of the reconnoissance to the rebel ram *Albemarle* and her apparent readiness for another onset, I would state that I have ordered four tugs to be fitted with torpedoes and sent you at the earliest practicable moment. The Bureau of Provisions and Clothing also informs me by the next trip of the *Neu Berne* it will forward for use of crews of vessels in sounds considerable quantities of vegetables and provisions.

Very respectfully,

S. P. LEE,

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

Commander W. H. MACOMB,

Senior Officer in Sounds, North Carolina.

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[Telegram.]

FLAGSHIP MALVERN,

Off City Point, James River, July 1—11 p. m.

(Via Fort Monroe, 11:45 a. m., 8th. Received 1:45 p. m.)

Six canal boats can be got for about \$1,500 each, and four other vessels at from \$2,000 to \$2,500. No Navy news. Captain Smith has arrived.

S. P. LEE,

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

HON. GIDEON WELLES,

Secretary Navy.

[Endorsement]

JULY 8, 1864.

LEE: Twelve boats have been purchased in Philadelphia and are on the way to Baltimore.

[Fox.]

*Report of Lieutenant Fyffe, U. S. Navy, of an engagement with Confederate battery in James River.*

U. S. S. HUNCHBACK,

*Off Tillman's [Tilghman's] Wharf, James River, July 1, 1864.*

SIR: I have the honor to make the following report:

About 2 o'clock p. m. on the 30th ultimo I received information from a Frenchman living on Allen's farm that the enemy had a battery of four pieces just before this place, with which they intended to annoy our transports as they passed up and down this river. I immediately dropped down to my present position from off Deep Bottom Creek [Three Mile Run], and getting range, fired several shells at a barn about  $1\frac{1}{2}$  miles from the river bank. The range proved a good one, as the rebels replied to our fire by two shots, both of which fell short. This morning the Frenchman reports that our shell struck one of their guns, and the rebels abandoned it until 10 o'clock last night, when they succeeded in taking the piece away.

I have every reason to believe this information to be reliable.

Expenditure of ammunition as follows: Two 15-second IX-inch shells; nine 10-second IX-inch shells.

I am, very respectfully, your obedient servant,

JOS. P. FYFFE,

*Lieutenant, Commanding U. S. S. Hunchback.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, requesting the preparation of swift vessels for the blockade.*

FLAGSHIP MALVERN,

*James River, Virginia, July 1, 1864.*

SIR: I have forwarded to the Navy Department numerous reports of unsuccessful chases by the fastest steamers on the blockade of the new class of steamers now employed in blockade running. Commander Clary, U. S. S. *Dacotah*, calls my attention to the want of experienced vessels able to outrun them.

He states that our 13-knot cruisers may gain on them during the early part of the chase, but after they lighten by throwing overboard part of their cargo "their speed is unprecedented." Owing to this recent great revolution in the blockade running business, it is of primary importance that several vessels of equal or superior speed to the runners should be provided, and I request that the Department will prepare a number of swift chasers as soon as practicable. Lieutenant-Commander Braine, in a note forwarded yesterday to Assistant Secretary Fox, mentions a vessel at New York which he thinks could be obtained and would be suitable.

The rebel Government has taken the blockade running business into its own hands and provided these vessels of unexampled speed, and it appears necessary that our Government should take counter measures.



The outside cruisers alone are effective. The large vessels blockading inside can readily be eluded.

Since July 24, 1863, forty-two steamers have been captured or destroyed by the blockaders of this squadron. Taking the average tonnage of these vessels at 300 tons, and assuming the capacity of an army wagon at 1 ton, there has been a loss inflicted on the rebel supply system equivalent to the capture or destruction of a train of 12,600 wagons.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

[Telegram.]

FORT MONROE, July 2, 1864.

Immediately upon receipt of Department's telegram of June 24 I sent a boat with an order to Captain Smith to stop Mr. Lane from trading in Chowan County. Captain Smith informs me that upon the receipt of your order he stopped him.

GUERT GANSEVOORT,

*Captain, Senior Officer.*

Hon. G. WELLES,

*Secretary Navy.*

[Telegram.]

NAVY DEPARTMENT, July 2, 1864.

It seems impossible to obtain any replies from you to the Department's telegrams.

Did you send the Department's message into the sounds of North Carolina? Did you transfer the required engineers to the *Tecumseh*? Did you arrange with regard to the *Eutaw* towing the *Tecumseh*? Did you receive the telegram about Admiral Farragut's tugs? What vessels of war are lying in the roads? Have the *Shenandoah*, *Comet*, and *Santiago de Cuba* sailed? Report every telegram as soon as received, as required by regulations. Report all information which the Department ought to know, as is customary in the service, and inform the Department the reasons for these constant and persistent omissions. Send a copy of this telegram to Acting Rear-Admiral Lee and answer it fully at daylight to-morrow morning.

GIDEON WELLES,

*Secretary.*

Captain GANSEVOORT,

*Senior Officer, Hampton Roads.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding bounties and reenlistment.*

FLAGSHIP MALVERN,

*James River, Virginia, July 2, [1864].*

SIR: The men whose terms of service are expiring on the blockade off Wilmington represent that their principal reason for desiring their

discharge is that they may go home and reenlist and obtain the bounties there offered for such enlistment. It is asked if it could not be so arranged that these men or any portion of them could reenlist where they are, selecting their State and district, be credited to the quota of that State and district, and receive the bounty there paid. It is thought that such an arrangement would save to the service and to the ship where they are most needed valuable petty officers and men.

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

S. P. LEE,  
*Acting Rear-Admiral.*

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

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Pickering, U. S. Navy, commanding U. S. S. Fort Donelson.*

FLAGSHIP MALVERN,  
*In James River, July 2, 1864.*

SIR: Proceed with the *Fort Donelson* under your command to the blockade off Wilmington and report for duty to the senior officer present.

Very respectfully,

S. P. LEE,  
*Acty. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*  
Acting Volunteer Lieutenant THOS. PICKERING,  
*Commanding U. S. S. Fort Donelson.*

*Report of Commander Crosby, U. S. Navy, regarding the capture of the British steamer Rouen.*

U. S. S. KEYSTONE STATE,  
*At Sea, Lat. 32° 50' N., Long. 75° 46' W., July 2, 1864.*

SIR: I have the honor to report the capture of the British steamer *Rouen*, blockade runner, by this vessel, to day at 5 p. m., in latitude 32° 50' N., longitude 75° 46' W., after a chase of four hours.

I have sent her to Boston in charge of Acting Ensign J. C. Murphy, with instructions to deliver her to the United States prize commissioner at that place.

I fired twenty-two shots at her before she would heave to, all of them falling quite near and some directly over her.

All of her papers were destroyed, and cargo thrown overboard with the exception of a few boxes. She is reported to be a 15-knot steamer, but that one of her engines was out of order at the time of her capture. She is about 230 tons, American measurement, and a beautiful steamer.

I have understood that officers and crew absent in prizes are not entitled to share in a prize taken during their absence, and, in consequence of this, I have not allowed the names of those absent in prizes to be placed on this prize list. Previous to learning this, the names of those officers and men absent in the *Caledonia* were placed on the list of the *Siren*, and 88 bales of cotton picked up at sea. Will you please

instruct me how to act, as there appears to be some doubt in such cases. I have forwarded through the admiral a prize list for the *Rouen*.

Very respectfully, your obedient servant,

PEIRCE CROSBY,  
Commander.

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

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*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, to make a personal examination of the blockade to insure greater vigilance.*

NAVY DEPARTMENT, July 2, 1864.

SIR: When Captain M. Smith returns to his vessel (it being understood that he is now on the way from the sounds) it is desirable that you should visit Hampton Roads, Beaufort, and the blockade, unless, after consultation with Lieutenant-General Grant, he should desire you to remain in James River.

Five steamers containing 6,300 bales of cotton have arrived within one week at Bermuda, and it is of great importance that a careful examination of the blockade should be made by yourself, and such new arrangements devised as will insure greater vigilance.

You can return after a short absence and continue to visit, alternately, the different points of your squadron.

Send the *Roanoke* to some convenient anchorage above Newport News, and direct the commanding officer of the *Minnesota* to make reports to the Department; and to him, in your absence, information and orders from the Department will be directed.

Very respectfully,

GIDEON WELLES,  
Secretary of the Navy.

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

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[Telegram.]

FLAGSHIP MALVERN, July 2, 1864.  
(Via Fortress Monroe, 3d. Received 9 p. m.)

No change in naval situation. I will be in Hampton Roads Monday on the business of the blockade off Wilmington. Please send me the *Tristram Shandy* just as she is. Captain Forbes reports she is in fine order and can go to sea in a week.

S. P. LEE,

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

Hon. GIDEON WELLES,  
Secretary Navy.

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[Telegram.]

IRONCLAD ROANOKE,  
Hampton Roads, July 3, 1864.

Your telegram of July 2 was not received until 7 a. m., July 3. Immediately upon the receipt of the Department's telegram I dispatched

a boat to the south with an order to Captain Smith to stop Lane from dealing there. I telegraphed Department having done so. I ordered two engineers to the *Tecumseh*, one from this ship, and Third Assistant Engineer Guy Samson from the *Minnesota*. Last night I received Department's telegram ordering me to detail another officer, which I did. I have got everything ready for the *Eutaw* to tow the *Tecumseh*.

She is now waiting for her to come down from the navy yard. I telegraphed the Department in relation to her, and what vessels were here.

Yesterday I received Department's telegram in relation to Admiral Farragut's tugs. I have had them examined, and they are now at the navy yard undergoing repairs. The *Roanoke*, *Minnesota*, *St. Lawrence*, *Young Roper*, *Alabama*, *Governor Buckingham*, *Ino*, *Britannia* and *Fah-kee* are the only American men-of-war lying here.

There is an English frigate and French corvette here.

The *Santiago de Cuba* and *Connecticut* have gone to sea. The *Shenandoah* is at the navy yard. I am informed she will not be ready until the 5th of July.

I always endeavor to carry out the Department's wishes. I have but one clerk to assist me in my correspondence, and if I have made any omission it was not done intentionally, as I have a great deal to do. I will send a copy of Department's telegram to Admiral Lee by the first conveyance.

Telegram received in relation to *Ino*. I will inspect her to-day. The *Tecumseh* has just arrived from Norfolk at 8:30.

GUERT GANSEVOORT,

*Captain and Senior Officer.*

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

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*Report of Commander Nichols regarding an engagement with a Confederate battery in Four Mile Creek, James River.*

U. S. S. MENDOTA,  
*James River, July 3, 1864.*

ADMIRAL: I have the honor to make report of the following proceedings in and about Four Mile Creek within the past few days.

At about 7 o'clock a. m. on the 31st [29th] ultimo the enemy opened fire on the U. S. S. *Hunchback*, Lieutenant Fyffe commanding, with a battery of five guns located on Four Mile Creek about 2,000 yards from the river. Lieutenant Fyffe immediately returned the fire and kept it up for some time, when the battery was apparently silenced. During the engagement the *Hunchback* was struck once in port wheel-house, but no damage done.

About noon the monitor *Saugus*, Commander Colhoun, came down and took position and opened fire. The battery fired only two or three shots at the *Saugus*, but opened rapidly and spitefully whenever any wooden vessels showed in front. A number of vessels were fired on in this manner in the course of the day, notwithstanding the presence of the *Saugus*, but only one was struck—an army tug, of which the chief engineer was severely wounded. On the morning of the 1st instant, in company with the *Agawam*, this vessel took position to bring a cross fire to bear on the position of the battery, and both vessels opened, but

without eliciting any reply; neither could anyone be seen in the neighborhood. After firing about twenty shell I ceased, and there has been no demonstration in this immediate vicinity since. On the afternoon of the 1st, information was received from a French resident that the enemy had moved some of their guns farther down the river, with a view to annoying passing vessels, and to shell the camp of General Foster, below Four Mile Creek. I therefore directed Lieutenant Fyffe to proceed down the river below Tilghman's Wharf, and if the enemy were about, to remain there.

About 7 p. m. Lieutenant Fyffe fired again, which was immediately responded to by the rebels, their shell bursting in the neighborhood of General Foster's camp. Their fire soon ceased and it was ascertained by Lieutenant Fyffe the next morning that one of his shell fell among the rebels, whereupon they abandoned one of their guns and did not return for it until after 10 p. m. Since then everything has been quiet about here.

Very respectfully, your obedient servant,

ED. T. NICHOLS,

*Commander, U. S. Navy.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, James River.*

[Endorsement.]

JULY 9, 1864.

The engagement and movements referred to in this report of Commander Nichols were in pursuance of immediate instructions from me.

S. P. LEE,

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

*Report of Commander Clitz, U. S. Navy, regarding coal vessels in the James River.*

U. S. S. OSCEOLA,

*Off City Point, James River, July 3, 1864.*

SIR: Your letter of the 2d instant has been received, and in reply have to state that there are at present lying near City Point seven vessels, coal loaded, containing 1,316 tons.

The schooner *H. Dilatush* is up the river, and I am informed will probably be purchased by the Government. The schooner *Daniel Morris* was sent down the river in tow of steamer *Mount Washington* on June 30.

Very respectfully, your obedient servant,

J. M. B. CLITZ,

*Commander, U. S. Navy.*

Captain GUERT GANSEVOORT, U. S. Navy,

*Commanding Ironclad Steamer Roanoke, Newport News, Va.*

*Report of Acting Master Lee, U. S. Navy, regarding the loss by capture of two pickets.*

U. S. S. COMMODORE MORRIS,

*Harall's Landing, July 4, 1864.*

SIR: I most respectfully make the following report, that on the night of July 1, at 10 o'clock p. m., my pickets were attacked by the enemy, and two of my men were captured.

Their names are Joseph Ferdinand, ordinary seaman; George Smith, seaman.

The above men were transferred from the Army.

Very respectfully, your obedient servant,

R. G. LEE,

*Acting Master, Commanding.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports of operations in James River, July 4, 5, 1864.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Hampton Roads, July 9, 1864.*

SIR: I transmit enclosed three reports from Captain Smith, of 4th, 5th, and 6th instant, as follows:

1. Enclosing report from Lieutenant-Commander Quackenbush of the capture by a boat's crew from the *Pequot* of three Confederate prisoners. A large body of cavalry approaching after the capture, the *Pequot* and *Commodore Morris* opened fire and drove them off. The prisoners had little information.

2. Sixth instant, enclosing copies of two telegrams, A and B, dated 4th and 5th instant, from General Weitzel to General Foster, warning him of a probable attack by a rebel force of about 5,000, which the second dispatch states is probably meant as a feint to cover a heavy attack on Meade's left; also a dispatch (C)\* from General Butler, of 5th instant, requesting the assistance of the naval vessels in destroying the enemy's forage and grain in their vicinity.

3. Of 6th instant, reports the destruction of a considerable amount of hay and grain on Aiken's farm, and an attempt to capture the rebel guard stationed to protect the reapers. They escaped, however, their arms, ammunition, and clothing only being taken.

Acting Master Lee, commanding *Commodore Morris*, reports to Captain Smith that while destroying a field of wheat near Turkey Bend, an escaped Union prisoner, John H. Bond, who had been sent from Richmond to aid in cutting the grain, claimed his protection and stated that there were seven other prisoners sent with him for the same purpose. Richard D. Lee, justice of the peace for Warwick County, Va., was taken prisoner at the same time, and turned over to General Butler. Captain Smith also reports that he is informed that the man Aiken, upon whose premises the grain was destroyed, had assisted a party of five to escape to the rebel lines. This man gave a strict pledge of neutrality when our forces first went up the river. This report also encloses the statement of three deserters from the rebel ironclad *Virginia*, who came off on the 5th. They furnish no new information.

There has been no change in the naval situation, and all was quiet at the last date.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy.*

\* Not found.

[Enclosure No. 1.]

U. S. IRONCLAD ONONDAGA,  
*James River, July 4, 1864.*

SIR: I enclose herewith a report just received from Lieutenant-Commander S. P. Quackenbush, of the U. S. S. *Pequot*, of the capture of three of the enemy.

The following is all the information obtained from the prisoners:

They state that they belong to Ewell's corps and were cutting forage on the bank when they were captured by the *Pequot's* men, and that they had been cutting forage for the last fortnight.

They say they do not know the number of troops with Ewell, but that there are two battalions of artillery, one with 19 guns and the other with 8, and a brigade of cavalry. They are stationed near Malvern Hill, about 2 miles from the river.

I have directed Lieutenant-Commander Quackenbush to destroy the quantity cut and burn the field if he can do so.

The prisoners will be sent to General Butler.

No change in the situation of affairs at this point.

Very respectfully, your obedient servant,

MELANCTON SMITH,  
*Captain and Senior Officer Present.*

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

[Subenclosure.]

U. S. S. PEQUOT,  
*James River, Virginia, July 4, 1864.*

SIR: I have the honor to report the capture of three Confederate prisoners taken by a boat's crew from this vessel, under the charge of Acting Ensign A. Smalley.

From the statement made by the prisoners, they belong to General Ewell's corps and had been sent to obtain provender for their horses. After their capture had been effected a large body of cavalry approached within range of our guns, which we drove off with some loss on their part, I think, as the shells of the *Commodore Morris* and this vessel fell directly in their midst.

I send you the prisoners, who give their names as Samuel B. Tanner, John R. Wood, and Martin V. Warburton, all privates, belonging to the First Virginia Artillery.

I am, respectfully, your obedient servant,

S. P. QUACKENBUSH,  
*Lieutenant-Commander.*

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

[Enclosure No. 2.]

U. S. IRONCLAD ONONDAGA,  
*On Picket, Below Barricade, July 5, 1864.*

SIR: I have just received a communication from Commander Nichols informing me that everything is quiet at Deep Bottom, and no unusual movement of the enemy has been discovered.

The *Mackinaw* has been sent to Commander Nichols, and the *Agawam* will take her station off Aiken's Landing.

Nothing has occurred in this vicinity worthy of mention.

I send a copy of a telegraphic dispatch, the substance of which was communicated to me last night about 3 o'clock, at which time the *Mackinaw* and *Agawam* were dispatched. I send you a copy of two others this moment received, and shall carry out the suggestions in relation to the destruction of forage and grain in the vicinity of our boats.

Very respectfully, your obedient servant,

MELANCTON SMITH,  
*Captain and Senior Officer Present.*

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

[Subenclosure A.—Telegram.]

GENERAL BUTLER'S HEADQUARTERS, *July 4, 1864.*

I think it beyond a doubt, from information received, that you will be attacked in the morning by about 5,000 rebels. General Butler thinks so too. Be prepared.

G. WEITZEL,  
*Brigadier-General and Chief of Staff.*

Brigadier-General FOSTER.

[Subenclosure B.—Telegram.]

GENERAL BUTLER'S HEADQUARTERS, *July 5, 1864.*

Dispatch received. The general thinks that an attack is coming; he supposes they did not get ready by this morning. He believes that the attack on you will be a feint to cover a heavy attack on Meade's left.

G. WEITZEL,  
*Brigadier-General and Chief of Staff.*

General R. S. FOSTER.

Received 9:45 a. m. and forwarded by request of General Foster.  
Respectfully,

ED. T. NICHOLS,  
*Commander.*

[Enclosure No. 3.]

U. S. S. ONONDAGA,  
*On Picket, Below Barricade, July 6, 1864.*

SIR: The man Aiken, upon whose premises the grain was burned yesterday, is, from information received this morning, a great rascal. In a conversation with John Williams, ordinary seaman, belonging to the *Minnesota's* launch, Aiken informed him that he had assisted a party of five in making their escape, and pointed out the road to the rebel lines and the situation of the pickets.

Lieutenant [David W.] Chambers was sent last night to Aiken's premises with 35 men assigned to the Navy by General Graham to capture a guard of rebels placed there to protect the reapers. The laborers and soldiers escaped, but their arms, ammunition, and clothing were secured, all the forage destroyed, and about 10 acres of grain burned.

Lieutenant-Commander Quackenbush reports that he landed 30 men yesterday and destroyed 10 stacks of hay and a quantity of wheat in the field. Walter W. Ingalls, landsman, one of the party, accidentally shot himself with his rifle and the wound is considered fatal.

I am informed by Acting Master Lee that in destroying a field of wheat at Turkey Bend John H. Boud, an escaped Union prisoner, who was sent down from Richmond by the authorities of that place to cut



grass for the rebel Government, claimed protection of his men, and stated that there were seven other prisoners sent with him for the same purpose.

Richard D. Lee, justice of the peace for Warwick County, Va., was taken prisoner at that time and has been sent to General Butler.

Three deserters came off yesterday, two from the rebel ram *Virginia* and one from Howlett's Battery.

The first two made the statement\* which is herewith enclosed, and the latter was sent to General Butler for examination, his information being all of a military character.

Everything is quiet here, and no dispatches have been received for you from Washington except those marked private, which have already been forwarded.

Very respectfully, your obedient servant,

MELANCTON SMITH,

*Captain and Senior Officer Present.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

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[Telegram.]

NAVY DEPARTMENT, July 5, 1864.

Buy what boats you require to make the bar secure against the descent of the enemy, and sink them, leaving some of the vessels to be easily raised.

GIDEON WELLES,  
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, James River.*

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[Telegram.]

NAVY DEPARTMENT, July 5, 1864.

Efforts are being made to get some of the North River boats strengthened for service off Wilmington. Some of the gunboats with XI-inch guns should relieve some of the double-enders in the sounds, and let them go outside after landing all their large guns, giving orders to use 30 pounds of powder and solid shot. Too small charges were used in the last fight. The double-enders, if you can put on board two XI inch guns instead of their present battery, and two XI inch gunboats ought to take care of the sounds, and would thereby increase the blockade, which is now suffering. The double enders could have their decks shored up. It is certain that the IX-inch with 13 pounds, and the 100-pounder rifle with 10 pounds of powder effect nothing. The Department is confirmed in its previous opinion that ramming at full speed was the best course. If you change to XI-inch guns and use the full charge, ramming, except with the *Shamrock*, is not so important. Fighting should be touching each other.

GIDEON WELLES,  
*Secretary.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

\* Not necessary to publish.

*Order of Captain Smith, U. S. Navy, to Commander Rhind, U. S. Navy, commanding U. S. S. Agawam, in view of anticipated attack from the enemy.*

U. S. S. ONONDAGA,  
*James River, July 5, 1864.*

SIR: Get underway immediately and report above the pontoon bridge to Commander Nichols, of the *Mendota*, at or near Jones' Reach, who will assign you a position to repel an anticipated attack from the enemy.

If your services are not required, return and take the station of the *Mackinaw* in the vicinity of Aiken's Landing.

Very respectfully, etc.,

M. SMITH,  
*Captain and Senior Officer Present.*

Commander A. C. RHIND,  
*Commanding U. S. S. Agawam.*

*Order of Captain Smith, U. S. Navy, to Lieutenant-Commander Quackenbush, U. S. Navy, regarding the destruction of grain.*

U. S. S. ONONDAGA,  
*Dutch Gap, James River, July 5, 1864.*

SIR: You will, with the *Commodore Morris*, destroy all the grain and forage in the vicinity of the two stations.

Very respectfully,

MELANCTON SMITH,  
*Captain and Senior Officer Present.*

Lieutenant-Commander S. P. QUACKENBUSH,  
*Commanding U. S. S. Pequot.*

*Order of Captain Smith, U. S. Navy, to Acting Master Campbell, U. S. Navy, commanding U. S. S. Stepping Stones.*

U. S. S. ONONDAGA,  
*James River, July 5, 1864.*

SIR: Get underway without delay and take the station of the *Mackinaw* in the vicinity of Aiken's Landing, and on the return of the *Mackinac* or the arrival of the *Agawam* resume your station.

Very respectfully,

M. SMITH,  
*Captain and Senior Officer Present.*

Acting Master D. A. CAMPBELL,  
*Commanding U. S. S. Stepping Stones.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Vicksburg, to proceed to the blockade off Wilmington, N. C.*

FLAGSHIP MALVERN,  
*Norfolk, July 5, 1864.*

SIR: As soon as repairs on the *Vicksburg* are completed take in your necessary supplies, coal in the roads, or at Newport News, if more

convenient, and get ready for sea with all practicable dispatch, and when so ready proceed to the blockade off Wilmington, reporting your arrival to the senior naval officer there present.

Respectfully, yours,

S. P. LEE,

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

Lieutenant-Commander D. L. BRAINE,  
*Commanding U. S. S. Vicksburg.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, acknowledging the Department's order regarding a personal inspection of the blockade.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Norfolk Navy Yard, July 6, 1864.*

SIR: The Department's communication of the 2d instant is received, informing me that it is desirable that I should visit Beaufort and Wilmington, and directing that I return after a short absence and continue to visit alternately the different points of this squadron. I understand this last part of the Department's instructions as authorizing my absence from the James River on squadron duty, whilst the obstructions are down and no movement on the river is anticipated.

I have instructed Captain Gansevoort and Lieutenant-Commander Upshur, as directed by the Department, in this same communication.

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

S. P. LEE,

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

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

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copies of instructions regarding measures for the protection of the monitors in James River.*

FLAGSHIP MALVERN,  
*Norfolk Navy Yard, July 6, 1864—12 m.*

SIR: The Department's telegram of 5th instant is received, authorizing the purchase of such boats as are required to make the bar secure against the descent of the enemy.

I beg leave to enclose a copy of my instructions to Captain Smith on the subject, of this date, and also a copy of my instructions to him of the 3d instant, therein referred to.

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

S. P. LEE,

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

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

[Enclosures.]

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Norfolk Navy Yard, July 6, 1864.*

SIR: Referring to my instructions of 3d instant, in respect to sinking additional obstructions in Trent's Reach for the purpose of making the

monitors secure, as determined by the Assistant Secretary of the Navy when there on 22d ultimo, you are authorized to buy what boats you require for this purpose, and sink them, leaving some of the vessels to be easily raised, and to approve bills on the Navy Department for payment for the same.

I expect to leave on Thursday evening, or possibly not until the next night, for Beaufort and Wilmington.

Respectfully, yours,

S. P. LEE,

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

Captain M. SMITH,

*Commanding U. S. S. Onondaga and Senior Officer in James River.*

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*Memorandum for Captain Smith.*

FLAGSHIP MALVERN,

*James River, Virginia, July 3, 1861.*

The *Atlanta*, ironclad, is just above Fort Powhatan, the gunboat *Dawn* just below Wilson's Wharf, and the well-armed tug, *Young America*, communicates between them and City Point. Fort Powhatan and Wilson's Wharf are occupied by the army and are well fortified. These vessels are to assist in the defense of these points and vicinity. The *Osceola*, double-ender, Commander Clitz, is stationed off City Point, where are four small ordnance vessels, a small provision vessel, and the navy colliers, the whole in charge of Commander Clitz.

There is a gunner in immediate charge of these ordnance stores, with one petty officer or seaman on board of each of the vessels.

The supply of provisions is kept up by the fleet paymaster, ordnance stores by the ordnance officer, with the aid of Commander Lynch and the gunner, and Commander Clitz communicates with Captain Gansevoort and keeps up the supply of coal at City Point of from 1,000 to 1,500 tons, and a weekly addition of 700 tons per week to meet the average daily consumption, which is about 100 tons. The *Mount Washington*, transport, runs constantly, tows the full supply vessels up and the empty ones down, transports the sick, etc. The *Wilderness*, transport, comes up every Tuesday and Friday with fresh provisions and vegetables for the crews, etc.

The ferryboat *Commodore Perry* and the small gunboat *General Putnam* are in the Appomattox, just above the pontoon bridge at Point of Rocks. These should, as soon as possible, be supplied with wire boarding nettings. Commander Clitz looks after them, also the *Sassacus*, double-ender, and ferryboat *Commodore Morris*, which are between Bermuda Hundred and the lower part of Turkey Bend.

The *Pequot* is in the upper part of Turkey Bend. The ferryboat *Hunchback* and double-ender *Mendota* are in Jones' Reach, assisting in the defense of the army position at Deep Bottom, which is one of great importance, and is at present rather weakly fortified. The *Mackinac*, double-ender, is in the vicinity of Aiken's Landing, and with the double-ender *Agawam*, which is in Farrar's Island Reach, must be always ready to command the bluff at and below Dutch Gap, which the enemy must not be allowed to occupy.

The army has a pontoon bridge at Deep Bottom, a landing for supplies in the southeast end of Curles Neck Reach, and another about halfway between Deep Bottom and Dutch Gap. The latter is subject

to attack from the enemy's field batteries placed in the vicinity of Tilghman's Wharf, and firing across Jones' Neck. I have asked General Grant for a battery on the heights on our side abreast of Dutch Gap and on the heights south of Jones' Neck, the latter to cover the army landings when the gunboats are above it or otherwise occupied, and the former to prevent an occupation by the enemy of Dutch Gap, which would be exceedingly annoying to our ordnance vessels between it and Trent's Reach.

The enemy have a battery at Howlett's (head of Trent's Reach), which deserters report they are extending and mounting heavy guns to command the reach.

The army has a small battery on the first hill near the upper signal station at the lower end of Trent's Reach. I think there should be more heavy guns on the next ridge above it, so that our batteries may be sufficient to silence that of the enemy at Howlett's, and command the obstructions on Trent's Reach bar, thus avoiding the exposing of the monitors to casualty from the battery at Howlett's and straining their guns and screws by firing at extreme elevation as they are obliged to do, and save the waste of ammunition.

The army is placing a 100-pounder Parrott at Curtis' house, to bear on Howlett's, also a Sawyer gun, and two light mortars at the lower signal station to play on Dutch Gap.

Trent's Reach bar, below which two of the monitors lie by night and one by day, is at the head of monitor navigation unless dredging is resorted to, as shown by the recent survey of Sub-Assistant Bradford, of the Coast Survey. Above the monitors in the artificial channel on the left bank are sunk one bark and four schooners, and in the small channel on the right bank another schooner is sunk. One or two of these are very good vessels, almost new; they were furnished by the army and sunk under the superintendence of its engineer, according to the original army plan of campaign communicated to me by General Butler at Fortress Monroe in April last, in a conference at which the Assistant Secretary of the Navy was present and approved this measure for keeping the river secure. The sinking of these obstructions was deferred on my responsibility until June 15, when they were sunk as described under an order from General Grant, first given before his army arrived on James River.

The Assistant Secretary of the Navy, when here on June 22, determined, on conference with General Grant, to have additional vessels sunk on Trent's Reach bar, and notified me that the Department would obtain and direct me to send to Washington or Baltimore for ten or twelve coal barges for this purpose. I have since been informed, in answer to enquiry from the Department, that vessels for this purpose can be obtained in James River and expect instructions to purchase them. When this is done, you will have them sunk by night to the best advantage, taking care to retain and report a memorandum showing their positions and the positions of the holes bored to sink them. Enclosed is a copy of Lieutenant Lamson's report, giving this information as to the vessels now sunk. There is a boom secured in part by a chain and lashed to the bows of the vessels (which are upstream) and anchored head and stern. The cables of all the sunken vessels should be made fast in such a manner that if the vessels were set on fire they could not get adrift. This boom is continued by anchors across the middle ground to the right bank.

Ahead of the vessels and boom is a buoyed hawser with a weighted net attached and secured by a number of small anchors and kedges upstream.

In the channel near the left bank, just above this net, I have sunk two of the heavy rebel torpedoes, taken up as we came up the river, the largest of which contains about a ton of powder. To these insulated wires are attached, leading to a magnetic battery in a slight bombproof on the narrow bank on the left side the river just below the sunken vessels. These torpedoes were planted before the channel was obstructed and are perhaps unnecessary now. The rebel recruit from Point Lookout, who deserted recently to the enemy, has probably informed them as to these torpedoes. When the additional vessels are sunk, which are designed to arrest torpedoes, fire rafts, and other torpedo vessels, the connection between their bows by a boom must be made quite secure, and the whole line of obstructions kept protected by day and closely guarded by our picket boats and vessels, when practicable, by night.

Captain Sanderson, of the Army, with about 120 men assigned to the Navy by General Graham for picket duty, are encamped near the Crow's Nest. He has a post night and day at the magnetic battery and keeps a strong picket by night along the left bank up to the turn and sometimes above it.

I have been keeping picket boats above the obstructions, and the light-draft double-ender *Stepping Stones*, which can cross the middle ground at any time of tide, moving to and fro below them, when the night is not so light as to draw the fire of the battery. The tug *Alert*, with her stern upstream, so as to bring her 24-pounder howitzers to bear, has been anchored just above the monitors and below the obstructions to prevent an attack on the torpedo battery, in which two of the howitzer boats stationed above the battery on picket cooperate.

The *Delaware*, *Stepping Stones*, and *Agawam*, besides their crews, accommodate the men sent up from the *Minnesota* for picket duty (before the obstructions were sunk), with her boats, two launches, and two cutters, with a howitzer in each.

When the obstructions are completed you will, perhaps, find yourself able to return to the *Minnesota* at least two of her boats with their crews, as she is very short of men, and as I do not wish to expose any more men than necessary for picket duty.

Professor Maillefert and Mr. Hayden, electro-magnetic and torpedo operators, with their diver and his apparatus, are here in the employ of the Navy Department. They have just fitted five of the new unarmed tugs with torpedoes sent from Washington, containing 150 pounds of powder. The sockets of these torpedoes are weak, and others of proper strength have been asked for. When these are received those now in use had better be carefully returned to Washington for alteration. Ascertain the fitness of these torpedoes for service, and when the tugs are employed on it see that they are commanded by reliable officers, of cool and controlling spirit. You are authorized for this purpose to make such changes as are necessary. These tugs are unarmed, the torpedoes are unshipped, but on board of them, and the rest of the torpedo fixtures are on board of the ordnance vessels at City Point. Enclosed is a list of the whole.

Lieutenant Lamson, of the *Gettysburg*, has had charge of the torpedo and picket division. I think Acting Master Campbell, of the *Stepping Stones*, will be a good officer to have charge of the picket vessels, and Acting Master Eldridge, of the *Delaware*, of the picket boats and pickets.

Dutch Gap should be picketed. Commander Beaumont, of the *Mackinac*, found some difficulty in keeping pickets there.

I some time since asked the Department for a dredging machine, and after the obstructions were suuk, for a pump boat. When Howlett's is ours, the holes in one or two of the schooners in the channel can be quickly plugged by the diver, and they can be pumped out and removed within a few hours. The dredging machine can then deepen the old artificial channel over the bar so as to allow the monitors to cross with their supplies in.

There is a tug at Deep Bottom to bring intelligence from that point. The tug *Hydrangea* makes two trips daily to City Point, carrying mails and towing supply vessels. Part of the torpedo tugs, which should be examined and kept in good order, are available for other necessary local service.

Supplies for all the vessels of ammunition, provisions, and fuel are constantly kept up.

All the vessels on the river are expected to protect the army and navy transports against attacks by field batteries.

My orders have been to engage the enemy as soon as practicable when they appear, without waiting for signals.

Exercise your discretion as to the day and night positions of the monitors and the other vessels. Enclosed is Lieutenant Lamson's memorandum of the picket outposts, but subject to such modifications as you may prefer. Send me a daily report of the situation.

S. P. LEE,

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

Captain M. SMITH,

*Senior Naval Officer in James River.*

P. S.—From City Point, Va., July 4: A boat picket has been kept to prevent the enemy from putting over torpedo boats from Dutch Gap.

Have a strong boom, well secured by chains and heavy anchors, put across the mouth of Four Mile Creek to prevent the enemy from getting torpedo boats or boats out there.

Make arrangements for clearing the monitors' decks should the enemy attempt a surprise to them by boarding from boats with which they can pass the obstructions as at present arranged.

If you should need the *Minnesota's* two cutters, carrying howitzers, write to Lieutenant-Commander Upshur and order them up.

S. P. LEE,

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

[Subenclosure.]

*Signals for picket division.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,

*July 3, [1864.]*

Red lantern—Suspicion of danger.

Red Coston—Certain danger.

Rocket thrown up by picket on shore indicates that the enemy's vessels are coming down the river.

Muskets or howitzers to be fired from the boats to attract attention to the signals.

*Position of picket boats.*

The picket boats have been stationed, one boat with howitzer on left bank to guard approaches to torpedo station; one boat with howitzers to guard approaches to break in the obstructions; two small boats farther up the river to give alarm, their distance from Howlett's Battery

regulated by the light of the night. Six sailors and three soldiers are on duty at the torpedo station, in three reliefs of two sailors and one soldier each, to watch and guard the torpedoes and galvanic battery and to explode the torpedo at the proper time.

The sailors have been instructed by Mr. Hayden in the use of the battery, and either himself or Mr. Burn [Berney] is there to direct it.

R. H. LAMSON,

*Lieutenant, Commanding Torpedo and Picket Division.*

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*Report of Acting Master Josselyn, U. S. Navy, regarding the capture of a torpedo party from the U. S. S. Commodore Hull.*

U. S. S. COMMODORE HULL,  
*Off Roanoke River, North Carolina, July 6, 1864.*

SIR: I have the honor to report that the torpedo party which left this vessel on the 4th instant at the usual hour did not return at night.

On the morning of the 5th instant I sent an armed boat up the river as far as their station. Nothing was seen of them, but the boat in which the men left this vessel remained in the place where they always left it before taking canoes.

I have to-day learned from refugees that six men answering their description were captured by the enemy on the 4th instant. I sent up to-day and brought away the boat, and have sent their personal effects on board the *Wyalusing*.

Very respectfully,

FRANCIS JOSSELYN,  
*Acting Master, Commanding.*

Commander W. H. MACOMB, U. S. Navy,  
*Senior Officer, Sounds of North Carolina.*

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*Abstract log of the U. S. S. Wyalusing.*

*July 4, 1864.*—Arms being lost this day by our pickets being captured on the Roanoke River: Three revolvers, two carbines, belts, frogs, and cartridge boxes.

*July 6.*—At 12:30 p. m. made signal to the picket boats off Roanoke River. Received from the steamer *Commodore Hull* five refugees and the bags and hammocks of Acting Master's Mate Charles Baldwin and George Bagnall (second-class fireman), who were taken prisoners while on picket duty on the Roanoke River July 4.

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*Abstract log of the U. S. S. Commodore Hull.*

*July 4, 1864.*—At 6:30 p. m. hove up anchor and ran up to the mouth of the Roanoke River for the picket boat. Lay to until 8 p. m., and as the boat did not come down we ran off a short distance from the river.

*July 5.*—At 4:30 a. m. anchored off the mouth of the Roanoke River. No signs of the picket boat; we fear they are captured; also, John Latham and Sylvester McCullough. At 10 a. m. sent the first cutter



and dingey ashore and brought off 17 refugees. The U. S. S. *Shamrock* came up the sound; sent the refugees on board of her. From 12 to 4 p. m.: Sent a boat up the Roanoke River to try and find out what has become of the picket boat. Crew found the boat but saw nothing of the men.

July 6.—From 8 to 12 meridian: Took off five refugees from Washington County; also brought off the dingey from the Roanoke River, our pickets having been captured.

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*Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the maintenance of the blockade.*

NAVY DEPARTMENT, July 7, 1864.

SIR: I have received your No. 366 \* and enclosures in reference to the steamer *Thomas Powell*.

The Department approves of your letter to Major-General Butler. It is presumed that the order of the latter is not intended to cover the cases of transports of the Army approaching the blockaded coast, or entering blockaded waters, or passing guard vessels. The Army and Navy are independent commands. The one can not command the other, but all orders pertaining to the maintenance of the blockade must be enforced, and it is not doubted that they will be duly observed by transports of the Army.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, James River.*

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*Letter from Commander Macomb, U. S. Navy, to the Secretary of the Navy, requesting information regarding trading limits.*

U. S. S. SHAMROCK,  
*Albemarle Sound, July 7, 1864.*

SIR: I respectfully request the Department to inform me whether persons having permits from the special agents of the Treasury are to be allowed to trade without the military lines.

I have reason to believe that many such persons are violating their permits. I have taken the liberty to forward this direct to the Department, so that the persons awaiting the decision may not lose time and money.

I am, sir, very respectfully,

W. H. MACOMB,  
*Commander and Senior Officer in Sounds of North Carolina.*

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

[Endorsement.]

I know of no authority that transcends the law and regulations on this subject. Trade and free communication are inconsistent with blockade.

W[ELLES].

*Report of Commander Macomb, U. S. Navy, regarding the disposition of the vessels in the sounds of North Carolina.*

U. S. S. SHAMROCK,

*Off Perquimans River, Albemarle Sound, July 7, 1864.*

SIR: On the 28th ultimo Captain Melancton Smith turned over to me, as senior officer, the command of the vessels in the sounds of North Carolina, and placed in my hands the papers in relation thereto, and also documents and letters concerning storehouses, coal vessels, etc.

The present disposition of the squadron under my command is as follows:

*In Albemarle Sound.*—*Shamrock, Otsego, Mattabesett, Wyalusing, and Tacony*, and on picket duty at mouth of Roanoke River, *Commodore Hull* and *Whitehead*, coal schooner *E. Wolf*, and one coal lighter.

N. B.—The coal schooner *Maggie Van Dusen* left this station for Philadelphia on the 5th instant.

*At New Berne.*—*Chicopee, Hetzel, and Lockwood*, and *Ceres* repairing; and on blockade and reconnoitering duty in Tar River, *Louisiana* and *Valley City*. The armed sloop *Granite* is also at New Berne repairing. She and the *Ceres* are expected to be ready every day. I have ordered the *Ceres* here to relieve the *Commodore Hull*, which vessel is in want of repairs. The schooners *Albemarle, Renshaw, Flusser, and Susan Ann Howard* (ordnance); prize schooners *Jeff Davis, M. O'Neil, Pet, Mary L. Bryant, Iowa, Mary Emma, and Jenny Lind*.

*At Hatteras Inlet.*—*Bombshell*, to be relieved by the *Granite* as soon as repaired.

*At Roanoke Island.*—*Miami* (repairing), ordnance schooner *Carstairs*, prize schooner *Ann S. Davenport*, repairing to receive coal (if she can be made tight).

I changed the position of the large vessels of this squadron from off Edenton to this point on the 2d instant, because I considered this the more advantageous position to fight the rebel ram, on account of the greater depth of water and breadth of the sound at this place.

The position and duties of the picket boats have not been changed, they being still at the mouth of the Roanoke River. One of the squadron communicates with them every day.

On the 2d instant an officer of the *Tacony* returned from a reconnoissance of the country along the river as far up as Plymouth. He went up the Eastmost River through the surrounding marshes, and into the Roanoke River. He reports that he saw nothing of the ram, though he [heard] the bell of a vessel strike, which, as he supposed, belonged to the ram, as the other rebel steamer has no bell.

On the night of the 2d instant another officer was sent up from the steamer *Whitehead*. He ascended the Cashie as far as the point where it connects with the main river, but saw nothing of the ram nor of any launches.

I suppose that the rebel ironclad ram *Albemarle* is at Plymouth, but hauled up close alongside a wharf and screened so as to be invisible from the opposite side of the river. The general impression is that she is ready for service again.

The torpedoes are in the Roanoke River, all in the same position as reported by Captain Smith.

I have formed a plan for attacking the ram, in which the commanding officers of the squadron coincide, some of them having made some important additions, which I have accepted.

I received information yesterday, which has been confirmed to day, that the party in charge of the torpedoes in Roanoke River has been

captured by the rebels. The party consisted of Acting Master's Mate Baldwin, from the *Wyalusing*, and 4 men. The boat had been detained a day and a night, and a boat was dispatched from the *Commodore Hull* in search of them, and to find out the cause of their detention. This party found the boat belonging to the first party in its usual place, but could find no traces of the men, and since then news has been received by the *Wyalusing* and *Mattabesett*, which have been up to communicate with the picket boats, and also from refugees, confirmatory of the report of their capture.

Very respectfully, your obedient servant,

W. H. MACOMB,

*Commander and Senior Officer in Sounds of North Carolina.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

I make this report to-day instead of the 10th, because the opportunities for sending letters from here are so uncertain.

W. H. M.

*Report of Commander Macomb, U. S. Navy, regarding the progress on Confederate vessels under construction in the Roanoke River.*

U. S. S. SHAMROCK,

*Albemarle Sound, July 7, 1864.*

SIR: I have received reports from intelligent refugees, of whom many are delivering themselves to the squadron, that the rebel ironclad *Albemarle* is lying at Plymouth ready for service, and that Captain Maffitt, late of the U. S. Navy, has command.

The new ironclad vessel at Halifax, [N. C.], will be ready in three weeks or a month.

The floating battery building at Rainbow Bluff is finished also, they say. It is supposed that they will operate together (the *Albemarle* and the battery).

Very respectfully, your obedient servant,

W. H. MACOMB,

*Commander and Senior Officer in Sounds North Carolina.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

*Report of Commander Macomb, U. S. Navy, regarding the rumored transportation of grain for the Confederate Army.*

U. S. S. SHAMROCK,

*Albemarle Sound, July 7, 1864.*

SIR: I have learned to-day, through intelligent refugees, that large quantities of grain are being transported across the Scuppernong River at Columbia for supplying the rebel army.

The grain crop of the eastern counties of this State is said to be sufficient to supply the rebel troops in North Carolina for twelve months.

As I had no vessels of a draft light enough to go up the river as high as the place of transportation, I have written to the commanding officer

at Roanoke Island to have this matter attended to, and if he had not sufficient force, to forward my communication to the general.

Very respectfully, your obedient servant,

W. H. MACOMB,  
*Commander and Senior Officer.*

Acting Rear-Admiral S. P. LEE,  
*Hampton Roads, Virginia.*

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*Letter from Lieutenant-Commander Adams, U. S. Navy, to Lieutenant-Commander Upshur, U. S. Navy, regarding salutes.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Norfolk, Va., July 8, 1864.*

SIR: The admiral expects to be in Hampton Roads this evening or to-morrow morning, and wishes to be ready to answer any salutes that may be fired for him by the foreign men-of-war in the harbor.

Very respectfully, etc.,

H. A. ADAMS,  
*Acting Fleet Captain.*

Lieutenant-Commander J. H. UPSHUR,  
*Minnesota.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Williams, U. S. Navy, commanding U. S. S. Emma, to proceed to blockade duty.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Norfolk Navy Yard, July 8, 1864.*

SIR: You will proceed without delay to Hampton Roads and receive coal and men ordered from *Minnesota*, after which you will proceed to the blockade of the entrance to Cape Fear, reporting on your arrival to senior officer present for duty.

Respectfully,

S. P. LEE,  
*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*  
Acting Volunteer Lieutenant J. M. WILLIAMS,  
*Commanding U. S. S. Emma.*

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*Report of Captain Smith, U. S. Navy, regarding the burning of grain on the James River.*

U. S. S. ONONDAGA,

*On Picket, Below the Barricade, James River, July 8, 1864.*

SIR: Commander Nichols, of the *Mendota*, reports that at 3 a. m. yesterday morning the enemy in small force charged upon a picket post of our line, but not finding anyone there, it being only occupied by our forces in the daytime, soon left. Yesterday afternoon General Foster sent 100 men down to Major Allen's farm, where Lieutenant Commanding Fyffe reported there was a large quantity of corn. They secured some 300 bushels, shelled, leaving about 1,200 bushels, and 300 men from Kautz's cavalry (dismounted) were sent over to secure it. Very heavy fires were seen last night on Curles Neck, presumed to be from

burning grain and barns. All the grain in his immediate neighborhood has been destroyed by General Foster.

The field of grain which is being harvested by the rebels, next south of Aiken's, was fired yesterday in several places, but a shower coming on soon after, it was extinguished. Another attempt to destroy it will be made to-day.

Five deserters came off yesterday from Howlett's Battery, and four soldiers from the same command were captured on the harvest field.

So soon as I can obtain the necessary information, I will require for the anchors and chains to obstruct the mouth of Four Mile Creek in obedience to your instructions.

Everything being quiet here I have not communicated to the Department the unimportant operations in this vicinity.

Regarding it as your intention to leave for the blockade on your departure from here, I have endorsed and forwarded, as senior officer present, all of the quarterly returns that have been sent in.

Major-General Butler, Brigadier-Generals Weitzel, Foster, and Graham, with several staff officers, Members of Congress, and a party of ladies were on board yesterday.

Very respectfully, your obedient servant,

MELANCTON SMITH,  
*Captain and Senior Officer Present.*

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

*Report of Captain Sands, U. S. Navy, commanding U. S. S. Fort Jackson, regarding the capture of the British steamer Boston.*

U. S. S. FORT JACKSON,  
*Blockade off Wilmington, N. C., July 8, 1864.*

SIR: I have the honor to report to you the capture, by this vessel, of the blockade runner (English), side-wheel steamer *Boston*, of Bermuda, this morning at 11:30 a. m., she having broken down in endeavoring to escape in latitude 30° 19' N., longitude 75° 35' W.

I took possession of her, her captain acknowledging that he intended to run the blockade of Wilmington. She was built at Quebec, in 1852; side-wheel lake boat; 334 tons; register tonnage, 224; cargo, 24 barrels copperas, 465 sacks of salt, 108 boxes of soap.

I send her to Boston for adjudication.

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

B. F. SANDS,  
*Captain, U. S. Navy.*

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

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Smith, U. S. Navy, regarding the obstruction of Four Mile Creek.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Hampton Roads, July 9, 1864.*

SIR: Your No. 47, of 8th instant, is received.

You can obstruct Four Mile Creek in whatever way you think best. If you need anchors, there are some on the ordnance vessels at City Point, which you can obtain and use.

As the enemy have fortified Malvern Hill, a torpedo or other attack from Turkey Creek [Turkey Island Creek] is possible, and it might be well to place obstructions at its mouth, to use special care in guarding and picketing the vicinity.

Respectfully, yours,  
 Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.  
 S. P. LEE,  
 Captain M. SMITH,  
 U. S. S. Onondaga.

*Report of Captain Glisson, U. S. Navy, commanding U. S. S. Santiago de Cuba, regarding the chase of a steamer.*

U. S. S. SANTIAGO DE CUBA,  
 At Sea, July 9, 1864.

SIR: I have the honor to report that on the 8th instant, in the longitude  $76^{\circ} 10'$  W., latitude  $33^{\circ} 57'$  N., at 2 p. m., we discovered a steamer two points on our starboard bow, hauled up for her and soon discovered black smoke. The *Santiago de Cuba* was soon under a full pressure of steam, going 12 miles per hour. No wind, consequently the draft not good, much difficulty in keeping up steam. The chase was a large, side-wheel steamer, painted nearly white, with walking beam and two smoke pipes. At sunset the chase was nearly out of sight, and at 7.30 p. m. we lost sight of the chase entirely. Our coal being nearly out, we steered for the capes of Virginia.

During the chase we were heading N. E. by E. and when we last saw her, she was heading E.  $\frac{1}{2}$  N. When first discovered it is supposed she was steering for Wilmington, N. C., and as soon as she discovered us she wore ship and stood to the northward and eastward.

I am, very respectfully, your obedient servant,

O. S. GLISSON,  
 Captain, U. S. Navy.

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

*Instructions of Acting Rear-Admiral Lee, U. S. Navy, to Captain Glisson, U. S. Navy, commanding U. S. S. Santiago de Cuba, regarding blockade duty.*

FLAGSHIP MALVERN,  
 Hampton Roads, Virginia, July 9, 1864.

SIR: When the *Santiago de Cuba* is ready for sea you will proceed in her to the station hereby assigned to you between the courses E. by N. and E. from Cape Fear, and to a sufficient distance from that cape to include the run of a fast steamer out of New Inlet entrance to Wilmington between the time of half tide at night and daylight next morning.

A radius of 80 or 90 miles (see sketch herewith) would expose the position of a runner passing out just after sunset at this season of the year, when the chaser would have a view of the blockade runner's smoke 15 miles farther seaward. Your necessary distance from Cape Fear depends, therefore, upon the time of tide on the bar at Wilmington, and upon the length of the night when p. m. twilight is between half tide and high water on the bars, as then the runner, if of light draft, has the whole night to run off the coast.

Keep accurate tables posted up in your pilot house showing the time of high water on these bars, the rising and setting of the moon at night,

and the rising and setting of the sun. The object is to capture blockade runners to and from Wilmington. At first these blockade runners ran as nearly direct as practicable to and from Nassau and Bermuda, but now they are supposed to make a circuitous course. Keep your vessel in good trim for chasing, and do not allow officers and men to crowd forward during a chase. When you need supplies obtain them at Hampton Roads.

Try so to arrange the time of coaling that you will only be absent from your station during the light of the moon, and select the best coal for chasing. Regulate the quantity of supplies received so as not to impair the speed of your vessel. The supply of ammunition, however, must be full. You have already received the squadron papers. Until further orders send your prizes to the port of Boston, except sailing vessels, those steamers and small vessels unfit to make the passage; these you will send to Washington.

Prepare duplicate prize lists in case of capture, sending the original in your report to the Department, and the duplicate in that to me.

Send me your abstract of the *Santiago de Cuba's* log, which I desire you to keep written up daily, by every opportunity.

Respectfully, yours,

S. P. LEE,

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

Captain O. S. GLISSON,

*Commanding U. S. S. Santiago de Cuba.*

[Order of same date and like tenor to Acting Volunteer Lieutenant Trathen, commanding U. S. S. *Mount Vernon*.]

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*Report of Acting Rear-Admiral Lee, U. S. Navy, advising the construction of additional ironclads.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,

*Hampton Roads, Virginia, July 9, 1864.*

SIR: Referring to the Department's telegram, dated July 5, in the transmission of which there are some mistakes, I propose, when the torpedo boats reach the sounds, to send two of the double-enders from there to the Washington navy yard to be fitted as the Department proposes with two XI inch guns. I suppose some additional mechanical device will be necessary to resist the recoil from the use of 30 pounds of powder and solid shot.

I have no XI-inch gunboats, and the best draft of water on the swash at Hatteras Inlet and in Croatan Sound is about 8½ feet.

I have informed the Department that according to the reports from the sounds the rebels are building additional ironclads there. Will it not be well to build several ironclads of the turtle-back variety, somewhat on the principle of the first western ironclads or the *Merrimack* style? I suppose that these might be built of light draft with scow bottoms, and in a very short time, say ninety or one hundred days, and with a few torpedo boats would constitute a certain defense of the sounds and secure our naval ascendancy there.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy.*

*Capture of the steamer Little Ada, July 9, 1864.*

Report of Acting Master M'Gloin, U. S. Navy, commanding U. S. S. Gettysburg.

U. S. S. GETTYSBURG,  
*Lat. 32° 30' N., Long. 78° W., July 9, 1864.*

SIR: This ship, after a chase of four hours, brought to and seized the steamer *Little Ada*, of Savannah, a Clyde-built iron boat of 94 tons, English, or 208 tons American measurement. She has an assorted cargo, and was bound to Charleston from Nassau, [New Providence]. She is one year old and very fast for a small vessel. I send her to Boston in charge of Acting Ensign A. S. Laighton, who, on his arrival, will forward this communication to you.

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

W. M'GLOIN,

*Acting Master, Commanding pro tem.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

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

FLAGSHIP MALVERN,  
*Off Wilmington, N. C., August 5, 1864.*

SIR: On the 15th ultimo I informed the Department by telegraph of the capture of the *Little Ada* by the *Gettysburg*. The report of this capture furnished by Acting Master M'Gloin, temporarily in command of the *Gettysburg*, being very meager, I directed a circumstantial statement to be furnished. This report, dated 31st ultimo, is enclosed. It appears from it that on the 9th instant, after a chase of about four hours, during which three shots were fired at the chase, the *Gettysburg* captured the *Little Ada*, of Savannah, from Nassau, with an assorted cargo, consisting principally, as far as could be ascertained, of pig lead and potash; \$20 in American half dollars were found, with the ship's name on the package, which was forwarded to the prize commissioner at Boston.

She had no flag or papers. It afterwards appeared that these were Confederate and had been burned in the furnaces before she was boarded.

The prize was sent to Boston for adjudication. She is an iron vessel of 208 tons, American measurement, and was built in Scotland a year ago. She had a crew of 22 officers and men, 9 of whom were sent to Boston and the remaining 13 turned over to Commander Dove, at Beaufort. They were subsequently sent to Hampton Roads by the *Maratanza*, which arrived on the 27th, the day preceding my departure for Beaufort. I directed Lieutenant-Commander Haxtun to examine these persons, in strict accordance with the Department's instructions of May 9, ultimo, and to turn them over to the provost-marshal at Fortress Monroe to be released or detained, according to the result of the examination. The result of that examination has not yet reached me, but under the new aspect of the case, as drawn from the report of capture now forwarded, I should suppose that, being captured in a vessel without colors or papers, the officers and crew of *Little Ada* are subject to detention as prisoners of war, particularly as, from the return of her cargo, the



vessel was in the employ of the rebel Government by furnishing munitions of war.

I have notified the U. S. marshal at Boston of the facts above reported.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy.*

[Enclosure.]

U. S. S. GETTYSBURG,  
*Beaufort, N. C., July 31, 1864.*

SIR: A sail was reported from the masthead at 6:15 a. m. July 9, bearing S. E. This ship immediately gave chase, but having no wind, it was impossible to generate more than 18 pounds of steam, though with a good draft we have had 23 pounds. In consequence of this the *Gettysburg* did not make more than 11 knots per hour, but gained on the chase so much that at 10 a. m. she stopped, distant about 2½ miles, we having fired three solid shot from our 30-pounder rifle, which dropped quite near her. On boarding her she proved to be the *Little Ada*, of Savannah, with an assorted cargo, from Nassau, without flag or papers of any kind. It was afterwards ascertained that both flag and papers, which were Confederate, were burned in the furnaces before she was boarded.

A letter was found in possession of one of the men, written by the captain to the owner, detailing the annoyances he experienced in obtaining his officers and crew, and also the amount of wages paid the officers. This letter was handed to Captain Lamson. The cargo was principally lead in pigs and potash, and it was suspected by the boarding officer that she had more cargo than the captain would acknowledge. Twenty dollars in American silver half dollars were found, having the ship's name on the package, which was forwarded by the vessel to the prize commissioner at Boston. The ship's position at meridian was latitude 32° 21', longitude 77° 51' W. The vessel herself is a strongly and beautifully built iron boat of 208 tons, American measurement, built in Scotland one year ago.

She had a crew of 22 officers and men, 9 of whom were sent to Boston and 13 brought to this port and transferred to Captain Dove. Her engines are direct-acting inverted cylinders, 25 inches diameter and 22-inch stroke, about 100 indicated horsepower. She has one boiler, two fires, and can carry 70 tons of coal.

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

W. M'GLOIN,  
*Acting Master.*

Lieutenant R. H. LAMSON,  
*Commanding.*

*Report of Commander Macomb, U. S. Navy, regarding the sale of supplies to Confederate agents.*

U. S. S. SHAMROCK,  
*Albemarle Sound, July 9, 1864.*

SIR: I have been informed by a citizen of Edenton, N. C., who is considered a reliable Union man, that large quantities of bacon and

other supplies have been sent to South Mills, at the southern end of the Dismal Swamp Canal, on the Pasquotank River, and are there sold to rebel agents for the supply of the rebel Army.

It is said that this bacon, etc., is sent from Norfolk by permit from United States authority in that district.

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

W. H. MACOMB,

*Commander and Senior Officer, Sounds North Carolina.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting confidential communication regarding proposed attack upon the C. S. ram Albemarle.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Hampton Roads, Virginia, July 10, 1864.*

SIR: I enclose herewith my confidential communication, No. 395, to the Department, Lieutenant Cushing having sailed this morning in pursuit of the *Florida*.

I respectfully refer to my Nos. 398 and 399 for information received from the sounds.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

Confidential.]

FLAGSHIP NORTH ATLANTIC  
BLOCKADING SQUADRON,  
*Hampton Roads, Virginia, July 9, 1864.*

SIR: Lieutenant Cushing arrived here on the 5th instant, bringing his report of his reconnoissance near Wilmington. I suggested his making an attempt to destroy the rebel ram *Albemarle* at Plymouth. He at first proposed an attack on the ram with our gunboats at Plymouth, or a boat expedition, led by himself, with 80 men.

I concur in Captain Smith's opinion that it would be inexpedient to fight the ram with our long double-enders in that narrow river. I proposed to Lieutenant Cushing a torpedo attack, either by means of the india-rubber boat heretofore applied for, which could be transported across the swamp opposite Plymouth, or a light-draft, rifle-proof, swift steam barge, fitted with a torpedo.

In the meantime delay ensued from the *Monticello* getting ashore in the Elizabeth River. The enclosed letter from Lieutenant Cushing contains his mature views on the subject. The *Monticello* will return to the blockade as soon as Lieutenant Kempff arrives, who is hourly expected, and Lieutenant Cushing, who desires to superintend the fitting of the boats he may have, is instructed to report to the Department and deliver this communication. I have enjoined secrecy and discretion

upon him. He is entirely willing to make an attempt to destroy the ram, and I have great confidence in his gallantry.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

[Subenclosure.]

Confidential.]

U. S. S. MONTICELLO,

*Hampton Roads Virginia, July 9, 1864.*

SIR: Deeming the capture or destruction of the rebel ram *Albemarle* feasible, I beg leave to state that I am acquainted with the waters held by her, and am willing to undertake the task.

If furnished with three low-pressure tugs, one or more fitted with torpedoes, and all armed with light howitzers, it might be effected, or, if rubber boats were on hand to transport across the swamp to a point immediately abreast of Plymouth. If detailed for this work, I would like to superintend the outfit of the boats, and would be glad to see Lieutenant Kempff, of the *Connecticut*, in charge of the *Monticello* during my absence.

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

W. B. CUSHING,

*Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Smith, U. S. Navy, regarding precautions against attacks by torpedoes in James River.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,

*Hampton Roads, Virginia, July 10, 1864.*

SIR: The Department has telegraphed (received this morning) me urging the necessity of additional precautions against attacks by torpedoes upon the vessels in James River. Such additional measures, besides those already employed, as in your judgment will assist in meeting or preventing such attacks, will be adopted by you immediately, and the utmost watchfulness and vigilance must be enjoined upon the officers and men in the river.

Acknowledge receipt.

Respectfully, yours,

S. P. LEE,

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

Captain M. SMITH,

*Senior Officer in James River.*

[Telegram.]

FLAGSHIP MALVERN, July 10, 1864.

Captain Smith instructed, under telegram\* 8th, just received. *Tecumseh* sailed 9.45 a. m., 5th instant, with *Augusta* and *Eutar*.

\* For instructions, see preceding order.

Guardship at [Hampton] Roads sends daily reports of arrivals and departures of public vessels to Department. Now dispatch two tugs to Baltimore for the canal boats.

S. P. LEE,

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

Hon. GIDEON WELLES,  
*Secretary of Navy.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Upshur, U. S. Navy, commanding U. S. S. Minnesota.*

FLAGSHIP MALVERN, July 10, 1864—Midnight.

SIR: Proceed without delay with the *Minnesota* to Point Lookout and report your arrival there to the Navy Department by telegraph.

Respectfully, etc.,

S. P. LEE,

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

Lieutenant-Commander J. H. UPSHUR,  
*U. S. S. Minnesota.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Cushing, U. S. Navy, commanding the U. S. S. Monticello, to proceed to sea in pursuit of the C. S. S. Florida.*

FLAGSHIP MALVERN,

*Hampton Roads, July 10, 1864.*

SIR: Proceed to sea with *Monticello* under your command, in company with the *Mount Vernon*, Lieutenant-Commander Adams temporarily commanding, to pursue and capture the *Florida*, or other rebel steamer referred to in the enclosed statement from the master of the tug *America*.

The *Monticello* and *Mount Vernon* will keep in convenient signal distance of each other day and night, cruise together, and on finding the *Florida* will make a vigorous joint attack upon and capture her. The *Florida* has probably gone to the northward and eastward to put herself in the track of the commerce of our Northern cities. Keep a record of your proceedings and report from time to time to Department and myself when convenient, and return to this port for coal when you need it. Keep so close to the *Mount Vernon*, at night especially, as to avoid all chance of separation, and consider yourself under the immediate command of Lieutenant-Commander Adams during this cruise.

Respectfully,

S. P. LEE,

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

Lieutenant WM. B. CUSHING,  
*Commanding U. S. S. Monticello.*

P. S.—Economize your fuel during the search, which will be made under easy steam.

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Adams, U. S. Navy, commanding U. S. S. Mount Vernon, to proceed to sea in pursuit of the C. S. S. Florida.*

FLAGSHIP MALVERN,  
Hampton Roads, Va., July 10, 1864.

SIR: Proceed to sea in temporary command of the *Mount Vernon*, accompanied by the *Monticello*, Lieutenant Cushing, to pursue and capture the *Florida*, or other rebel steamer referred to in the enclosed report from the master of the tug *America*.

The *Mount Vernon* and *Monticello* will keep in convenient signal distance of each other day and night, cruise together, and on finding the *Florida* will make a vigorous joint attack upon and capture her.

The *Florida* has probably gone to the northward and eastward to put herself in the track of the commerce of our Northern cities.

Keep a record of your proceedings and report from time to time to Department and myself when convenient, and return to this port for coal when you need it.

Lieutenant Cushing is instructed to keep so close to the *Mount Vernon*, at night especially, as to avoid all chance of separation, and to consider himself under your immediate command during this cruise.

Economize your fuel during the search, which will be made under easy steam.

You may get information from vessels you may speak. Exercise your discretion as to the course you should take.

Respectfully, yours,

S. P. LEE,

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

Lieutenant-Commander H. A. ADAMS, Jr.,  
*Commanding U. S. S. Mount Vernon.*

P. S.—As cruisers will probably be dispatched from Northern ports, you will not, unless it be rendered absolutely necessary by positive intelligence you may receive, go to the northward and eastward of Nantucket.

S. P. LEE,

*Acting Rear-Admiral.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant French, U. S. Navy, commanding U. S. S. Ino, to proceed to sea in pursuit of the C. S. S. Florida.*

FLAGSHIP MALVERN,  
Hampton Roads, Virginia, July 10, 1864.

SIR: You will proceed to sea immediately in tow of the tug *America*, sent with this, which will give you a good offing. When at sea, proceed in search of the vessel of war *Florida*, reported to be on our coast last night, as you will see by the enclosed statement.

Obtain information from vessels at sea and use every exertion to find and capture the *Florida*. Disguise the *Ino*, her battery, officers, and crew, and play the merchantman in appearance so as to entice her alongside, when you, being prepared, will open upon her suddenly and

effectually. The information that you can acquire of passing vessels will aid you in the pursuit.

Respectfully, yours,

S. P. LEE,

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

Acting Volunteer Lieutenant C. A. FRENCH,  
*Commanding U. S. S. Ino.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Ridgely, U. S. Navy, commanding U. S. S. Shenandoah, to cruise off the capes of Virginia in search of the supposed C. S. S. Florida.*

FLAGSHIP MALVERN,  
*Hampton Roads, July 10, 1864.*

SIR: Enclosed is the statement of the master of the tug *America*, made this morning, of the burning last evening of a naval collier by a rebel vessel about 50 miles to the eastward of Cape Henry.

Cruise off the capes of Virginia with the *Shenandoah* in search of the enemy. Do not extend your cruising ground north of the capes of Delaware or south of Cape Lookout, unless you receive information making it necessary. Report your proceedings when practicable to the Department and myself, and return here for supplies.

Respectfully, yours,

S. P. LEE,

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

Captain D. B. RIDGELY,  
*Commanding U. S. S. Shenandoah.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Dove, U. S. Navy, to inform the blockaders regarding the presence of the C. S. S. Florida.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Hampton Roads, July 10, 1864.*

SIR: I enclose a statement received this morning from the master of the tug *America*, reporting that the *Florida* burned a vessel last night 50 miles E. by S. from Cape Henry. I have sent vessels in pursuit of her. Communicate this intelligence to all the blockaders.

The *Fort Donelson* will land the *Keystone State's* crew, fill up with coal, and proceed to her station.

Respectfully, yours,

S. P. LEE,

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

Commander B. M. DOVE,  
*Commanding Naval Station, Beaufort.*

[Similar letter to Commander Clary, commanding U. S. S. *Dacotah*.]

[Telegram.]

NAVY DEPARTMENT, *July 10, 1864.*

It is desirable to send to Washington three or four of your gunboats. Let one of them be a double-ender and one the *Atlanta* without delay.

GIDEON WELLES.

Acting Rear-Admiral S. P. LEE,  
*Hampton Roads, Virginia.*

[Telegram.]

NAVY DEPARTMENT, *July 10, 1864.*

Let the *Roanoke* remain at Hampton Roads. Send the *Minnesota* to Point Lookout, mouth of the Potomac, to report by telegraph. One of the gunboats ordered up to-day may go direct to Annapolis. You will remain at Hampton Roads for the present.

GIDEON WELLES.

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

[Telegram.]

FLAGSHIP MALVERN,  
*Hampton Roads, July 10, 1864.*

(Received 1:20 a. m., 11th.)

*New Berne* passed *Tecumseh*, *Augusta*, and *Eutaw* on Thursday afternoon, 7th instant, off Frying Pan Shoals, going south, doing well, with fine weather.

The afternoon *Fort Donelson* dispatched to outside blockade.

S. P. LEE,

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

Hon. GIDEON WELLES,  
*Secretary Navy.*

[Telegram.]

NAVY DEPARTMENT, *July 11, 1864.*

Several very important telegrams were sent you yesterday, but have not been acknowledged or acted upon so far as advised. The *Florida* burned several vessels off Cape May this a. m.

GIDEON WELLES.

Acting Rear-Admiral LEE,  
*Hampton Roads, Virginia.*

[Telegram.]

FORT MONROE, *July 11, 1864.*

(Received 1 a. m., July 12.)

Operator at Cherrystone says he saw yesterday's Department order to send three gunboats to Washington. Steam tug bringing it from

Cherrystone has mysteriously disappeared. Will send *Vicksburg*\* and *Morse* to Washington; *Emma* to Annapolis; *Cuyler* to Point Lookout until *Minnesota* can clear her moorings foul of other anchors.

S. P. LEE,  
*Acting Rear-Admiral.*

Hon. GIDEON WELLES,  
*Secretary Navy.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to the commanding officer of the U. S. S. Wilderness, for the delivery of enclosed orders to officers.*

FLAGSHIP MALVERN,  
*Hampton Roads, Virginia, July 11, 1864.*

SIR: Proceed with all practicable dispatch with the *Wilderness* under your command to deliver the enclosed communications to the commanding officers of the *Atlanta* and *Mackinaw* and to Captain Smith, in their order, as you pass them up the river, and after communicating with Captain Smith return immediately and report to me here, when you will take in the fresh provisions and return.

Respectfully, yours,

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

COMMANDING OFFICER U. S. S. WILDERNESS.

[Enclosures.]

FLAGSHIP MALVERN,  
*Hampton Roads, Virginia, July 11, 1864.*

SIR: By direction of the Navy Department I have ordered the *Atlanta* and *Mackinaw* to Washington. *Wilderness* to return immediately.

Respectfully, yours,

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

Captain M. SMITH,  
*Senior Officer in Sounds of North Carolina.*

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FLAGSHIP MALVERN,  
*Hampton Roads, Virginia, July 11, 1864.*

S.R: Proceed without delay with the *Atlanta* under your command to report to me here. Use all practicable dispatch.

Respectfully, yours,

S. P. LEE,  
*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*  
Acting Volunteer Lieutenant T. J. WOODWARD,  
*Commanding U. S. S. Atlanta.*

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\* The U. S. S. *Vicksburg* was ordered to Annapolis.



FLAGSHIP MALVERN,  
Hampton Roads, July 11, 1864.

SIR: Proceed without delay with the *Mackinaw* under your command to report to me here. Use all practicable dispatch.

Respectfully, yours,

S. P. LEE,

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

Commander J. C. BEAUMONT,

*U. S. S. Mackinaw.*

P. S.—Take the *Atlanta* in tow when you overtake her.

S. P. LEE,

*Acting Rear-Admiral.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Babcock, U. S. Navy, commanding U. S. S. Morse, to proceed to Washington, D. C.*

FLAGSHIP MALVERN,  
Hampton Roads, Virginia, July 11—8 p. m.

SIR: Proceed with all practicable dispatch with the *Morse* under your command to Washington, [D. C.], reporting your arrival to the Department. Telegraph me from Yorktown, order obeyed, giving day and hour. If it is entirely impossible for the *Morse* to go, owing to the state of her boilers, inform me by telegraph, naming the earliest date at which she can leave. Do not mention your destination in your dispatch.

Caution Acting Master Wright to keep vigilant watch against torpedo and boat attacks.

Respectfully, yours,

S. P. LEE,

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

Lieutenant-Commander C. A. BABCOCK,

*Commanding U. S. S. Morse.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Braine, U. S. Navy, to proceed to Annapolis, Md.*

FLAGSHIP MALVERN,  
Hampton Roads, Virginia, July 11, 1864.

SIR: Proceed with all practicable dispatch with the *Vicksburg* under your command to Annapolis, reporting your arrival to the Department. Send me daily reports of the situation.

Respectfully, yours,

S. P. LEE,

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

Lieutenant-Commander D. L. BRAINE,

*U. S. S. Vicksburg.*

*Circular order of Captain Smith, U. S. Navy, regarding a night patrol of the James River.*

U. S. S. ONONDAGA,  
*James River, July 11, 1864.*

The commanders of the vessels herein named will send an armed boat from their vessel to patrol the river from sunset to daylight between the points designated below. The object of this patrol is to observe the movements of the enemy and to prevent them from placing torpedoes in the river.

*Mackinaw* to Dutch Gap.

*Agawam* to sight the *Mackinaw*.

*Mendota* to the *Hunchback*.

*Hunchback* to the army landing.

*Pequot* to the *Commodore Morris*.

*Commodore Morris* to the *Pequot*.

*Sassacus* to Haxall's Landing.

Respectfully,

MELANCTON SMITH,  
*Captain and Senior Officer in James River.*

The utmost watchfulness and vigilance must be enjoined upon the officers and men assigned to the above duty.

*Order of Captain Smith, U. S. Navy, to Lieutenant-Commander Quackenbush, U. S. Navy, for the obstruction of Turkey Creek, James River.*

U. S. S. ONONDAGA,  
*James River, July 11, 1864.*

SIR: You will, as soon as possible after receipt of this, obstruct the mouth of Turkey Creek by felling trees across the channel in such a manner as to make it difficult, if not impossible, for the enemy to float torpedoes out of the creek or attack you by boats. The utmost watchfulness and vigilance must be exercised by the officers and men under your command, as there is a large rebel force in your vicinity.

After the mouth of the creek is well secured, you will report to me the manner in which it has been executed.

Very respectfully, etc.

[MELANCTON SMITH,]  
*Captain and Senior Officer.*

Lieutenant-Commander S. P. QUACKENBUSH,  
*Commanding U. S. S. Pequot, James River.*

*Report of Captain Smith, U. S. Navy, regarding measures of precaution in the James River.*

U. S. S. ONONDAGA,  
*On Picket, Below the Barricade, James River, July 11, 1864.*

SIR: I am instructed by Acting Rear-Admiral Lee, under date of 10th instant, to acknowledge a telegraphic dispatch from the Department in relation to additional precautions against attacks by torpedoes upon the vessels in James River.

Orders have been given to obstruct Four Mile Creek and Turkey Creek, and steamers are stationed on the river in the vicinity of every point known to be occupied by a rebel force. All of these vessels have been directed to send out picket boats at night to patrol the river and keep up communication with each other.

I have the honor to be, very respectfully, your obedient servant,  
**MELANCTON SMITH,**  
*Captain and Senior Officer in James River.*

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

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Spicer,  
 U. S. Navy, commanding U. S. S. Cambridge.*

FLAGSHIP MALVERN,  
*Hampton Roads, Virginia, July 11, 1864.*

SIR: Proceed with the *Cambridge* to Beaufort and assume command of that station during Commander Dove's absence, keeping the *Cambridge* in the harbor.

Respectfully, yours,

S. P. LEE,  
*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*  
 Commander W. F. SPICER,  
*U. S. S. Cambridge.*

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*Report of Commander Almy, U. S. Navy, commanding U. S. S. Connecticut, regarding the chase of a blockade runner, July 11, 1864.*

U. S. S. CONNECTICUT,  
*Hampton Roads, Virginia, July 19, 1864.*

SIR: I hereby report that on the 11th instant, at 4:30 a. m., while cruising in this steamer under my command on the offshore Wilmington blockade, and in latitude 33° 20' N., longitude 76° 50' W., 70 miles S. E. by E. of Cape Fear, N. C., discovered the black smoke and masts of a blockade runner steamer to the northward, hull down, and supposed to be distant 15 miles. Immediately gave chase and got up additional steam; discovered that one of our cruisers (supposed to be the *Keystone State*) to the northward and eastward was also in chase of the strange steamer, and nearer to her by 6 or 8 miles than the *Connecticut*; both continued in chase. At 6:30, perceiving that we were not gaining upon the chase, and the *Keystone State*, by her being so much nearer, stood a better chance for the capture, gave up the chase and moderated steam. Soon after found ourselves in the midst of a quantity of bales of cotton floating, turned the steamer to the westward, stood along slowly, until we reached the end of it. At 7:30 a. m. the *Keystone State* and chase both out of sight; at 8 a. m. lowered the boat and commenced picking up the cotton and getting it on board, which amounted to 90 bales, and supposed to be thrown overboard from the vessel chased in order to facilitate her escape.

This cotton I have transhipped from Hampton Roads to Philadelphia in the brig *Joseph Baker*, James Nickerson, master, consigning it

to the U. S. prize commissioners there, and placing Acting Ensign William M. Swasey, of this steamer, as prize master in charge of it, as prize property to be adjudicated by the U. S. district court there. I have addressed a communication to the judge, giving him full particulars.

There was no United States or any other vessel in sight when this cotton was picked up. I presume, therefore, that the usual share of prize money falls to the *Connecticut* alone.

A prize list will be transmitted to the Department as soon as practicable.

I have made a report to Acting Rear-Admiral Lee similar in tenor to this.

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

JOHN J. ALMY,  
Commander.

Hon. GIDEON WELLES,  
Secretary of the Navy.

*Report of Commander Crosby, U. S. Navy, commanding U. S. S. Keystone State, regarding the chase of a blockade runner, July 11, 1864.*

U. S. S. KEYSTONE STATE,  
At Sea, August 1, 1864.

SIR: I beg leave to report that on the 11th ultimo, at daylight in the morning, in latitude  $33^{\circ} 22'$  N., and longitude  $75^{\circ} 51'$  W., I sighted a blockade runner bearing west of this ship, and distant about 4 miles. I immediately gave chase and endeavored to cut her off, as she was outward bound from Wilmington, N. C., and standing to the eastward, making her course toward Bermuda; at the same time I discovered a steamer south of us, resembling the U. S. S. *Connecticut* following up astern, and about 8 miles distant, and in the wake of the blockade runner, but without attempting to cut her off.

The blockade runner, finding herself closely pressed by this ship, and almost within range of our guns, immediately commenced throwing overboard cotton to lighten the ship in order to escape. I soon found that we could not equal her in speed, but considered it my duty to do all the damage I could by continuing the chase and forcing her to surrender her cargo and possibly by accident to capture the vessel; in this way I continued the chase until we were hull down astern.

We were making 12 knots per hour during the chase, and passed a large quantity of cotton which she threw overboard during the first two or three hours. So soon as she found she could outrun us, she hoisted the rebel flag and kept it flying during the time we were in sight of her.

At noon I gave up the chase, finding there being no longer any prospect of our catching her, and returned to pick up the cotton which she had thrown overboard in order to escape from this ship, thinking we might get some of it; although it was evident that the steamer, which I have since learned was the *Connecticut*, had stopped to pick up the cotton so soon as she got up to where the chase commenced throwing it overboard, as we left her very rapidly at that time, which was about one hour after we commenced chasing. When we arrived in the vicinity of where the cotton had been thrown overboard I found that it had all disappeared, and as I have learned subsequently was picked up by the *Connecticut* and sent in as a prize to Philadelphia.

We passed in plain view of the cotton thrown overboard, and could easily have returned and picked it up at the time, but as accident might have disabled the blockade runner I deemed it my duty to continue the chase and do all the damage possible, and while thus chasing the *Connecticut* stopped and picked up the cotton surrendered to this ship and has sent it in as a prize, thus reaping the benefit of the work done by this vessel.

Thinking we would not be allowed to share in the prize, I had concluded on that account not to send in a prize list for a share in the cotton picked up by the *Connecticut*, but as there appears to be some dissatisfaction in regard to it by the others interested, I have decided to make a claim and send in regular prize lists, and hope that our case will be favorably considered.

I herewith enclose the prize lists.

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

PEIRCE CROSBY,

Commander, U. S. Navy.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports regarding the violation of trading permits, and requesting instructions.*

FLAGSHIP MALVERN,

Hampton Roads, Virginia, July 11, 1864.

SIR: Commander Macomb, senior officer in sounds of North Carolina, reports under date of 7th instant, that having been informed by the Treasury agent at Roanoke Island that R. Overman was trading with the rebels at Elizabeth City and supplying the rebel army, he directed Lieutenant-Commander Truxtun, U. S. S. *Tacony*, to arrest the man and seize his goods, and will deliver him with the goods to the military and Treasury authorities at Roanoke Island. Mr. Overman denies having dealings with the rebels. Four barrels of whisky were found among his stores, however, which renders the whole liable to confiscation.

Commander Macomb asks if persons are to be allowed to trade without the military lines; and if so, under what circumstances. There is great reason to suppose, he states, that some of these traders are engaged in smuggling and otherwise violating their permits. Since the Department's order forbidding Mr. Lane to trade with the *Philadelphia* Commander Macomb has stopped all such vessels.

I enclose his two communications on these subjects, dated 7th instant, and request instructions if any are necessary beyond those contained in the Treasury Regulations, with which I have furnished Commander Macomb.

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

S. P. LEE,

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

HON. GIDEON WELLES,

Secretary of the Navy.

[Enclosures.]

U. S. S. SHAMROCK,  
*Albemarle Sound, July 7, 1864.*

SIR: Having received information from the special agent of the Treasury Department at Roanoke Island that R. Overman was trading at Elizabeth City with rebel agents and supplying the rebel army, I sent Lieutenant-Commander Truxtun with the steamer *Tacony* up the Pasquotank River, who, by my orders, arrested Mr. Overman, seized his goods, and brought him and them here.

I shall deliver him over to the military and Treasury authorities at Roanoke Island, together with the seized goods, although he denies having sold anything to the rebels.

Four barrels of whisky were found among his stores, which will render the whole of them liable to confiscation.

Very respectfully, your obedient servant,

W. H. MACOMB,  
*Commander and Senior Officer Sounds of North Carolina.*

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

U. S. S. SHAMROCK,  
*Albemarle Sound, July 7, 1864.*

SIR: I respectfully request to be informed whether persons are to be allowed to trade without the military lines in this State; and if so, under what circumstances.

Since the order from the Secretary of the Navy stopping the trading of the tug *Philadelphia*, I have thought it my duty to stop all such vessels, as Mr. Lane's (captain of the *Philadelphia*) permit was signed by the President of the United States and several persons in high authority, both civil and military.

Moreover, there is great reason to suppose that some of these men are engaged in smuggling and in other ways violating their permits.

I am, sir, very respectfully,

W. H. MACOMB,  
*Commander and Senior Officer Sounds of North Carolina.*

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

[Telegram.]

NAVY DEPARTMENT, *July 12, 1864.*

Send *Tristram Shandy* to Rear-Admiral Lee as she is, without fitting. Supply necessary officers from station.

*Thistle* to be fitted at navy yard.

GIDEON WELLES,  
*Secretary of Navy.*

Rear-Admiral S. H. STRINGHAM, U. S. Navy,  
*Commandant Naval Station, Boston.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Beaumont, U. S. Navy, to proceed with the U. S. steamers Mackinaw, Atlanta, and Commodore Barney to Washington, D. C.*

FLAGSHIP MALVERN,  
Hampton Roads, Virginia, July 12, 1864.

SIR: Proceed to Washington with the *Mackinaw*, *Atlanta*, and *Commodore Barney*, and on arriving there report promptly to the Department.

The *Mackinaw* and *Barney* will tow the *Atlanta*, if they can expedite her passage. I send the pilot of this vessel to pilot these three vessels up, with orders on your arrival at Washington to return immediately by first army transport. Provide the *Mackinaw*, *Atlanta*, and *Barney* with Potomac pilots at Washington as soon as practicable.

I now send you a set of Potomac charts, which are to be returned to my flag lieutenant when you are done with them.

Unless it is smooth in the bay, the *Barney* had best not join the tow until you get into the Potomac.

Respectfully, yours,

S. P. LEE,

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

Commander J. C. BEAUMONT,  
*U. S. S. Mackinaw.*

[Commanding officers of the above vessels ordered to report in person to the Navy Department.]

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Downes, U. S. Navy, commanding U. S. S. R. R. Cuyler, to proceed to the mouth of the Potomac River.*

FLAGSHIP MALVERN,  
Hampton Roads, Virginia, July 12, 1864.

SIR: Proceed without delay to Point Lookout, mouth of Potomac River, and report upon arrival there to the Navy Department by telegraph. Unless otherwise directed, will return to Hampton Roads upon the arrival at Point Lookout of the frigate *Minnesota*.

You will receive herewith a chart of Chesapeake Bay, which you will return to me before leaving these waters.

Respectfully, yours,

S. P. LEE,

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

Commander JOHN DOWNES,  
*Commanding U. S. S. R. R. Cuyler.*

[Telegram.]

FLAGSHIP MALVERN,  
Hampton Roads, July 12, 1864.  
(Received 10:50, July 13.)

Your telegram of 10th instant to send gunboats received by tug from Cherrystone last evening. *Atlanta* and *Mackinaw*, immediately sent for, have just arrived, and are leaving now with *Barney* for Washington. About noon to-day *Morse* left Yorktown for Washington and

*Vicksburg* hence for Annapolis. The promptest possible attention has been given to Department's instructions. Delay occasioned by telegraph line from Fort Monroe to Cherrystone being out of order. Your telegram of 11th instant about *Florida's* ravages off Cape May received after Cherrystone steamer left. I have strong hopes of capturing *Florida*.

S. P. LEE,

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

Hon. GIDEON WELLES,  
*Secretary of Navy.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to the commanding officer of the U. S. S. Shokokon to proceed to Yorktown, Va.*

FLAGSHIP MALVERN,  
*Hampton Roads, Virginia, July 12, 1864.*

SIR: The commanding officer of the *Shokokon* will proceed to Yorktown and report to Acting Volunteer Lieutenant Peter Hays, senior officer in that vicinity, for duty in York River.

Keep your vessel underway at night; be watchful and vigilant against boat and torpedo attacks.

Respectfully, yours,

S. P. LEE,

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

COMMANDING OFFICER,  
*U. S. S. Shokokon.*

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[Telegram.]

WASHINGTON, July 12, 1864—11 a. m.

The order was one gunboat to Annapolis.

The *Florida* has gone up the coast about 50 miles distant. I hope the *Shenandoah* will catch her. *Juniata* and *Ticonderoga* are on this line, but if the *Shenandoah* went off the Delaware capes she has the best chance.

Silver Spring is in the enemy's possession, but not burned yet.

G. V. FOX,

*Assistant Secretary of the Navy.*

Rear-Admiral S. P. LEE.

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*Report of Captain Smith, U. S. Navy, regarding a joint expedition to Cox's Wharf, and destruction of seven buildings.*

U. S. S. ONONDAGA,  
*James River, July 12, 1864.*

SIR: I have to report that I sent the force detailed from the army, with 50 additional men assigned me by General Butler, across Dutch Gap to Cox's Wharf for the purpose of destroying the mill and granaries at that point.



They destroyed the mill, blacksmith shop, and seven other buildings. Captured 1 lieutenant, 1 sergeant, and 11 men, also a large quantity of arms, ammunition, and camp equipment, and 1 galvanic torpedo battery. Destroyed all the machinery and burned the grain.

The expedition was a complete success, and the work accomplished without the loss of a man.

Everything quiet in this vicinity.

Very respectfully, your obedient servant,

MELANCTON SMITH,

*Captain and Senior Officer in James River.*

Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

*Report of Captain Smith, U. S. Navy, regarding the examination of Mr. Aiken, accused of secession proclivities.*

U. S. S. ONONDAGA,

*On Picket, Below the Barricade, James River, July 12, 1864.*

SIR: I enclose herewith some evidence given by one of the crew of the *Minnesota's* launch of the secession proclivities of Mr. Aiken.

Upon the testimony (after confronting the parties) Mr. Aiken was sent to General Butler. He was there subjected to a second examination, and the proof against him appears to have been ample, as he has been sent to Fortress Monroe.

I have no means of ascertaining whether the party to whom Aiken pointed out the road were deserters from the Army or Navy.

Commander Colhoun reports that three men deserted from his vessel on the night of the 10th instant. His report was returned to him that a descriptive list might be furnished.

The Army has two mortars in position at the Crow's Nest, one on the upper line of works, and a 100-pounder in battery at the Signal Station. The ranges of the two first have been tried, but the fall of the shells could not be seen from my position.

Very respectfully, your obedient servant,

MELANCTON SMITH,

*Captain and Senior Officer in James River.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

*Report of Commander Nichols, U. S. Navy, regarding the obstruction of Four Mile Creek.*

U. S. S. MENDOTA,

*James River, July 12, 1864.*

SIR: After cutting trees to obstruct the mouth of Four Mile Creek, I placed them in position last evening temporarily, but they unfortunately sunk. I have now a gang on shore cutting stakes, and propose to make a fence across for the present, until a proper boom and chains can be procured, in case a more permanent obstruction should be determined upon. The creek is about 220 feet across from high-water mark, and the depth does not exceed 6 feet at high water. At low water it is only about a foot. By staking it across and securing branches to the stakes, it will be so obstructed that nothing can pass up or down, and

being immediately under our light and that of the camps on shore, no removal could be effected without its being known. If convenient, I would be pleased to have you look at the place before deciding upon anything of a permanent character.

Very respectfully, your obedient servant,

ED. T. NICHOLS,  
Commander.

Captain M. SMITH,  
Senior Officer, James River.

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*Letter from Captain Smith, U. S. Navy, to Major-General Butler, U. S. Army, regarding precautionary measures employed in James River.*

U. S. S. ONONDAGA,  
James River, July 12, 1864.

GENERAL: I enclose herewith a copy of a letter\* just received from Commander Nichols, suggesting that a picket of twenty-five men be stationed on Allen's place, Jones' Reach, for reasons already stated in his communication, and I would respectfully request that such a detail may be made if the necessity in your judgment demands it.

The Department has telegraphed urging the additional precautions against attacks by torpedoes upon the vessels in James River, and I have in consequence issued orders for all the armed steamers to send out picket boats to patrol the river at night, which makes it necessary to withdraw their usual pickets from the shore.

Very respectfully, your obedient servant,

MELANCTON SMITH,  
Captain and Senior Officer in James River.

Major-General BENJAMIN F. BUTLER,  
Commanding Department of Virginia and North Carolina.

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*Order of Captain Smith, U. S. Navy, to Lieutenant Dewey, U. S. Navy, commanding U. S. S. Agawam.*

U. S. S. ONONDAGA,  
James River, July 12, 1864.

SIR: Upon the receipt of this order you will proceed in the *Agawam* and take up your station at Aiken's Landing.

Very respectfully,

MELANCTON SMITH,  
Captain and Senior Officer in James River.

Lieutenant GEORGE DEWEY,  
Commanding pro tempore U. S. S. *Agawam*.

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*Report of Commander Macomb, U. S. Navy, regarding the removal of torpedoes from the mouth of the Roanoke River.*

U. S. S. SHAMROCK, July 12, 1864.

SIR: After the capture of the party in charge of torpedoes at the mouth of Roanoke River on the 6th instant, and when several unsuccessful searches had been made for them, I thought it best, to prevent

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\* Not found.

the torpedoes from falling into the hands of the enemy, to have them removed, as the parties attending them are so liable to capture. Accordingly, on the 10th instant, I sent Lieutenant-Commander English [commanding U. S. S. *Wyalusing*] to have them taken up, or in case this could not be done to explode them. He therefore detailed an armed party with a launch mounting a howitzer, in command of Acting Ensign Fossett, and the cutters of the *Whitehead* and *Hull*, in charge of Acting Ensign Barrett, who were to perform the duty.

They proceeded up the river and attempted to raise the torpedoes by the line attaching them to the shore, but this had lain so long under water as to become rotten, and parted under the strain. After repeated dragging it was found impossible to raise them in that way, and they were therefore obliged to explode them. Of the two first attempted one trigger wire pulled out with the primers attached, and the other broke off; the third one exploded properly.

This was all of that line of torpedoes. The other line (which explode by the contact of passing vessels) were left in their places, they requiring no attendance. Captain English says that while at Edenton he learned that the rebels were constructing another ram, to be ready by the first of September, 1864, engines and plating being sent from Wilmington, taken from the ram that was wrecked there. The concussion torpedoes referred to above are those at the mouth of the river.

I am, sir, very respectfully,

W. H. MACOMB,

*Commander and Senior Officer, Sounds of North Carolina.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

*Report of Commander Macomb, U. S. Navy, regarding a joint expedition in Scuppernong River, July 12, 1864.*

U. S. S. SHAMROCK,

*Albemarle Sound, July 13, 1864.*

SIR: On the 12th instant I sent an expedition, consisting of the *Ceres* and *Whitehead*, under the command of Lieutenant-Commander Earl English, for the purpose of cooperating with a force of about 80 men under command of Lieutenant-Colonel Clarke, from Roanoke Island, who was under orders from General Palmer to ascend the Scuppernong River as far as Columbia and burn the bridge at that place, in order to prevent the rebels from transporting supplies to their army at Plymouth. The expedition was successful.

Much credit is due to Lieutenant-Commander English and the commanders of the *Ceres* and *Whitehead* for their prompt and efficient manner of performing their duty.

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

W. H. MACOMB,

*Commander and Senior Officer, Sounds of North Carolina.*

[Acting Rear-Admiral LEE,

*Commanding North Atlantic Blockading Squadron.]*

P. S.—I enclose for your information a copy of my orders to Lieutenant-Commander English, and his report to me of the result of the expedition.

[Enclosures.]

U. S. S. SHAMROCK, *July 12, 1864.*

SIR: You will take command of the naval part of the expedition which is to proceed to Columbia, on the Scuppernong River, for the purpose of destroying the bridge at that place and capturing grain which is being transported across that river.

You will cooperate with Lieutenant-Colonel William W. Clarke, who goes up with the expedition on the *Ella May*, in command of the troops, protecting his landing and embarkation and otherwise forwarding the objects of the expedition.

Very respectfully, your obedient servant,

WM. H. MACOMB,

*Commander and Senior Officer, Sounds of North Carolina.*

Lieutenant-Commander EARL ENGLISH,

*Commanding U. S. S. Wyalusing.*

U. S. S. SHAMROCK,

*Albemarle Sound, July 13, 1864.*

SIR: In obedience to your order of the 12th, I took command of the naval part of the expedition, consisting of the *Whitehead* and *Ceres*, and accompanied the steamer *Ella May*, under command of Lieutenant-Colonel William W. Clarke, up the Scuppernong River as far as Columbia, where they landed and effectually destroyed by burning the bridge which crosses the river. They likewise disabled the large grist mill at that place.

We did not meet with any resistance.

I am, very respectfully, your obedient servant,

EARL ENGLISH,

*Lieutenant-Commander.*

Commander W. H. MACOMB,

*Commanding U. S. Naval Squadron, Sounds of North Carolina.*

[Telegram.]

ANNAPOLIS, *July 13, 1864—11:30 p. m.*

I arrived at Annapolis morning of 13th. Communication cut off between that point and Washington. The colonel commanding has no troops save invalids.

Please send light-draft ferryboat. Place threatened.

D. L. BRAINE,

*Lieutenant-Commander, U. S. Navy.*

Acting Rear-Admiral S. P. LEE.

[Telegram.]

FLAGSHIP MALVERN,

*Hampton Roads, July 13, 1864—12 noon.*

(Received 11:15 p. m., 13th.)

I leave here now to look after Potomac Division of my squadron. Fleet captain remains here.

S. P. LEE,

*Acting Rear-Admiral.*

Hon. GIDEON WELLES,

*Secretary of Navy.*

*Report of Captain Smith, U. S. Navy, regarding the obstructing of Turkey Creek, James River.*

U. S. S. ONONDAGA,  
James River, Below Barricade, July 13, 1864.

SIR: Lieutenant-Commander Quackenbush reports that he has partially obstructed Turkey Creek and will make it more secure to-day by sinking a large scow in the channel and putting up another line of obstructions. He also states that his pickets were attacked on the 12th instant, but sustained no loss. His shells did fearful execution, falling, as he says, in the midst of a force of about 100 men, and saw from aloft 7 either killed or wounded borne off of the field. One with his foot blown off was captured, and another killed near him.

I would respectfully recommend that another vessel be stationed at Jones' Reach. The *Agawam*, which was sent there when General Foster's force was threatened, has been ordered to Aiken's Landing to take the station of the *Mackinaw*.

All quiet here.

I send enclosed the report\* of Commander Colboun of three desertions from that ship. Descriptive lists of the men are annexed.

Very respectfully, your obedient servant,

MELANCTON SMITH,  
Captain and Senior Officer in James River.

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

[Enclosure.]

U. S. S. PEQUOT,  
Off Turkey Creek, James River, Virginia, July 12, 1864.

SIR: I have the honor to report that in obedience to your orders I have placed the first line of obstructions across the mouth of Turkey Creek.

The line formed consists of two lines of stakes with logs laid between them from the bottom to the surface.

To-morrow morning I intend sinking a large scow and putting up another line of obstructions similar to the one mentioned, which I think will effectually block up the creek. A detachment of men from the *Morris*, in charge of two officers, assisted in the work. Our pickets were attacked. No loss was sustained on our side, and one man killed on theirs. One of the officers of the *Morris* in the affair had his coat cut by one of the enemy's balls, but the rent can be covered by shoulder strap.

I am, very respectfully, your obedient servant,

S. P. QUACKENBUSH,  
Lieutenant-Commander.

Captain MELANCTON SMITH,  
Senior Officer, Commanding in James River, Virginia.

*Instructions from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding trading regulations.*

NAVY DEPARTMENT, July 13, 1864.

SIR: I have received your No. 402,† enclosing communications from Commander Macomb, senior officer in the sounds, in reference to trade without the military lines.

\* Not necessary to publish.

† See page 258.

I know of no authority that transcends the law and regulations on this subject. No trading is to be permitted except in strict conformity with law, instructions, and trade regulations.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

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

*Letter from Captain Smith, U. S. Navy, to Major-General Butler, U. S. Army, transmitting report of Lieutenant Chambers, U. S. Army, regarding expedition to Cox's Wharf.*

U. S. IRONCLAD ONONDAGA,  
*James River, July 14, 1864.*

SIR: I herewith enclose a very modest report of Lieutenant Chambers of his operation in this vicinity on the morning of the 12th instant, with a force assigned to the navy for picket duty, and 50 additional men detailed by your order to cooperate.

It only remains for me to speak of the gallantry displayed by Lieutenant Chambers and the force under his command, and the good judgment exercised by him in the accomplishment of the object desired.

The disposition manifested by him to share the credit of his achievements with the subordinates associated with him I also consider very creditable.

I send you herewith a sketch of the captured torpedo.

I am, very respectfully, your obedient servant,

[MELANCTON SMITH,]  
*Captain and Senior Officer in James River.*

Major-General B. F. BUTLER,  
*Commanding Department of Virginia and North Carolina.*

[Enclosure.]

NAVAL PICKET STATION, 3D PA. ARTILLERY,  
*James River, July 12, 1864.*

SIR: In accordance with your orders, I have the honor to report that I proceeded last evening at 10 o'clock with 70 men of Company G, of the Third Pennsylvania Artillery, and 50 men of the Tenth Connecticut Volunteers, Lieutenants [James H.] Linsley and [Albert F.] Sharp in charge of the latter, to a point on James River below Dutch Gap, and from thence to Cox's farm and there destroyed the signal station, together with two barns, two mills, a blacksmith shop, and outbuildings and a large quantity of grain and agricultural implements, capturing 1 lieutenant, 1 sergeant (wounded), and 12 men with arms and accouterments complete, with one torpedo, 200 pounds of powder, and the galvanic battery.

The gunboat *Stepping Stones*, Captain Campbell, carried me to the point of landing and there awaited my return, protecting my rear, Acting Ensign Lawrence serving as a guide to the expedition.

Respectfully, your obedient servant,

D. W. CHAMBERS,  
*First Lieutenant, Third Pennsylvania Artillery.*

Captain MELANCTON SMITH,  
*Senior Officer in Command, James River Fleet.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports regarding an attack upon United States vessels by Confederate battery near Malvern Hill, July 14, 1864.*

FLAGSHIP MALVERN,

*Hampton Roads, Virginia, July 17, 1864.*

SIR: I enclose the report\* of Captain Smith, dated 15th instant, (1) of an attack on the *Pequot* and *Commodore Morris* by a rebel battery near Malvern Hill, with its enclosures, (2) report of Lieutenant-Commander Quackenbush, *Pequot*, and (3) of Acting Master Lee, *Commodore Morris*, both dated 15th instant. From the former it appears that at 1:10 p. m. on the 14th a battery of one gun opened on the *Pequot* from Malvern Hill, the first shot taking off a man's leg and doing some injury to the vessel, which was lying to the ebb tide and could not return the fire until she had moved up and turned, several shots striking in close proximity while this was being done. When in position a number of shots were fired by the *Pequot* without reply, when she returned to her anchorage.

Acting Master Lee reports that a battery of 20-pounder rifles opened on the *Commodore Morris* from the direction of Malvern Hill on the 14th; he steamed up to within 1,000 yards of the enemy and returned the fire with his 100-pounder Parrott; the shell from that failing to explode, he turned his vessel round and used his IX-inch guns; the enemy retreated to Malvern Hill, and again opened fire, when the *Morris* moved farther up the river and returned it.

The enemy ceased firing at 5 p. m. No damage was sustained by the *Commodore Morris*.

Captain Smith also states that deserters from Howlett's report that a battery of eight guns is being mounted in the clearing to the left.

Acting Volunteer Lieutenant French, commanding the *Wilderness*, reports (verbally) that the *Mendota* yesterday (16th) engaged a battery near Deep Bottom, which ranged upon the pontoon bridge, and lost 2 men killed and 6 wounded.

The *Commodore Morris* was also engaged at the same time with a battery near Malvern Hill, and received a shell in her magazine, which passed through 3 barrels of powder, lodging in the shot locker, without exploding.

The *Wilderness* was obliged to pass down in the night, the batteries being still in position. She brought 2 of the wounded to the Norfolk hospital.

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

S. P. LEE,

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

HON. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

[Enclosures.]

U. S. S. PEQUOT,

*Turkey Bend, James River, July 15, 1864.*

SIR: I have the honor to inform you that at 1:10 p. m. on the 14th instant a battery of one gun on Malvern Hill opened fire on this vessel, the first shot taking off a man's leg and doing some injury to the vessel. At the time I was unable to return the fire, in consequence of our lying to the ebb tide. I was therefore obliged to get underway and move up where the channel was sufficiently wide for me to turn round. In the

\* Not necessary to publish.

meantime several shots were fired at me, all of which struck in close proximity. After rounding to, I at once proceeded down to a position where my guns could be used effectively. After firing a number of times and eliciting no response, I returned to my anchorage.

I am, very respectfully, your obedient servant,

S. P. QUACKENBUSH,  
*Lieutenant-Commander.*

Captain MELANCTON SMITH,  
*Senior Officer Present, Commanding in James River, Virginia.*

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U. S. S. COMMODORE MORRIS,  
*Off Haxall's Landing, James River, July 15, 1864.*

SIR: I most respectfully submit the following report:

At 1 o'clock p. m. yesterday the rebels opened fire on the *Commodore Morris* from the direction of Malvern Hill with a masked battery of 20-pounder rifles. I immediately got underway, steamed up river a quarter of a mile to within 1,000 yards of the enemy, and opened fire with the 100-pounder Parrott rifle. Finding the shell from the rifle did not explode, I turned the vessel around and opened on them with shell from the 1X-inch Dahlgren, firing to where I saw the flash of the enemy's guns, and soon drove them from their hiding place.

They then retreated to Malvern Hill, from which place they opened fire on us. I then steamed higher up river, so I could use my 100-pounder rifle, which I did, only one shell in six from the rifle exploding. I also used the 30-pounder. At 5 p. m. the enemy ceased firing. I then returned to my anchorage off Haxall's, sustaining no damages.

Very respectfully, your obedient servant,

R. G. LEE,  
*Acting Master, Commanding.*

Captain MELANCTON SMITH,  
*Senior Officer, James River.*

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[Telegram.]

FORT MONROE, *July 14, 1864—9 a. m.*

*Minnesota* sailed yesterday afternoon; the *Montgomery* and *Emma* this morning. The vessels with barges in tow left Baltimore yesterday; have not yet arrived. Wind fresh in the bay from eastward. *New Berne* passed up the bay at daylight this morning with 400 seamen for fortifications at Baltimore. *Bazely* and *Unit* not yet arrived from navy yard.

JOHN S. BARNES,  
*Fleet Captain North Atlantic Blockading Squadron.*

Acting Rear-Admiral S. P. LEE,  
*Navy Department.*

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*Report of Lieutenant-Commander Braine, U. S. Navy, regarding measures for the protection of Annapolis.*

U. S. S. VICKSBURG,  
*Annapolis, Md., July 14, 1864.*

SIR: Upon my arrival here Wednesday [13th] morning I found all on shore awaiting anxiously and fearfully the approach of the rebel



forces, who occupy the junction. Of course I was welcomed. I find the place defended by invalids from the hospital, about 300 in all. Everybody fearful of the approach by the way of the Severn River. I placed the *Vicksburg* above the town to occupy a commanding flanking position, and telegraphed you concisely affairs and wants, which telegram I sent by Mr. Hill, the governor's private secretary; he was to send it from Baltimore. Communication with Washington is cut off. I communicated with Colonel Root, commanding, and find he has a line of rifle pits ready, with four guns, which he thinks he can defend successfully against a raiding force.

The steamer *Daylight* arrived yesterday evening. I stationed her on the other side of the town, so now the works erected for the protection of the town can be covered by the guns of the two gunboats. I placed my light 12-pounder howitzer with crew upon a tug here, and she will picket up the creek on the line of the rifle pits.

I feel assured we can give the rebels a warm reception and protect the town.

Very respectfully, your obedient servant,

D. L. BRAINE,  
*Lieutenant-Commander.*

Rear Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron, Hampton Roads.*

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*Report of Lieutenant-Commander Braine, U. S. Navy, transmitting report of the seizure of small craft in South River.*

U. S. S. VICKSBURG,  
*Annapolis, Md., July 14, 1864.*

SIR: On Wednesday night I sent up the South River and took possession of some scows used for ferrying across that river, also a schooner and a number of boats. This was done to prevent the rebels crossing in rear of our line of rifle pits. I enclose the report of Acting Ensign F. G. Osborn, the officer commanding.

Very respectfully, your obedient servant,

D. L. BRAINE,  
*Lieutenant-Commander.*

Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

[Enclosure.]

U. S. S. VICKSBURG,  
*Annapolis Harbor, July 14, 1864.*

SIR: I beg leave to respectfully report that in obedience to your orders, in the afternoon of the 13th instant, I took charge of the tug-boat *Grace Titus*, manned by an armed crew of ten men, and on which was mounted a 12-pounder howitzer, fully supplied with ammunition.

I proceeded up South River, about 10 miles from its mouth, landed with an armed force at Taylorsville, also at a small settlement above, and at the lower ferry. I also scoured the shores of the river on both banks in a small boat in search of scows and other craft which might be used by the enemy in transporting troops. I seized and took in tow all such scows, boats, vessels, and other means of transportation which I saw, consisting of the following, and which, in obedience to such orders, I have brought into this harbor and anchored near this vessel:

The schooner *Well Done*, commanded by Levi Wilson, and claimed

to be owned by him. She has no cargo on board except a tierce of bacon, which the master says belongs to a farmer at Taylorsville.

I have brought the master and his crew of three men down in the schooner.

Two large scows, or flatboats, also claimed to be owned by Levi Wilson; one old scow, or flatboat, said to be owned by Stephen L. Lee, Taylorsville; three small boats said to belong to his sons; one large scow, or ferryboat, said to belong to John Davis, of the same town; one scow, or ferryboat, and two small boats, said to belong to Samuel Duvall, of Taylorsville, and Colonel Walton, of Annapolis.

I have the pleasure, sir, in being able to report that in obedience to your instructions, the expedition was conducted with the utmost quietude. My precautions in this respect, combined with the lateness of the hour, enabled me to perform all my duty and return without the knowledge of anyone up the river.

I am much indebted to Acting Assistant Paymaster Theo. E. Smith for the able assistance which he rendered me.

Very respectfully, your obedient servant,

F. G. OSBOEN,  
*Acting Ensign.*

Lieutenant-Commander D. L. BRAINE,  
*Commanding U. S. S. Vicksburg.*

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[Telegram.]

NAVY DEPARTMENT, *July 14, 1864.*

Proceed to Hampton Roads and report to Acting Rear-Admiral Lee.  
GIDEON WELLES,  
*Secretary of the Navy.*

Commander JNO. DOWNES, U. S. Navy,  
*Commanding U. S. S. R. R. Cuyler, Point Lookout, Md.*

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*Report of the commandant of the navy yard, Washington, regarding the arrival of vessels.*

NAVY YARD, WASHINGTON, *July 14, 1864.*

The gunboat *Morse* arrived at this yard yesterday evening, and the *Commodore Barney* and *Mackinaw* arrived this morning.

The monitor [*sic*] *Atlanta* is off the arsenal.

J. B. MONTGOMERY,  
*Commandant.*

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

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[Telegram.]

NAVY DEPARTMENT, *July 14, 1864.*

Immediate.]

Return to Hampton Roads. There is no necessity of your presence in the Potomac.

Answer.

GIDEON WELLES,  
*Secretary.*

Acting Rear-Admiral S. P. LEE,  
*On Board Frigate Minnesota, off Point Lookout.*

[Telegram.]

POINT LOOKOUT, *July 14, 1864.*

(Received 11:35 a. m.)

Rear-Admiral Lee proceeded up the Potomac last night at 11:30 p. m. in his flag steamer *Malvern*.

JOHN DOWNES,  
*Commander, etc.*

Hon. SECRETARY OF NAVY.

[Telegram.]

NAVY DEPARTMENT, *July 14, 1864.*

The Department disapproves your leaving your station without orders in an emergency like the present. Return to Hampton Roads without anchoring your vessel.

GIDEON WELLES,  
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE, U. S. Navy,  
*Comdg. North Atlantic Blockading Squadron, Washington, D. C.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, justifying his movement, without orders, for the protection of the capital.*

FLAGSHIP MALVERN,  
*Potomac River, Below Washington, July 14, 1864—p. m.*

SIR: Returning on board this afternoon after having reported my arrival in person at the Department, I received the Department's telegram of this date informing me that the Department disapproves my leaving my station without orders in an emergency like the present, and directing me to return to Hampton Roads without anchoring.

I am deeply concerned at this censure of the Department and beg leave to state the circumstances which appear to excuse my coming to assist in the defense of the capital.

It was known that a large rebel force was in Maryland and before Washington; that our forces had been defeated when attempting to repel this advance of the enemy; that the important military supplies at Baltimore and Annapolis had all been embarked ready for removal beyond the reach of the enemy; that the governors of States were trying to get out the militia for the defense of the national capital; that the communications had been cut off by the enemy between Washington, Baltimore, and Philadelphia, and that the telegraph was not working. The Department's telegram of the 10th instant was not received by me at Hampton Roads until 6 p. m. of the 11th instant.

The defenses of Washington, 30 or 40 miles in length, owing to the reinforcements sent thence to the Army of the Potomac, were, it was understood, to depend upon a small garrison mostly of green troops. This defense had been strengthened by a detachment from the Washington navy yard, and as represented in the public prints, by a detachment from the New York navy yard also, sent to man the fortifications around Washington.

I had just sent a division of this squadron, consisting of four steamers with heavy batteries, to Washington, one of which was an ironclad.

In James River and Hampton Roads all was quiet. Obstructions were down in the river and the ironclads and gunboats were watching

them and protecting, as for two months past, the communications of the army.

I had done all that was practicable to send cruisers from the roads after the *Florida*; also to dispatch the blockaders which had come in for coal and repairs to their stations off Wilmington.

I respectfully submit that the emergency appeared to be not there, but here at the national capital. I did not know until my arrival here that large reinforcements had come opportunely from New Orleans, owing to the fortuitous circumstance that the orders for their leaving found them already embarked for an operation in another direction.

Under these circumstances, but for the disapprobation expressed by the Department, I should have always felt that I had acted well in the matter.

The *Malvern* is now underway for Hampton Roads, where the other vessels from the squadron under my command are returning.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

*Report of the commandant of the navy yard, Washington, regarding the departure of vessels from that station.*

NAVY YARD, WASHINGTON, July 15, 1864.

The gunboat *Morse* left the yard at 3:15 p. m., and the *Commodore Barney* at 3:25 p. m. yesterday.

The *Atlanta* also left the arsenal point at 4 p. m. yesterday.

J. B. MONTGOMERY,

*Commandant.*

Hon. GIDEON WELLES,

*Secretary of the Navy.*

[Telegram.]

OFFICE ANNAPOLIS TELEGRAPH CO., July 15, 1864.

Return with the *Vicksburg* to Hampton Roads, Virginia.

GIDEON WELLES,

*Secretary of Navy.*

Lieutenant-Commander D. L. BRAINE,

*U. S. S. Vicksburg, Annapolis, Md.*

[Telegram.]

ANNAPOLIS, July 15, 1864—9:35 a. m.

Dispatch received. I sail to-night, leaving the U. S. S. *Daylight* here.

D. L. BRAINE,

*Lieutenant-Commander.*

Hon. G. WELLES,

*Secretary of the Navy.*

*Report of Lieutenant-Commander Barnes, U. S. Navy, regarding naval affairs at Hampton Roads and vicinity.*

U. S. S. ROANOKE,

*Hampton Roads, Virginia, July 15, 1864.*

MY DEAR ADMIRAL: The *Cuyler* arrived this morning from Point Lookout, and reports all quiet there. The *Minnesota* arrived there yesterday p. m. Downes says she draws too much water to be of any great assistance. The *Monticello* and *Mount Vernon* arrived at 8 o'clock this morning. Captain Adams's report\* is in your dispatches forwarded by Mr. Cooper. They saw and heard nothing of the *Florida*, but passed two burning wrecks Sunday night. They are now coaling and will be ready to-morrow to start out again in compliance with your directions. The *Fort Jackson* also arrived this morning. Captain Sands reports that he captured the British blockade runner *Boston*, inward bound, and that the *Gettysburg* captured the *Little Ada* some days since.

I fear that the *Mount Washington* is having a bad time of it. The weather ever since she started from Baltimore has been very boisterous with a heavy sea in the bay.

The *Tritonia* arrived this morning and reports that the *Mount Washington* left before her with the six barges in tow, but that she was not seen by her. One of the barges, very old and rotten, filled and went down. Captain Wiggin cut her adrift, and with difficulty arrived here with the others; one of them is in a sinking condition. I got her in the "Hole" and sent a large party to pump her out, but the water gained upon them and they had just time to get her ashore, where she now is. We will try to fix her up, so that when the wind goes down she can be sent up. The other two will go up this evening to Captain Smith.

The *Unit* will leave at 2 o'clock for Washington, following an army tug to Point Lookout, where I have directed her to follow any army transport bound to Washington.

The *Bazely* twisted her rudderhead off just as she was starting. Commodore Livingston writes that he hopes to have her ready to-morrow; none of the other tugs have come from the yard, except the *Rose*, which, under your previous orders, awaits favorable weather to go to sea to join Admiral Farragut. The tug *Juniper* arrived just now from New York, bound to Washington. Through the abominable carelessness of her engineers, she this morning, off the light-boat, had her cylinder head smashed, and she is now being surveyed by Mr. Fithian. The *Poppy* has broken down completely, and we have now no tug here in a serviceable condition, except the *Rose*, which, as she has just been put in a condition for her long voyage, I am loath to use. Can we not keep the *Bazely* when she comes down? If I do not hear from you, however, I will send her to you as you have directed.

Captain Sands is coaling and will go to the yard for his guns. I do not know that they will be of much use to him unless his crew can be increased; he reports 30 men short of his reduced complement for the guns now mounted. You know how short we are. Can not the 400 men sent to Baltimore be sent here for distribution when the rebel raid is over?

Commodore Livingston writes that there are fears expressed in Norfolk that Fitzhugh Lee is about to make a raid there and asks for double-enders and ferryboats. We have nothing to send him. The *State of Georgia* is there, and he can tow her to a position to flank the

\* See Series I, vol. 3, p. 106.

yard. The *Santiago de Cuba* is also there under orders from you. There seems to be no ground for apprehensions, save vague rumors. Captain Trathen, of the *Mount Vernon*, has returned. Captain [Lieutenant-Commander] Adams is very ill and will probably go to the hospital. I have advised Captain Gansevoort to direct Trathen to retain his command. There is no news from up the river. The *Wilderness* went up this morning with two colliers. We shall want coal soon. Captain Adams will be telegraphed to-day. There is a good supply up the river, but here the supply is short. These large vessels take so much that a different supply will be needed if they all come here for supplies after active cruising. Some arrangement must be made to supply Point Lookout and Annapolis if we keep vessels there.

The prisoners captured in the *Boston* are being examined in accordance with the orders of the Department. Some are citizens of the United States, and others habitual blockade violators. They will be released or detained in accordance with rules of the Department. Captain Sands thinks some of them are the Morgan raiders, as the *Boston* came from Quebec. The *Fort Jackson* will be ready in four or five days, but before that time I earnestly hope you will have returned. We hear that the raiders have departed with their plunder and that Silver Spring was spared, upon which I sincerely congratulate you. The accumulation of dispatches here and the uncertainty of your precise whereabouts or intentions have caused us to dispatch Mr. Cooper with your papers, to go on board the *Malvern* anywhere in the river. I have telegraphed you twice yesterday and once to-day the main points of the situation here.

The *Cuyler* is here, ready for any emergency.

Hoping soon to see you, I am, admiral, very truly and respectfully,  
yours,

JOHN S. BARNES,  
Fleet Captain..

Acting Rear-Admiral S. P. LEE,  
Comdg North Atlantic Blockading Squadron, Washington, D. C.

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[Telegram.]

FLAGSHIP MALVERN,  
Hampton Roads, July 15, 1864—1 p. m.

Can not the 400 seamen sent to Baltimore by the *New Berne* be transferred to this squadron when their services are no longer needed there? They are urgently needed here, many vessels having but half their complement and being unable to man their batteries.

S. P. LEE,  
Acting Rear-Admiral.

Hon. GIDEON WELLES,  
Secretary of the Navy.

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Report of Acting Volunteer Lieutenant Nickels, U. S. Navy, commanding U. S. S. *Cherokee*, regarding the striking of that vessel upon a wreck.

U. S. S. CHEROKEE, July 15, 1864.

SIR: I have to report that on the night of the 13th, at 10:50 o'clock we struck what we supposed to be the wreck of the *Peterhoff*, the Mound light bearing by compass N.  $\frac{1}{2}$  W., and Bald Head light S. W.  $\frac{3}{4}$  W.

The shock was sufficiently severe to awaken most on board, but we do not know of any damages.

I am, very respectfully, your obedient servant,

J. F. NICKELS,

*Acting Volunteer Lieutenant, Comdg. U. S. S. Cherokee.*

Acting Rear-Admiral S. P. LEE.

[Endorsement.]

Will instruct captain to send *Cherokee* to be docked at Norfolk if any disability is discovered making this proper.

S. P. LEE.

*Report of Commander Nichols, U. S. Navy, regarding an engagement with Confederate battery below Four Mile Creek.*

U. S. S. MENDOTA,

*James River, July 16, 1864.*

SIR: I have to report that about 7 o'clock this morning a rebel battery opened fire on this vessel and General Foster's camp. The ship moored head and stern, I could bring but one gun to bear. Slipped and dropped down, opening fire with all the guns as they would bear. The rebels have not fired now for over an hour; whether driven off by our guns or not I can not say. The battery is located in the edge of the wood, below Four Mile Creek, in a very commanding position. I regret having to report the following casualties from the bursting of a rebel 20-pounder shell, which came through the bulwarks among the crew of No. 1 gun: Four men severely wounded (one since dead, and two others doubtful); two men and one officer slightly wounded. I have directed the captain of the *Wilderness* not to pass down until night, and I shall detain the *Hydrangea* below the bridge, sending anything she may have for you across the point to my tug.

Very respectfully, your obedient servant,

ED. T. NICHOLS,

*Commander, U. S. Navy.*

Captain MELANCTON SMITH,

*Comdg. U. S. S. Onondaga, Senior Officer, James River.*

*List of casualties on board U. S. S. Mendota by shell from rebel battery, July 16, 1864.*

Thomas Kennedy, landsman; dangerously; since dead.

William F. Pottle, ordinary seaman; dangerously in leg and groin; can not recover.

Charles W. Taylor, quarter gunner; dangerously in head; doubtful.

Hugh Walsh, landsman; severely in leg; doing well.

Patrick Flaherty, landsman; slightly in finger and leg; doing well.

Otto Eichberg, landsman; slightly in chest; doing well.

Acting Master's Mate McDonald; slightly in leg; on duty.

Very respectfully,

ED. T. NICHOLS,

*Commander.*

*Report of Captain Smith, U. S. Navy, transmitting report of engagement with Confederate battery on Malvern Hill, July 16, 1864.*

U. S. IRONCLAD ONONDAGA,  
On Picket below Barricade, James River, July 16, 1864.

SIR: I have the honor to enclose a report\* from Commander Nichols, of the *Mendota*, stationed off Four Mile Creek, in relation to the temporary interruption of the navigation on the river, with accompanying list of casualties on board that vessel.

I have ordered the *Agawam* from Aiken's Landing to assist in dislodging the enemy, and have restricted all communication about that point by unarmed vessels until nightfall.

The *Pequot* was fired upon yesterday from a one-gun battery, 20-pounder Sawyer, near Malvern Hill, the shell striking her, mortally wounding one man and doing some slight damage to the vessel.

I enclose herewith a communication from Lieutenant-Commander Quackenbush, giving the particulars of an engagement with the enemy's battery at Malvern Hill to-day.

General Butler telegraphed this afternoon that the communication for Mr. Mallory, at Richmond, has been sent and that his flag of truce has not yet returned.

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

MELANCTON SMITH,

*Captain and Senior Officer in James River.*

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

[Enclosures.]

U. S. S. PEQUOT,  
*James River, Virginia, July 16, 1864.*

SIR: I have the honor to inform you that at 9:25 a. m. to-day the battery of one gun on Malvern Hill opened fire on this vessel.

I at once got underway and proceeded down the river to a position abreast of the battery and fired at it with all the effective guns on port side. Although our firing, as well as that of the *Commodore Morris*, was remarkably good, our shells falling and exploding at and about the battery, yet the means which the enemy had of safely secreting themselves rendered our firing abortive.

Two of their shot struck this vessel; one carrying away an iron stanchion on the forecastle and the other splintering the maintopmast.

One shot or shell passed through the magazine of the *Commodore Morris* in close proximity to two men therein engaged, splintering two barrels containing powder without causing further injury. At 3 p. m. I returned to a position some 400 yards above my usual anchorage, finding it useless to expend more ammunition without obtaining a satisfactory result. I enclose herewith an account of the ammunition used during the time I was engaged in endeavoring to silence the battery previously mentioned.

Since writing the above, another gun has been placed in position on Malvern Hill, and I have also discovered another mark of the enemy's shot on the foregaff.

I am, very respectfully, your obedient servant,

S. P. QUACKENBUSH,

*Lieutenant Commander, U. S. Navy.*

Captain MELANCTON SMITH,  
*Senior Officer Present, Comdg. U. S. Naval Fleet in James River.*

\* See preceding.



U. S. S. COMMODORE MORRIS,  
*Off Hazall's Landing, July 18, 1864.*

SIR: I most respectfully submit the following report:

At 10 o'clock a. m. on Saturday, July 16, in compliance with a signal from the U. S. gunboat *Pequot*, I lifted my anchor and steamed up river to the *Pequot*, which was then being fired on by the enemy with a 12-pounder Whitworth rifle from the top of Malvern Hill. They also fired on the *Morris* on the way up river, the shot going over and beyond. I immediately opened fire on the enemy with shell from IX-inch Dahlgren gun, and 100-pounder Parrott rifle, also 30-pounder rifle, with a range of 200 yards, the enemy having greatly the advantage, as he would fire and then change his position. At 1 o'clock p. m. I was running short of ammunition. I was advised by Commander Quackenbush to go down to the U. S. S. *Sassacus* and borrow some ammunition, which I did. After which I returned to my station. In the engagement the *Morris* was struck once by a 12-pound rifle shot; the shot entered the side 1 foot above the water line, passed through the sail room, tearing up the scuttle and coamings of the after magazine, passed through 2 barrels powder and lodged in the magazine passage.

Very respectfully, your obedient servant,

R. G. LEE,  
*Acting Master, Commanding.*

Captain MELANCTON SMITH,  
*Senior Officer, James River.*

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*Order of Captain Smith, U. S. Navy, to Commander Nichols, U. S. Navy, for the temporary restriction of navigation in the James River.*

U. S. S. ONONDAGA,  
*James River, July 16, 1864.*

SIR: You will allow no vessels to pass up or down until after dark until it has been ascertained that the enemy have been removed or dislodged. If you get sight of the enemy again you will of course open fire upon them and endeavor to disperse them. I regret that I have not another steamer to send to assist you.

Very respectfully, etc.,

M. SMITH,  
*Captain and Senior Officer in James River.*

Commander E. T. NICHOLS,  
*Commanding U. S. S. Mendota.*

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*Order of Captain Smith, U. S. Navy, to Lieutenant Dewey, U. S. Navy, to proceed to Four Mile Creek for the purpose of dislodging the enemy.*

U. S. S. ONONDAGA,  
*James River, July 16, 1864.*

SIR: You will immediately proceed with the *Agawam* to Four Mile Creek and report to Commander Nichols for the purpose of assisting him in dislodging the enemy, who have a battery in position near the edge of the woods in that vicinity.

You will return to your station after it becomes dark and take up your position as before in the morning.

Very respectfully, etc.,

MELANCTON SMITH,  
*Captain and Senior Officer in James River.*

Lieutenant GEORGE DEWEY,  
*Commanding pro tempore U. S. S. Agawam.*

*Report of Captain Sands, U. S. Navy, regarding the disposition of cotton picked up at sea.*

U. S. S. FORT JACKSON,  
*Off Craney Island, Virginia, July 16, 1864.*

SIR: I have the honor to report to you that on the 30th of June and on the 7th of July, 1864, I found adrift upon the ocean a quantity of cotton, loose and in bales, which was picked up by this vessel under my command, amounting to 4 bales, 3 large bags, 143 smaller bags, and 6 small bags of damaged cotton, which I have brought into port and sent to the judge of the United States district court at Philadelphia for adjudication.

I have the honor to be, respectfully, etc., your obedient servant,  
B. F. SANDS,  
*Captain, U. S. Navy.*

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

*Report of Acting Volunteer Lieutenant Devens, U. S. Navy, regarding cotton picked up at sea.*

U. S. S. ABIES,  
*Hampton Roads, Virginia, July 16, 1864.*

SIR: I would respectfully report that on my passage up I picked up 82 bales of cotton in latitude 34° 10' N., longitude 76° 25' W., on the 13th and 14th day of July.

Very respectfully, your obedient servant,  
EDWARD F. DEVENS,  
*Acting Volunteer Lieutenant.*

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

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding telegraphic communication.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Hampton Roads, July 17, 1864.*

SIR: I enclose a note\* received yesterday from the manager of the military telegraph line at Fortress Monroe, which will explain the

\* Not found.

delay in the receipt of the dispatches referred to, and the uncertainty of telegraphic communication by this line, the originals having been lost overboard from the tug at Cherrystone; copies were sent at 8:30 a. m. yesterday (16th). Two of the dispatches were addressed to the Department, dated 2:30 and 4 p. m. of 15th. Mr. Sheldon informs me that the tug for Cherrystone leaves Fortress Monroe with dispatches at the following hours: 2, 8, and 11 a. m. and 2 and 10 p. m.

Telegrams are also sent by the regular Baltimore mail boat at 5 p. m.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy.*

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[Telegram.]

NAVY DEPARTMENT, *June [July] 17, 1864.*

Proceed immediately with the U. S. S. *Mackinaw* to Hampton Roads.

G. V. FOX,

[Acting] *Secretary of Navy.*

Commander J. C. BEAUMONT,

*Commanding U. S. S. Mackinaw, Navy Yard, Washington.*

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*Instructions of Captain Smith, U. S. Navy, to Lieutenant-Commander Quackenbush, U. S. Navy, regarding operations in the James River.*

U. S. S. ONONDAGA,  
*James River, July 17, 1864.*

SIR: You will return to your former anchorage, as it appears to be a better position than the one you now occupy. Open fire upon any point where you consider they are erecting batteries, and shell any building calculated to screen an enemy. If the mouth of the creek above you can be obstructed, it had better be done immediately. Proceed to City Point and fill up your ammunition and return to your station without delay. Direct the *Commodore Morris* to get underway and patrol the river from her station to a short distance above yours.

Very respectfully, etc.,

MELANCTON SMITH,  
*Captain and Senior Officer in James River.*

Lieutenant-Commander S. P. QUACKENBUSH,

*Commanding U. S. S. Pequot.*

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*Report of Commander Almy, U. S. Navy, regarding the cruise of the U. S. S. Connecticut.*

U. S. S. CONNECTICUT,  
*Hampton Roads, July 17, 1864.*

SIR: Herewith I transmit the abstract log\* of this steamer under my command, during the late offshore cruise from June 25 to July 17 instant.

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\* Omitted as not necessary to publish.

It will be seen that upon this cruise the *Connecticut* has chased three different blockade runners, viz, June 28, July 6, and July 11, but they were all unsuccessful, as they proved to be too fast for the *Connecticut*.

Very respectfully, your obedient servant,

JOHN J. ALMY,  
Commander.

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

[Telegram.]

HAMPTON ROADS, July 17, 1864—9:15 p. m.  
(Received 6 a. m., 18th.)

*Connecticut* arrived this afternoon. Her battery is eight guns of VIII-inch, one 100-pounder and two 30-pounder Parrotts.

Shall she now be sent to New York for repairs as directed by Department on 1st instant?

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

Hon. GIDEON WELLES,  
Secretary of Navy.

[Endorsement.]

Cruise ten to fifteen days for the *Florida* from Chesapeake to the northeast, then go into Boston for final repairs.

[W.]

Commander J. J. ALMY,  
U. S. S. *Connecticut*.

[Telegram.]

WASHINGTON, July 18, 1864—10 p. m.

It is stated by refugees to the senior military officer at Point Lookout that Lieutenant Wood and 800 men have left Richmond for Wilmington to take two armed vessels and attempt the release of their prisoners at Point Lookout. The naval force at that point is sufficient to defeat any such attempt, but the mouth of the Chesapeake should be guarded night and day for the present by tugs, with the *Fort Jackson* within signal distance, and if you deem it advisable you can increase her battery.

GIDEON WELLES,  
Secretary.

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

Letter from Captain Smith, U. S. Navy, to Brigadier-General Graham, U. S. Army, regarding the strengthening of picket guard at Cox's farm.

U. S. S. ONONDAGA,  
James River, July 18, 1864.

GENERAL: I herewith enclose a communication\* from Captain J. W. Sanderson in relation to the effective force available for picket duty at

\* Not found.

this place; and as it is very desirable to strengthen the picket guard at Cox's farm in close proximity to the small wooden gunboats, tugs, and coal vessels, I would respectfully urge that an additional force may be sent him if they can be spared from the naval brigade.

Lieutenant Chambers, the bearer, will explain more fully the necessity for this detail.

Very respectfully, your obedient servant,

MELANCTON SMITH,  
*Captain and Senior Officer in James River.*

Brigadier-General CHARLES K. GRAHAM,  
*Commanding Naval Brigade.*

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*Order of Captain Smith, U. S. Navy, to Lieutenant Dewey, U. S. Navy, regarding a search for torpedoes placed by the Confederates in James River.*

U. S. S. ONONDAGA,  
*James River, July 18, 1864.*

SIR: I have just received information that torpedoes have been placed in the James River—one in the Swash and one in the main channel of Harrison's Bar, and one in the vicinity of Wilcox's Wharf.

You will proceed to the point designated in the *Agawam* and make thorough search for them, communicating with Acting Master [R. G.] Lee, of the *Commodore Morris*, on your way down, and ascertain if any measures have been taken by him to ascertain their locality. If proper measures have been inaugurated for raising them, which shall, from the information, appear to be satisfactory, you will return to your day station and proceed to Aiken's Landing to-night.

It is thought that you can place the *Agawam* in a position to protect your boats while dragging, and it is presumed that a sufficient army force can be procured at City Point to land and search for the torpedo connections. I send you below a memorandum this moment received from refugees. Benjamin Roach, who resides at Charles City Court-House, states that on the 15th two 6-horse wagons, loaded with three torpedoes about the size of a hogshead, fitted with wires for explosion, and two pontoon boats for placing them, went past his house to place their torpedoes on Harrison's Bar.

On the 16th Delaware Clark, private, of Charles City Cavalry, told his sister one had been planted in the Swash and one in the main channel on Harrison's Bar.

Also understands that a party went down to plant torpedoes in the channel at Wilcox's Landing or Wharf.

I send Benjamin Roach to you, who thinks that he can point out to you the position of the torpedoes and the locality of the operations.

I will have your awnings surveyed as soon as you return to Dutch Gap.

Very respectfully,

MELANCTON SMITH,  
*Captain and Senior Officer in James River.*

Lieutenant GEORGE DEWEY,  
*Commanding U. S. S. Agawam.*

*Report of Captain Smith, U. S. Navy, regarding Confederate operations  
in the James River.*

U. S. S. ONONDAGA,  
*On Picket, Below Barricade, James River, July 18, 1864.*

SIR: Major-General Butler sent last night at 12 o'clock to inform me that there was a probability of a combined attack from the enemy on the river, but without communicating from which direction it might be looked for, or any other particulars.

The necessary steps were taken to prevent our vessels from being surprised, and the ironclads were ready for any service where they might be wanted. This morning at 4 o'clock rapid firing from musketry was heard in the vicinity of Howlett's, but the occasion of it has not transpired.

Two refugees sent up this morning from the *Commodore Morris* report that at Malvern Hill are Hampton's Legion and Gary's Mounted Infantry, say from 3,000 to 4,000 men, guarding that point, and to do what damage they can to the gunboats. That a battery of light artillery, 12 pieces, moves up and down the river firing upon the gunboats, and is the same that fired upon the *Pequot* and *Mendota*. Also that on the 15th two six-horse wagons passed, having two torpedoes, 1,000 pounds of powder each, fitted with electric wires and battery, and two pontoon boats for planting them, in charge of J. H. Parker, of the Navy, and that on the 16th his sister was told by a private of the Charles City Cavalry they had been placed, one on the Swash and one in the main channel at Harrison's Bar, and say that Lee has gone from the south side, leaving Longstreet and Beauregard there, and that a force has gone with him, some think into the valley and others to assist Johnston in Georgia. The above particulars have been communicated to General Butler.

I have sent the *Agawam* to make a search for the torpedoes, and the party giving the information, who thinks he can point out their position and the locality of the operators, also goes in the *Agawam*.

The movement of the rebel force from Cox's farm to Malvern Hill and the report that a battery has been placed at Wilcox's Wharf, taken in connection with the torpedo party, would seem to explain the combined attack referred to by Major General Butler.

General Butler informs me, in answer to information I communicated this morning, that Captain [Amaya L.] Fitch, of the armed transport *Reno*, captured 12 torpedoes yesterday, which were all that could be found at Harrison's Bar. He requests, however, that I will send down and drag in that vicinity. The *Agawam* was sent this morning for that purpose.

The *Mount Washington* has arrived with five canal boats for the obstructions, but without suitable anchors or chains, but I may be able to procure them from the ordnance vessel at City Point.

Will more vessels be purchased to supply the places of the eight lost on their passage here? Or shall I arrange these without reference to the number first proposed?

Very respectfully, your obedient servant,

MELANCTON SMITH,  
*Captain and Senior Officer Present.*

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

*Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, expressing disapproval of his movement, without orders, to Washington, D. C.*

NAVY DEPARTMENT, July 19, 1864.

SIR: I have your dispatch of July 14, No. 416, stating the reasons which induced you to leave your station and proceed to Washington, not only without permission, but contrary to the telegraphic order of the Department of July 10, directing you to remain at Hampton Roads.

Your reasons for the course pursued are not satisfactory. Washington was menaced, possibly in some danger, but the principal object of the rebels was undoubtedly to create a panic, and by withdrawing our forces or a portion of them, to raise the siege of Petersburg. Lieutenant-General Grant seems to have understood the object and was immovable, but the naval commander, yielding to the panic that was created, and listening to the exaggerated and groundless rumors that were put afloat, left his station and proceeded to the capital, where neither himself nor his dispatch vessel could be of any service under any circumstance, while his absence from his post in a great emergency might have compromised the action and efficiency of the squadron intrusted to him and brought disaster upon the country.

There was telegraphic communication to Point Lookout, and thence to Hampton Roads is but some hours. The wishes of the Department had been explicitly expressed, and those should have governed you rather than the sensational rumors and exaggerated statements that were put in circulation, many of them for mischievous purposes, and with a design of inducing our officers to leave their posts and withdraw our forces. When you reached Point Lookout you were in instant communication with the Department, but without an enquiry by telegraph you hastened on to Washington.

Your course in this matter is not approved. Fortunately no immediate bad results, other than the example, have followed. To stand firm in such an exigency is important, and I regret that the rebels, or the rumors, should have moved you at such a time or led you to leave your post.

The blockade just now requires your vigilant attention, and you will, as early as you deem your presence can be spared from the roads, visit Wilmington and the different points under your command.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

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

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[Telegram.]

HAMPTON ROADS, July 19, 1864—4 p. m.  
(Received 6:50 a. m., 20th.)

Telegram received. *Santiago de Cuba, Monticello, and Cohasset* sent to mouth of Chesapeake Bay until *Fort Jackson* is repaired.

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

HON. GIDEON WELLES,  
*Secretary of Navy.*

[Telegram.]

FLAGSHIP MALVERN, July 19, 1864—4 p. m.

At least 2,000 men are needed to fill the complements of the vessels of this squadron. Many of them are lamentably short of their complement.

S. P. LEE,  
Acting Rear-Admiral.

Hon. GIDEON WELLES,  
Secretary of the Navy.

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding matters pertaining to the general interests of his command.*

FLAGSHIP MALVERN,  
Hampton Roads, Virginia, July 19, 1864.

SIR: I transmit enclosed (1) a copy of my instructions of July 18, to Captain O. S. Glisson, assigning him to duty as divisional officer for the blockade of New Inlet entrance, etc., accompanied by (2) a list of vessels assigned to the division. I issued a similar order of the same date to Captain B. F. Sands, and enclose (3) a list of the vessels assigned to his division.

Both officers are now here. Captain Glisson will leave as soon as the gale is over. A scarcity of coal and light nights and the new arrangements which I have been making under the recent prize law, and the Department's order of 2d instant for promoting the efficiency of the blockade, and the present gale of wind have caused and will cause a few days necessary and proper detention of the *Santiago de Cuba* and some others of the blockaders. The *Fort Jackson* is coaling and is detained under the Department's order, but, as Captain Sands is divisional officer, I respectfully suggest that the Department allow the *Fort Jackson* to be dispatched when ready for sea.

I regret to say that neither the *Santiago de Cuba* nor the *Fort Jackson* can pass the bar at Beaufort for coal and other supplies. It is very desirable that the divisional officers should either be immediately off the bars at Wilmington, or not longer and further absent than to take in the supplies at Beaufort, which is the depot for supplying the blockaders off Wilmington, except the few whose draft does not permit them to cross the bar there.

As the army had sunk obstructions (on June 15) in the James River, and was detained besieging Petersburg, there seemed no probability of an early movement toward Richmond.

I therefore, on June 21, recalled Captain Smith from the sounds to resume his command on board the *Onondaga*.

On his arrival I left him in charge of the James River division, and came down the river to look after squadron matters in this vicinity, and especially in connection with the blockade of Wilmington. There was then quite a number of outside blockaders and others vessels of the squadron here for supplies or repairs or both, and others expected for similar purposes. The recent raids, especially that of the *Florida* on the coast, of which I had notice on the 10th instant, caused some unavoidable delay in dispatching the blockaders to their stations, as some of them were sent in pursuit of the *Florida*.

The recent arrival of Captains Glisson and Sands, senior officers on outside blockade duty, the instructions of the Department of the 2d



and 10th instant, and the receipt of the recent prize law have induced and enabled me to make the arrangements shown by the enclosed orders, to promote the efficiency of the blockade of Wilmington which has become somewhat impaired during my protracted occupation in James River, in part by the want of permanent senior officers off the bars, and especially in view of the fact that the rebel Government, which has taken charge of the blockade-running interest, has established lights to the two entrances to Wilmington and encouraged or procured the use of a number of very superior steamers for the purpose of running the blockade. In a few days most of the blockaders now here may be profitably dispatched to their stations. I anticipate good results from the recent arrangements, but it would be much better if the division officers had commands which could enter Beaufort, as their occasional presence there would doubtless give dispatch to the supply and temporary repairing of their vessels at that point. My earnest attention during my detention here, required by the Department's dispatch of the 10th instant, has better and sooner promoted the efficiency of the blockade than if I had gone direct from James River to that point.

I respectfully propose, unless otherwise instructed by the Department, when the blockaders shall have left to return up James River, look at the situation there and confer with General Grant, when I shall know whether my presence is most needed there or off Wilmington, and act accordingly.

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

S. P. LEE,

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

HON. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

[Enclosures.]

FLAGSHIP MALVERN,

*Hampton Roads, Virginia, July 18, 1864.*

SIR: You are hereby assigned to the command of the division of this squadron detailed for the duty of blockading New Inlet entrance of Cape Fear River and the adjacent inlets to the northward, composed of the enclosed list of vessels, viz (A).

Use every effort to make this part of the blockade as effective as possible with the means at your command, guided by the squadron instructions when not inconsistent with this order.

The main object is to keep a close and effective blockade of New Inlet, which will require your immediate and personal supervision when not necessarily absent for supplies. For the purpose of capturing such blockade runners as may have eluded the inner blockading line, or who may be approaching the coast for the purpose of violating it, you are authorized to station not exceeding two-fifths of the number of the vessels which are now or may hereafter be assigned to this division to cruise offshore on an outer line of blockade included between a line drawn from Cape Fear, touching Cape Lookout Shoals, and a southeast-by-south line bearing from Cape Fear at such a distance as will intercept the run of a fast steamer coming out of the inlet at half flood tide, making 12 or 13 knots an hour till daylight. The arc between the above lines of bearing is to be divided equally between the number of vessels assigned to this duty.

The necessary distance from New Inlet depends on the interval of time between half flood tide on the bar and daylight, multiplied by the speed of the vessel running out. It is, therefore, a variable distance,

which should be shown on an accurate table for each night, calculated for a month in advance. The table should show the time of high water on the bar, the rising and setting of the sun, and the rising or setting of the moon at night. Each outside cruising blockader should be kept in good trim for chasing, and when chasing, officers and men are not to crowd forward.

Be particular that no unnecessary chasing is done, and no unnecessary expenditure of fuel made. Try so to arrange the expenditure of fuel that the coaling may be done in the lightest time of the moon, and that the blockade may be in its fullest strength during the dark nights.

Each vessel must carry her complement of ammunition, but the other supplies may be judiciously diminished so as not [to] impair her speed unnecessarily.

Prepare duplicate prize lists in case of capture, giving the name and official designation of the officer commanding the squadron, the fleet captain, and the senior officer commanding the division to which the vessel is attached, sending the original in your report to the Department and the duplicate in your report to me.

Report particulars of the capture, destruction, or escape of each blockade runner chased, and send me a semimonthly abstract of the log of each blockader, which should be intelligently and neatly kept.

The number of vessels on the immediate blockade of the bar necessary for an effective blockade must always be kept in preference to outside cruising.

Much of the efficiency of the blockade will depend on the zeal and attention of the divisional officer, and the Navy Department requires that this important part of the blockade should be most faithfully kept.

Very respectfully, yours,

S. P. LEE,

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

Captain O. S. GLISSON,

*U. S. S. Santiago de Cuba, Divisional Officer off New Inlet, N. C.*

*A.—Blockaders of New Inlet Division.*

Santiago de Cuba.	Governor Buckingham.	Howquah.
State of Georgia.	Mercedita.	Britannia.
Keystone State.	Kansas.	Victoria.
Quaker City.	Alabama.	Gettysburg.
Grand Gulf.	Nippon.	Daylight.
Monticello.		

*Blockaders of Western Bar Division.*

Fort Jackson.	Vicksburg.	Banshee.
Florida.	Cambridge.	Fort Donelson.
B. R. Cuyler.	Emma.	Violet.
Calypso.	Maratanza.	Aries.
Nereus.	Montgomery.	Cherokee.
Mount Vernon.		

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, enjoining vigilance against possible attack of raiders under Lieutenant Wood, C. S. Navy.*

FLAGSHIP MALVERN,  
*Hampton Roads, Virginia, July 19, 1864.*

SIR: The Department and the commanding officer of the *Minnesota* advise me to-day by telegraph, dated 18th instant, that refugees report

that Lieutenant Wood, of the rebel Navy, left Richmond for Wilmington on the 7th or 8th instant with 800 sailors to man two armed blockade runners and attempt the release of the prisoners at Point Lookout.

It may be that these raiders will make an attack on the blockading vessels off Wilmington, and great vigilance is therefore necessary.

Respectfully, yours,

S. P. LEE,

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

Captain B. F. SANDS,

*U. S. S. Fort Jackson, Divisional Officer off Western Bar.*

P. S.—The *Violet* is torpedo-fitted, and leaves in the morning, accompanied by the *Mount Vernon*, for Western Bar. See the orders to the commanding officer of the *Violet* and the enclosed printed directions\* about torpedoes, of which he has a copy.

S. P. LEE,

*Acting Rear-Admiral.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Ensign Stothard, U. S. Navy, for the transportation of a torpedo to the Western Bar Inlet.*

FLAGSHIP MALVERN,

*Hampton Roads, Virginia, July 19, 1864.*

SIR: Apply to Commander Lynch for a torpedo and necessary fuzes, and when obtained proceed in company with the *Mount Vernon* to the blockade off Western Bar and report to the senior officer there present for duty.

The enclosed copy of confidential instructions shows the great care necessary in handling the torpedo and its fuzes. It is not to be shipped until you have occasion to use it, which will be only on a rebel ironclad or other men-of-war making an attack on the blockade.

Respectfully, yours,

S. P. LEE,

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

Acting Ensign THOS. STOTHARD,

*Commanding U. S. Tug Violet.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Trathen, U. S. Navy, commanding U. S. S. Mount Vernon, to proceed to blockade duty off Wilmington, N. C.*

FLAGSHIP MALVERN,

*Hampton Roads, Virginia, July 19, 1864.*

SIR: Proceed with the *Mount Vernon* under your command, in company with the *Violet* (under moderate steam to economize fuel), to Western Bar, off Wilmington, and report to the senior officer there present for duty on the blockade of the bar.

Respectfully, yours,

S. P. LEE,

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

Acting Volunteer Lieutenant, JAS. TRATHEN,

*Commanding U. S. S. Mount Vernon.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Downes, U. S. Navy, commanding U. S. S. R. R. Cuyler, to proceed to blockade duty off Wilmington, N. C.*

FLAGSHIP MALVEEN,  
*Hampton Roads, Virginia, July 19, 1864.*

SIR: Proceed with the *R. R. Cuyler* under your command (under moderate steam to save fuel) to Western Bar, off Wilmington, and in the absence of Captain Sands report to the senior officer present for duty and deliver to him the enclosed communication.

Respectfully, yours,

S. P. LEE,

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

Commander JNO. DOWNES,  
*Commanding U. S. S. R. R. Cuyler.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Glisson, U. S. Navy, to protect the entrance to Chesapeake Bay against possible attack of raiders under Commander Wood, C. S. Navy.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Hampton Roads, July 19, 1864.*

SIR: The Department informs me by telegraph of 18th that refugees state that Lieutenant Wood with 800 men have left Richmond for Wilmington to take two armed vessels and attempt the release of the prisoners at Point Lookout. The commanding officer of the *Minnesota* sends me the same information by telegraph of same date (both received to-day), stating that it is reported that these sailors left Richmond on the 7th or 8th.

You will proceed with the *Santiago de Cuba*, *Monticello*, and *Cohasset* to the mouth of the Chesapeake Bay, which you will guard until relieved by the *Fort Jackson*, when you will proceed direct to your station off New Inlet with the *Santiago de Cuba* and *Monticello*. Send me any necessary information in the meantime by the *Cohasset*.

These raiders may design an attack on the blockaders off the bars; great vigilance will therefore be required.

The *Fuhkee* will bring coal from Beaufort to supply the smaller vessels off each bar.

Add the *Cherokee* to the list of blockaders off New Inlet, accidentally omitted.

Send the *Victoria* and *Howquah* separately, when they can be spared (awaiting the return of the first sent), to be fitted with torpedoes.

Respectfully, yours,

S. P. LEE,

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

Captain O. S. GLISSON,  
*U. S. S. Santiago de Cuba, Divisional Officer off New Inlet.*

*Report of Captain Smith, U. S. Navy, regarding various matters pertaining to his command.*

U. S. S. ONONDAGA,  
*On Picket, Below Barricade, James River, July 20, 1864.*

SIR. I herewith enclose a copy of a letter\* to the honorable Secretary of the Navy, the only communication forwarded direct since your supposed departure for the blockade. I much regret that it had not your endorsement as that would probably have insured the object desired.

In relation to the supply of vegetables mentioned in your letter of the 18th instant, I would state that a very moderate quantity was obtained on the 7th instant from the sanitary tugboat, but it was not understood as being a donation from any particular source.

The papers called for in your letter with a report† received to-day from Acting Master Lee, detailing his cooperation with the steamer *Pegot* in the engagement of the 16th instant, are herewith forwarded.

The barricade was strengthened last night by the sinking of the five hulks, and a sketch with all other particulars will be transmitted by the next opportunity.

Lieutenant Dewey, of the *Agawam*, has made a thorough search for the torpedoes at Harrison's Bar, landing the marines and dragging the channel, but nothing was discovered.

Very respectfully, your obedient servant,

MELANCTON SMITH,  
*Captain and Senior Officer in James River.*

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

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Smith, U. S. Navy, regarding obstructions for Trent's Reach Bar.*

HAMPTON ROADS, July 20, 1864.

SIR: Your No. 56, of 18th instant, is received.

You have already received five of the twelve barges ordered by the Department for the purpose of being sunk on Trent's Reach Bar. Of the twelve that left Baltimore, three sunk on the way and two immediately on arrival here. One was taken back to Baltimore in tow of the *Cactus*, disabled, and one is still here and will be sent to you. You will thus have six and probably seven altogether. If this number shall prove insufficient, notify me and I will endeavor to procure more. If sufficient, distribute and sink them as you judge best.

I have sent the *Mount Washington* to the navy yard for old chain cable, which, if procured, will be sent to you.

I send the *Shokokon* to be stationed in the vicinity of Harrison's Bar and Wilcox's Wharf, with directions to her commanding officer to report by letter to you and in person to Commander Clitz on arrival.

Whenever a gunboat attack is made on the enemy's field batteries it should be made in sufficient strength to silence them with the least loss to us.

The dispatch of Mr. Merriam from General Foster's headquarters, published in the *Herald* of the 19th, informs the enemy of the injury

\* Not necessary to publish.

† See p. 278.

done by their firing to the gunboats at Deep Bottom. Such precautions should be taken, as you and Commander Nichols can take, and as you can induce General Foster or the military authorities to observe, to prevent these injurious publications.

Respectfully, yours,

S. P. LEE,

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

Captain M. SMITH,

*Senior Officer, James River.*

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*Order of Captain Smith, U. S. Navy, to Lieutenant Dewey, U. S. Navy, commanding U. S. S. Agawam, to proceed to Four Mile Creek.*

U. S. S. ONONDAGA,  
*James River, July 20, 1864.*

SIR: So soon as you have finished coaling, proceed with the *Agawam* and report to Commander Nichols, who will assign you a station in the vicinity of Four Mile Creek, for the protection of a working party belonging to General Foster's command.

Very respectfully,

MELANCTON SMITH,  
*Captain and Senior Officer in James River.*

Lieutenant GEORGE DEWEY,

*Commanding pro tempore U. S. S. Agawam.*

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*Report of Commander Clitz, U. S. Navy, transmitting request from Brigadier-General Weitzel, U. S. Army, in relation to Wilcox's Wharf.*

U. S. S. OSCEOLA,  
*Off City Point, James River, July 20, 1864.*

SIR: I herewith enclose you a telegram from Brigadier-General G. Weitzel, U. S. Army.

The request has been attended to.

I am, sir, respectfully, your obedient servant,

J. M. B. CLITZ,  
*Commander, U. S. Navy.*

Captain MELANCTON SMITH,

*Senior Officer present, Comdg. U. S. Ironclad Onondaga.*

[Enclosure.—Telegram.]

HEADQUARTERS OF GENERAL BUTLER, *July 17, 1864.*

The commanding general directs me to request you to keep all naval vessels away from Wilcox's Wharf until further orders, unless our transports are fired into. This request is made because he is preparing an expedition to capture the whole rebel force there.

G. WEITZEL,  
*Brigadier-General and Acting Chief of Staff.*

Commander J. B. M. CLITZ,

*Commanding U. S. S. Osceola.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Ensign Chadwick, U. S. Navy, commanding U. S. S. Harcourt, to proceed to duty at the mouth of Chesapeake Bay.*

HAMPTON ROADS, VIRGINIA, July 20, 1864.

SIE: Proceed in the *Harcourt* under your command and report to the senior officer at the mouth of Chesapeake Bay for duty as dispatch boat at that point. A watch officer will be temporarily attached to your vessel from the vessel of the senior officer there when necessary. When the duty at that point is over, you will proceed to Yorktown and report to Lieutenant-Commander Babcock, commanding U. S. S. *Morse*, commanding the Seventh Division of the North Atlantic Blockading Squadron, for duty in that division.

Respectfully, yours,

S. P. LEE,

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

Acting Ensign J. A. CHADWICK,  
*Commanding Tug Harcourt.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Garfield, U. S. Navy, commanding U. S. S. Banshee.*

FLAGSHIP MALVERN,  
*Hampton Roads, July 20, 1864.*

SIE: Proceed with the *Banshee* under your command to the blockade of Western Bar, off Wilmington, and report to Captain B. F. Sands, commanding the Second Division, or in his absence to the senior officer there present for duty of the blockade of that bar.

Respectfully, yours,

S. P. LEE,

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

Acting Volunteer Lieutenant W. H. GARFIELD,  
*Commanding U. S. S. Banshee.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Vicksburg.*

HAMPTON ROADS, VIRGINIA, July 20, 1864.

SIE: Proceed with the *Vicksburg* under your command to Western Bar and report to Captain Sands, divisional officer, for duty.

When the tugs *Glace*, *Belle*, *Hoyt*, and *Martin* are ready give them convoy to Hatteras Inlet.

The *Nansemond* will accompany you on her way to Beaufort.

Respectfully, yours,

S. P. LEE,

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

Lieutenant-Commander D. L. BRAINE,  
*Commanding U. S. S. Vicksburg.*

P. S.—Proceed with the *Nansemond* and the tugs, which are not yet ready.

S. P. LEE,  
*Acting Rear-Admiral.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Macomb, U. S. Navy, regarding torpedo boats and torpedoes, with instructions for their use.*

FLAGSHIP MALVERN,  
Hampton Roads, Virginia, July 20, 1864.

SIR: I send you the tug *Bazely* for general use, and the tugs *Belle*, *Martin*, and *Hoyt*, appropriately fitted for torpedo boats; two torpedoes are sent with each, making six in all. Enclosed are six copies of confidential instructions in regard to their use.

The *Vicksburg*, Lieutenant-Commander Braine, will convoy them to Hatteras Inlet. Make such changes in their officers, especially in those of the torpedo boats, as you may find necessary to promote their efficiency, reporting the changes so made, and in other cases also.

Respectfully, yours,

S. P. LEE,

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

Commander W. H. MACOMB,  
*Commanding U. S. S. Shamrock, New Berne, N. C.*

P. S.—Great care will be necessary to keep these (especially torpedo boats) tugs in an efficient state. It is therefore important to ascertain that their engineers and firemen are competent and careful. Do not allow the torpedo boats to be hacked by tug duty.

S. P. LEE.

[Enclosure.]

*Description of torpedo and its mode of action.*

This form of torpedo is intended to explode on impact, and to be placed on a pole or rod projecting not less than 15 feet, and if possible 20 feet, beyond the vessel using it. It contains 150 pounds of powder.

It is fitted with four fuzes projecting 6 inches from the anterior extremity at different angles. The fuze is composed of a glass tube filled with sulphuric acid and then hermetically sealed, inserted in a leaden pipe, and surrounded by a mixture of two parts of chlorate of potash and one part of loaf sugar by weight, mixed with twice its bulk of dry sawdust. Bending the pipe breaks the tube and causes the explosion in about two-tenths of a second. The object of the sawdust is simply by its mechanical interposition to temper off the violence of the explosion and cause a rush of flame into the torpedo without bursting the tube. If it is too quick or too slow it is very easy to tear off the cap, remove the tube, and sift out or add more sawdust.

Chlorate of potash and loaf sugar in the above-mentioned proportions, without any tempering substance, explodes with extreme violence, like fulminate, on being touched with acid.

They are made very delicate, and the fuzes must be handled with care, whether in or out of the torpedo. A gutta-percha washer is placed under the head of the fuze and the screw top to the filling hole, but it is advisable to lute the joints with red lead or beeswax.

The fuzes are quite delicate, requiring an effort equal to 30 pounds suspended from the extremity to break the tube and cause the explosion. Experiments have been made which show their certainty of action.

Too much care can not be used in handling the torpedo after the fuzes are placed, whether loaded or not.



The fuzes should be kept in a place out of the sun, and on no account to be placed in the magazine. It is impossible to make these fuzes quick and certain without a corresponding increase of danger from handling.

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Macomb, U. S. Navy, assigning him to command in the Sounds of North Carolina.*

FLAGSHIP MALVERN,  
Hampton Roads, Virginia, July 20, 1864.

SIR: You are hereby assigned to duty as divisional officer in command of the division of the squadron in the sounds of North Carolina, which will be numbered 3 and consist of the following vessels:

Shamrock.	Mattabesett.	Chicopee.
Tacony.	Wyalusing.	Louisiana.
Commodore Hull.	Valley City.	Ceres.
Whitehead.	Hetzel.	Lockwood.
Renshaw.	Granite.	Albemarle.

Tug *Glance* and torpedo boats *Belle*, *Martin*, and *Hoyt*. *Miami* has been ordered here.

Respectfully yours,

S. P. LEE,

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

Commander W. H. MACOMB,  
*Commanding U. S. S. Shamrock,  
Divisional Officer, Sounds of North Carolina.*

*Report of Lieutenant-Commander Truxtun, U. S. Navy, regarding the safety of the U. S. S. Valley City.*

U. S. S. TACONY,  
New Berne, July 20, 1864.

SIR: The *Louisiana* returned last night, reporting the *Valley City* all safe. She also reports that the cavalry force in the vicinity of Washington, [N. C.], has been greatly increased, and that the *Valley City* has been employed shelling them for the past day or two, which no doubt gave rise to the report of her destruction.

The boilers of the *Commodore Hull* are entirely gone. They are said to be in such a condition that it will be impossible to get up steam in them. I have, at the request of the captain, ordered a survey, the result of which I will send you as soon as it is made out.

Refugees report that torpedoes have been placed in the river below Washington, N. C.

The continued wet weather has prevented my finishing the decks, but I still think I shall be able to leave here by Tuesday. I wish you would be kind enough to inform me if you desire me [to] wait the arrival of a relief, or if I shall leave as soon as ready. With the great number of "lame ducks" now here, there should be one good vessel to look out for them.

Very respectfully, your obedient,

W. T. TRUXTUN,  
*Lieutenant-Commander.*

Commander W. H. MACOMB,  
*Senior Naval Officer, Sounds of North Carolina.*

*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding cooperative expeditions.*

NAVY DEPARTMENT, July 21, 1864.

SIR: Your dispatch (No. 409) of the 11th instant, with enclosures relative to the joint army and naval expedition fitted out for the purpose of cutting the Wilmington and Weldon Railroad, but which failed in the attempt, has been received.

While the Department is gratified at the manner in which the expedition was conducted, it prefers that the blockade should first be attended to before any cooperating or inland movements are undertaken.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

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

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[Telegram.]

NAVY DEPARTMENT, July 21, 1864.

Send the *Fort Jackson* to the blockade. When did the *Connecticut* leave in obedience to last order?

GIDEON WELLES,  
*Secretary of the Navy.*

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

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[Telegram.]

NAVY DEPARTMENT, July 21, 1864.

Send the *Connecticut* directly to Boston.

GIDEON WELLES,  
*Secretary of the Navy.*

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

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Cushing, U. S. Navy, commanding U. S. S. Monticello.*

HAMPTON ROADS, July 21, 1864.

SIR: Proceed with the *Monticello* under your command, now ready for sea, to the mouth of Chesapeake Bay, and report for duty to Captain O. S. Glisson, U. S. S. *Santiago de Cuba*, senior officer there present.

Respectfully, yours,

S. P. LEE,

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

Lieutenant W. B. CUSHING,  
*U. S. S. Monticello.*

*Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the withdrawal of ironclads from James River.*

NAVY DEPARTMENT, July 22, 1864.

SIR: You will inform this Department whether any of the ironclads attached to your command can be withdrawn, having due regard to the exigencies of the public service within the limits of your command; whether they are absolutely essential to the holding possession of James River or other waters of Virginia; and whether the military forces can maintain their positions in Virginia, assisted and protected by wooden vessels only, in case the ironclads should be withdrawn, or with the assistance and protection of wooden vessels and a portion of the ironclads. Answers to these questions and such other information bearing upon the subjects of enquiry as your judgment may dictate can be furnished at your leisure.

The opinion of Lieutenant-General Grant upon the points indicated would be valuable, and the Department would be gratified if you could obtain it.

Very respectfully, etc.,

GIDEON WELLES,  
Secretary of Navy.

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

*Letter from Acting Rear-Admiral Lee, U. S. Navy, to the Chief of the Bureau of Ordnance, forwarding description of floating torpedo captured at Cox's farm.*

FLAGSHIP MALVERN,  
Hampton Roads, Virginia, July 22, 1864.

SIR: I enclose a description and drawing received from Captain Smith of the torpedo designed to float and explode by clockwork, captured at Cox's farm, above Dutch Gap, on the night of the 12th instant.

Commander Lynch will forward this torpedo to the Bureau by the first opportunity; also two boxes of powder with the marks of the rebel arsenals on them, which were captured at the same time, and were intended for loading the torpedo.

Captain Smith thinks that the design of the rebels was to put this afloat from the left bank below the obstructions to blow up a monitor. Besides a boom and a hawser with a net I kept a picket on that bank and picket boats above and below the monitors to prevent any such attempt.

Very respectfully, yours,

S. P. LEE,  
Acting Rear-Admiral.

Commander H. A. WISE,  
Bureau Ordnance.

*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting a survey of Trent's Reach.*

FLAGSHIP MALVERN,  
Hampton Roads, Virginia, July 22, 1864.

SIR: I enclose a recent survey\* by Sub-Assistant Bradford, of the Coast Survey (attached to my staff by the indulgence of Superintendent

\* See report of Captain Smith, U. S. Navy, September 16, 1864.

Bache), of Trent's Reach, showing the depth of water on the bar in that reach just before the army obstructions were sunk, the position of these vessels, and the position of the torpedoes, boom, hawser, and network put down by me.

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

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

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Smith, U. S. Navy, regarding the obstructions in James River.*

FLAGSHIP MALVERN,  
Hampton Roads, Virginia, July 22, 1864.

SIR: Please inform me if any more canal barges are needed to complete the obstructions, also whether the boom stretched entirely across the river. If it does not, I think it advisable to continue it close over to the bank, making it so that a section can be swung aside for a passage way. The boom should be arranged for moving it to another position when the monitors, etc., change their position. When another movement is made, the hawser and net will also be removed and replaced.

Respectfully, yours,

S. P. LEE,  
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.  
Captain M. SMITH,  
Senior Officer up James River.

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*Report of Captain Smith, U. S. Navy, transmitting report of Commander Nichols, U. S. Navy, and information received from a deserter.*

U. S. S. ONONDAGA,  
On Picket, Below the Barricade, James River, July 22, 1864.

SIR: I have ordered the *Shokokon* to Turkey Bend until the army has made the demonstration referred to in the telegraphic dispatch sent you yesterday, after which she will take her station at Harrison's Bar, anchoring off Wilcox's Wharf occasionally.

I enclose herewith a letter from Commander Nichols, of this date, with a statement of a deserter.

Very respectfully, your obedient servant,

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

[Enclosure.]

U. S. S. MENDOTA,  
James River, July 22, 1864.

SIR: I send up a deserter, who came in to the pickets of the *Hunchback* this morning. I send also the copy of a report from the commanding officer of the *Hunchback*. The deserter appears to be intelligent,

but I have not been able to gain any more information from him than is contained in the letter of Mr. Valentine. Colonel Hill has been out all the morning, and is still out, but sends word that the army is too strong for him to maintain the position, and he will have to fall back. There has been some lively skirmishing along his lines. I send the *Shokokon* up to you according to your wish, as expressed by Mr. Cushman this morning. The *Saugus* has done but little firing, as I wished to spare her guns and ammunition, but what she has done has been well done, as is said by the officer on shore. If not incompatible with your views, I think, on account of the operations at present going on here, it would be well to allow the *Saugus* to remain here until the additional troops expected are here, and the disputed territory secured to our use instead of the enemy's. Her moral influence is considerable.

Very respectfully, your obedient servant,

ED. T. NICHOLS,  
Commander, U. S. Navy.

Captain M. SMITH,  
Comdg. U. S. S. *Onondaga* and Senior Officer *James River*.

[Subenclosure.]

U. S. S. HUNCHBACK,  
*James River, Virginia, July 22, 1864.*

DEAR SIR: A deserter has just come into our pickets, and I send him to you. He says he belongs to the Hampton Legion of cavalry; also that there are about 2,000 troops back of us. He says that your shelling on Saturday last dismounted one gun, and they immediately vacated the premises and went to Malvern Hill and opened on the *Morris* and *Pequot*; also that they have three fieldpieces in the woods back of us, and five at Turkey Bend.

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

E. K. VALENTINE,  
Acting Ensign, Commanding.

Commander E. T. NICHOLS,  
*U. S. S. Mendota, James River, Virginia.*

[Telegram.]

FLAGSHIP MALVERN,  
*Hampton Roads, July 22, 1864—3 p. m.*

Have dispatched *Connecticut* directly to Boston, agreeably to telegraphic order of 21st. After sending telegram of this date, received Bureau's letter stating that men would be sent by *New Berne*.

S. P. LEE,  
Acting Rear-Admiral.

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

*Letter from the Secretary of the Navy to the Secretary of War, transmitting information regarding the sale of supplies to Confederate agents for the use of the army.*

NAVY DEPARTMENT, *July 22, 1864.*

SIR: I have the honor to enclose herewith a copy of a letter from Commander W. H. Macomb, senior officer in the sounds of North Caro-

lina, relative to the manner in which large quantities of bacon and other supplies are sent from Norfolk and sold to rebel agents at the southern end of the Dismal Swamp Canal for the supply of the rebel army.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of the Navy.*

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

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*Report of Commander Macomb, U. S. Navy, regarding affairs in sounds of North Carolina.*

U. S. S. SHAMROCK, July 22, 1864.

SIR: By reports received from Edenton yesterday I learn that the rebels have got their floating battery ready and have sent up the river to tow it down to Plymouth; and also that they have raised the *Southfield* and intend fitting her out.

It is also reported that they are constructing another (the third) ironclad ram at Halifax, which will be ready for service by September.

There is also a report that Bragg has marched from Weldon with 15,000 troops—they say for New Berne. It is possible that they may be intended to reinforce Johnston at Atlanta.

These rumors are not confined to Edenton, but the same reports exist in other counties.

A reconnoitering party has been sent up to learn more about the *Southfield*.

Bacon and other articles are still being supplied to the rebel army from Norfolk by way of the Dismal Swamp Canal and South Mills.

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

W. H. MACOMB,

*Commander and Senior Officer, Sounds of North Carolina.*

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

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*Report of Captain Smith, U. S. Navy, regarding the sinking of five barges in the James River.*

U. S. S. ONONDAGA,

*On Picket, Below the Barricade, James River, July 23, 1864.*

SIR: I enclose herewith an accurate sketch of the position of the hulks at the barricade, obtained from measurement, which alters very materially the supposed security of the position.

I would therefore recommend that three barges be sent, and one larger vessel for the channel, where there is a space of 65 feet, and 14 feet water.

\* \* \* \* \*

Very respectfully, etc.,

MELANCTON SMITH,

*Captain and Senior Officer in James River.*

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

*Letter from the Secretary of the Navy to Lieutenant-Commander Roe, U. S. Navy, declining to act on certain recommendations for promotion.*

NAVY DEPARTMENT, July 23, 1864.

SIR: Your letter of the 25th ultimo, addressed to Acting Rear-Admiral Lee and recommending to notice Samuel Gordon, coxswain, Peter Kelly, seaman, and Peter Hoyt, seaman, for gallantry in the engagement of May 5, 1864, has been referred to the Department.

You are informed that no recommendations for promotion will be acted upon that were not made at the time of the report of the engagement.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

Lieutenant-Commander F. A. ROE, U. S. NAVY,  
*Comdg. U. S. S. Sassacus, North Atlantic Blockading Squadron.*

*Report of Captain Smith, U. S. Navy, regarding the obstructions in the James River.*

U. S. S. ONONDAGA,

*On Picket, Below the Barricade, James River, July 23, 1864.*

SIR: I think that two more barges, one to be placed alongside the wreck in the south channel and the other at the termination of the 7-foot line of soundings, for the purpose of securing the boom, will be sufficient to render the obstructions as secure as could be desired, and the boom can then be so arranged to allow the passage of boats if necessary.

Four more anchors of 400 pounds each will be required for two vessels now here and the two to be sent. All the kedges of less than 700 pounds that were on board of the ordnance vessel have been expended.

A deserter reports that Howlett's Battery will be completed on the 26th, when they intend to open fire upon the gunboats and drive them out of this reach [Trent's].

Very respectfully, your obedient servant,

MELANCTON SMITH,  
*Captain and Senior Officer in James River.*

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

*Order of the Secretary of the Navy to Acting Ensign Rogers, U. S. Navy, commanding U. S. S. Hydrangea.*

NAVY DEPARTMENT, July 23, 1864.

SIR: Proceed with the U. S. S. *Hydrangea* under your command off Charleston, S. C., and report to Rear-Admiral Dahlgren.

If your promotion to the grade of acting master is recommended by Rear-Admiral Dahlgren, it will be made.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

Acting Ensign O. W. ROGERS,  
*Commanding U. S. S. Hydrangea, James River.*

*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Captain Glisson, U. S. Navy, regarding complaints received by the Department of the inefficiency of the blockade of Wilmington.*

HAMPTON ROADS, VIRGINIA, July 23, 1864.

SIR: The Department has sent me a dispatch from the U. S. consul at Liverpool, received at the State Department, referring to matters connected with the blockade, in which the writer states that he is constantly told that many vessels succeed in violating the blockade because the blockaders do not fire on them, being anxious to secure prizes and unwilling to run the risk of sinking or injuring these vessels, and that if our cruisers would adopt the course of firing into them it would almost break up the business.

This he gives as report merely, but adds, "It is a little remarkable that so few of these frail vessels have been destroyed by shot and shell. I do not remember to have seen where any of the crews of these vessels running the blockade have been killed by our guns."

The first object of the blockade is to weaken the enemy by preventing his cruisers from going out or in, cutting off his supplies from abroad and preventing his sending cotton out, which is the sole means of sustaining his credit abroad. If the enemy's supply vessels are kept from entering or leaving Wilmington or run ashore by them in the attempt to pass the blockade, this object is accomplished. It is plain that the important part of the blockade is that of the inlets. The object of having outside cruisers is to capture those swift vessels who may, under favor of very dark nights, very thick weather, or superior speed, elude the blockaders off the bar running out, or who may be approaching the coast for the purpose of running in under cover of night.

Great complaints are made to the Department as to the inefficiency of the blockade of Wilmington. I trust that your appointment as senior officer, and the care and vigilance which you will exercise, will restore the efficiency of the blockade of New Inlet, to which you will give your constant personal attention.

Respectfully, yours,

S. P. LEE,

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

Captain O. S. GLISSON,  
*Divisional Officer, New Inlet.*

[Same to Captain Sands, divisional officer, off Western Bar.]

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*Report of Acting Rear-Admiral Lee, U. S. Navy, denying assertions made regarding the inefficiency of the blockade of Wilmington.*

FLAGSHIP MALVERN,  
*Hampton Roads, Virginia, July 24, 1864.*

SIR: I return to the Department the dispatch No. 308, from the U. S. consul at Liverpool, relating to not firing on blockade runners.

I believe that there is no foundation in fact for these assertions and inferences, and refer to the enclosed extracts from abstract logs in support of this belief. The class of small vessels referred to pass the blockaders under cover of darkness, and at a speed which, even if they were seen, would make it almost impossible to fire on them with effect.



These facts are not sufficiently taken into consideration by persons ignorant of the situation, who, judging only from the result that a number of low, swift, light-colored steamers succeed in violating the blockade, infer that they do so through the neglect of proper measures on the part of the blockaders.

I will call the attention of the divisional officers off Wilmington to the statements above referred to, and direct reports to be made in relation to the matter, which will be forwarded to the Department when received, and I would respectfully suggest that, as this charge has been made officially, it should be denied officially through the proper channels.

The enclosed extracts, containing minute information respecting the positions of the blockading force, are designed only for the information of the Navy Department.

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

S. P. LEE,

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

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

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*Report of Acting Rear-Admiral Lee, U. S. Navy, responding to the Department's enquiry regarding the withdrawal of ironclads from the waters of Virginia.*

Confidential.]

FLAGSHIP MALVERN,  
*Hampton Roads, July 24, 1864.*

SIR: The Department's dispatch of 22d instant received to-day asks my opinion as to the withdrawal of the ironclads from James River, and suggests that I obtain General Grant's opinion on the same subject.

I have directed the *Fort Jackson*, Captain Sands (reported ready for sea to-day), to leave this afternoon for the Western Bar division of the Wilmington blockade, and have directed Captain Glisson, commanding New Inlet division of the same blockade, to return from the mouth of Chesapeake Bay, fill up with coal, and proceed to his station.

I am now under the Department's orders to proceed off Wilmington as soon as practicable. I received authentic intelligence this morning that General Grant would make an important movement in a few days. The Department's instructions of July 2, directing me to consult with General Grant before leaving the river, were not received until my arrival at Hampton Roads, and I have since had no opportunity for personal consultation with him. I propose, if the Department should approve it by telegraph, which could reach me by Tuesday, to go up the river and confer with him before going down the coast, both as to this movement and as to his opinion about the withdrawal of the ironclads; and I desire, if the movement requires naval cooperation, to be present when it is made.

The new arrangement respecting divisional officers will, I think, admit of my deferring my visit to Wilmington, in view of the proposed army movement.

I respectfully request an early reply by telegraph.

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

S. P. LEE,

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

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

*Report of Acting Master Foster, U. S. Navy, regarding measures employed in view of the possible appearance of the C. S. ram Albemarle.*

U. S. S. CERES,  
*Albemarle Sound, North Carolina, July 24, 1864.*

SIR: I have been informed by Mr. E. J. Johnson that the commander of the ram is inclined to slip out some dark night and (if possible) capture our picket boats. I think the only sure method of preventing him from coming out on a dark night without our knowledge is to station a boat at the mouth of the river with a light so arranged that it can be seen by us only; when answered by the vessels the boat to make her way to a place of safety. We are then certain that the ram can not get between us and the fleet unobserved. Acting upon this idea, I sent a boat into the mouth of the river last night. Will you please signify whether this step meets with your approval or not?

Very respectfully, your obedient servant,

H. H. FOSTER,  
*Acting Master, Commanding.*

Commander W. H. MACOMB, U. S. Navy,  
*Senior Naval Officer, Sounds of North Carolina.*

[Telegram.]

NAVY DEPARTMENT, July 25, 1864.

When the *Juniata* reaches Hampton Roads, where she is to remain unless some sudden emergency arises, you can send off the *Santiago de Cuba*. The *Connecticut*, being required for service, is not to have her crew or officers reduced. Four hundred men go to you by the *Kensington*. Send the *Roanoke* to Point Lookout, then withdraw the *Minnesota*.

GIDEON WELLES,  
*Secretary of Navy.*

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

*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports of Commander Nichols, U. S. Navy, regarding measures to prevent the erection of Confederate battery at Deep Bottom, James River.*

FLAGSHIP MALVERN,  
*Hampton Roads, Virginia, July 25, 1864.*

SIR: I transmit enclosed reports received to-day from Captain Smith, showing the situation at Deep Bottom, where the enemy appear to be erecting a battery which would interfere with our communications. I suppose that the Army will be able to prevent the accomplishment of this.

Enclosures: 1, July 21, Commander Nichols, *Mendoza*, reporting the capture of a lieutenant and four privates engaged in erecting this battery, and the capture of the position; 2, from same, same date, later, reporting that a brigade of the enemy having advanced, our force retired; 3, July 23, from same, reporting the operations of our troops as not altogether successful, some ground having been lost.

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

S. P. LEE,

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

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

[Enclosures.]

U. S. S. MENDOTA,  
James River, July 21, 1864.

SIR: Unusual noise having been heard last night in the direction of the place from which the battery opened on this vessel on the 16th instant, a scouting party was sent out this morning to see what was going on. The officer in charge reported that the enemy were engaged in erecting a permanent earthwork for a battery. A prisoner was captured by the scouting party, but he would give no information. At 1 p. m. General Foster sent across the creek a portion of the Eleventh Maine Regiment to endeavor to capture the position and hold it. Up to this time, 5 p. m., I have heard nothing from them, and presume they will wait for darkness. I trust that our forces may succeed in their object, for a permanent battery there would prove a very ugly and uncomfortable customer.

This morning I dropped a hundred yards or more below my usual position while taking in coal, and directed the *Agawam* to drop down and take my place while so engaged. She will resume her place in the morning if nothing happens to prevent.

Very respectfully, your obedient servant,

ED. T. NICHOLS,  
Commander, U. S. Navy.

Captain M. SMITH, U. S. Navy,  
Commanding Officer of Naval Forces, James River.

P. S.—6 p. m.: Some scattering musketry has been heard in the direction of our troops that are out, but I know not the cause.

Respectfully,

E. T. NICHOLS.

P. S. No. 2.—6:30 p. m.: Lieutenant Dewey has just come from General Foster's headquarters and informs me that the enemy's position has been captured by our troops; also a lieutenant and four privates. They were erecting a battery.

E. T. N.

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U. S. S. MENDOTA,  
James River, July 21, [1864]—11 p. m.

SIR: Since my letter of this evening affairs have taken such a change that I feel justified in at once making it known to you. I learn from the colonel who captured the position this afternoon that he has been compelled to fall back from it by a superior force and that the enemy again occupy it with an entire brigade and are probably working upon their battery. The colonel does not anticipate an attack to-night, and we will try to shell them at daylight, though from present appearances we shall have a foggy morning. General Foster has but about 2,000 men altogether, so it is impossible for him to reinforce Colonel Hill as he ought to be. If the *Hydrangea* comes down in the morning I would suggest that she come before daylight.

Very respectfully, your obedient servant,

ED. T. NICHOLS,  
Commander.

Captain M. SMITH, U. S. Navy,  
Commanding Naval Forces, James River.

[Endorsement.]

JULY 22—1 o'clock.

Communication just received. Have ordered the *Shokokon* up, and if they open fire in the morning shall send the *Sangus* down.

Respectfully,

M. SMITH.

U. S. S. MENDOTA,  
*James River, July 23, 1864.*

SIR: I send up two prisoners belonging to Company G, Thirty-seventh Regiment North Carolina. They were captured by the pickets of the *Hunchback* this afternoon. They do not seem disposed to give any information. The operations of our troops to-day have not been so successful as they were yesterday and the day before. They have not been able to advance to the position of the battery, and in fact have been obliged to yield some of the ground occupied by them this morning. I am in hopes that with the help of the new troops we shall be able to hold and occupy the debatable ground. The new troops, or a portion of them, will cross this evening. Our men have been skirmishing briskly all day. Casualties, so far as I have heard, 2 killed and 4 or 5 wounded. The enemy have shown a stronger force to-day and better men than before. The shelling by this vessel and the *Saugus* has been of great service, I am told. I shall have to send down by the *Hydrangea* in the morning for ammunition to make good my expenditure. If our assistance is required to-morrow, I shall call the *Agawam* below the upper bridge to render it, and give my men and officers a rest.

Very respectfully, your obedient servant,

ED. T. NICHOLS,  
*Commander.*

Captain M. SMITH, U. S. Navy,  
*Commanding Naval Forces, James River.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Wiggin, U. S. Navy, to proceed to the West Gulf Squadron in command of tugs.*

FLAGSHIP MALVERN,  
*Hampton Roads, July 25, 1864.*

SIR: Choosing favorable weather, proceed with the *Tritonia*, *Rose*, *Althea*, and *Pink* to West Gulf Blockading Squadron, reporting on arrival to Rear-Admiral Farragut.

Have a general supervision over the tugs, keep them together, and take every precaution against accident of any kind, and deliver them in the best possible condition.

Respectfully, yours,

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

Acting Volunteer Lieutenant GEO. WIGGIN,  
*U. S. S. Tritonia.*

*Report of Commander Macomb, U. S. Navy, transmitting report of reconnoissance near Plymouth, N. C., July 25, 1864.*

U. S. S. SHAMROCK,  
*Albemarle Sound, August 1, 1864.*

SIR: I enclose the report of a reconnoissance by Acting Master's Mate John Woodman, of the U. S. S. *Ceres*.

The man Henry Hatch, whom he mentions as lost, has since been picked up by boats sent for that purpose.

Very respectfully, your obedient servant,

W. H. MACOMB,  
*Commander and Senior Officer, Sounds of North Carolina.*

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

[Enclosure.]

U. S. S. CERES,  
*Albemarle Sound, July 26, 1864.*

SIR: Having been ordered by yourself to proceed toward Plymouth on a reconnoissance, I left this vessel on the 25th instant at 12:30 a. m. in the cutter with a crew of three men. I landed on the swamp opposite Plymouth on the Middle River. I came out opposite to where the *Southfield* lies. I found her in about the same condition as when she was sunk by the ram, though her hurricane deck appeared to be about 3 feet higher out of the water than when I saw her in May last, when on a previous reconnoissance. Her smokestack, lookout ladder, and forward pilot house were standing.

There was an iron barge of about 500 or 600 tons on her starboard side and a schooner of 150 or 200 tons on her port side. I could see no purchase rigging on these vessels for raising the *Southfield*, neither were there any persons at work on her, though it was nearly 10 o'clock in the morning. I then proceeded up the river till I came abreast of the ram lying at the wharf near the steam sawmill. I could observe no one at work on her. I saw the quartermaster on the top of the casemate house, who was the only person I saw on her.

The town appeared very quiet; very few persons were moving about; I could hear the blacksmiths and carpenters at work in the town near the river.

I could not perceive any alterations in the fortifications about the town, as it was very hazy, and the grass and foliage were rank and thick.

I am very sorry to report that Henry Hatch, who accompanied me across the island, either lost his way or was captured. I gave him orders to follow me closely. When I obtained a position opposite the ram, I turned to ask him for my glass and I missed him. I waited there for half an hour, and as he did not join me, I thought he had returned to the boat. I returned then and found him not there. I waited four hours for him, and as he did not appear, and I felt very unwell, I started to return to the vessel. I left two days' rations for him, with a message where to wait till we came for him.

My reason for taking Hatch with me was that I was very unwell, and afraid of breaking down on the trip, and I thought I might require assistance to enable me to return.

I am, sir, etc.,

JNO. WOODMAN,  
*Acting Master's Mate.*

Captain [H. H.] FOSTER,  
*Of the Ceres.*

[Telegram.]

NAVY DEPARTMENT, July 26, 1864.

The consul at Halifax, [Nova Scotia], telegraphs that Lieutenant Kell and several of the crew of the *Alabama* left there on last steamer for Bermuda, with intention to run blockade at Wilmington and procure a vessel in place of the *Alabama*.

GIDEON WELLES,  
*Secretary of Navy.*

Acting Rear-Admiral S. P. LEE,  
*Hampton Roads, Virginia.*

[Telegram.]

NAVY DEPARTMENT, July 26, 1864.

In reference to dispatch 446, confidential, you can visit General Grant as proposed. It is not anticipated that you can be required to remain, but if there is a naval engagement to take place, remain. Orders of to-day move your headquarters to Beaufort.

GIDEON WELLES,  
*Secretary of the Navy.*

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

*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the divisions of his command.*

NAVY DEPARTMENT, July 26, 1864.

SIR: The Department approves the establishment of two divisions of your squadron for blockade purposes. Two more are required to render it efficient—one for James River and the other for the sounds of North Carolina.

Let Captain Melancton Smith command the James River division, with his headquarters up and down the river as required. The *Minnesota* to remain in the roads and attend to the current business of that point, under Captain Smith's supervision. On the arrival of the *Roanoke* at Point Lookout she will be considered as on special service and detached from your command.

Hereafter the headquarters of the North Atlantic Blockading Squadron will be Beaufort, N. C., and you will visit Hampton Roads only when the public emergency requires it, giving your principal attention to the blockade, which has latterly become very inefficient.

Recommend to the Department such directions as to leaves of absence and other matters connected with the vessels which go to the Norfolk navy yard as you consider necessary to be given to Commodore Livingston, and let your departure for the blockade be as early as practicable.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

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

*Letter from Acting Rear-Admiral Lee, U. S. Navy, to the commandant navy yard, Norfolk, regarding the forwarding of the india-rubber boat.*

FLAGSHIP MALVERN,  
Off Norfolk Navy Yard, July 26, 1864.

COMMODORE: I send to the *Brandywine* an india-rubber boat packed in a box, and request that it may be kept on board that vessel (in a dry, cool place) and held subject to the requisition of Lieutenant W. B. Cushing, commanding *Monticello*.

Very respectfully, yours,

S. P. LEE,

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

Commodore J. W. LIVINGSTON,  
*Commandant Navy Yard, Norfolk.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding orders issued to certain vessels of his command.*

FLAGSHIP MALVERN,  
Hampton Roads, Virginia, July 26, 1864.

SIR: The Department's telegram of 25th instant was received at 6 this a. m., and I have given orders as therein directed for the *Roanoke* to relieve the *Minnesota* at Point Lookout, the latter then to return here.

The *Santiago de Cuba* will be dispatched to her station off New Inlet when she has finished coaling.

I am here hastening the departure of the tugs for the sounds, with which there has been constantly recurring trouble.

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

S. P. LEE,

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

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

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Ridgely, U. S. Navy, commanding U. S. S. Shenandoah, to proceed to Wilmington, N. C.*

FLAGSHIP MALVERN,  
Norfolk Navy Yard, July 26, 1864.

SIR: The Department by telegram received this morning revokes the order for the *Shenandoah* to cruise. You will, therefore, when you have completed coaling, proceed under easy steam (carry canvas as much as practicable) to report for duty to Captain O. S. Glisson, commanding the first division of the blockade off Wilmington.

Respectfully, yours,

S. P. LEE,

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

Captain D. B. RIDGELY,  
*Commanding U. S. S. Shenandoah.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Cushing, U. S. Navy, commanding U. S. S. Monticello.*

FLAGSHIP MALVERN,  
Norfolk Navy Yard, July 26, 1864.

SIR: Proceed to Washington and report in person to the Navy Department, referring to my No. 395 of 9th instant.

Respectfully, yours,

S. P. LEE,

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

Lieutenant W. B. CUSHING,

*Commanding U. S. S. Monticello.*

*Report of Acting Volunteer Lieutenant Smith, U. S. Navy, of having passed, off the Florida coast, a monitor in tow of the U. S. S. Eutaw.*

U. S. S. BERMUDA,  
Navy Yard, Philadelphia, July 27, 1864.

SIR: I have the honor to report to the Department that on the 20th instant at 1 p. m., I passed the U. S. S. *Eutaw* with a single-turreted monitor in tow, 10 miles S. S. W. of Carysfort light-house; the wind at the time was east and fresh and the weather fine.

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

J. W. SMITH,

*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

[Telegram.]

NAVY DEPARTMENT, July 27, 1864.

SIR: Upon the arrival of the *Roanoke* at Point Lookout, you will proceed to Hampton Roads and report to Acting Rear-Admiral Lee for duty.

GIDEON WELLES,  
*Secretary of the Navy.*

Lieutenant-Commander J. H. UPSHUR, U. S. Navy,  
*Commanding U. S. S. Minnesota, Point Lookout, Md.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports regarding the obstructing of James River.*

FLAGSHIP MALVERN,  
Hampton Roads, Virginia, July 27, 1864.

SIR: Captain Smith reports,\* under date of 23d instant, that on examination and measurement he finds that more vessels are necessary to make the obstructions secure, and recommends that three

\* See date.



barges be sent and one larger vessel for the channel, where there is, he states, a space of 65 feet with 14 feet of water. I enclose his report (1); the sketch mentioned appearing inaccurate, I sent Sub-Assistant Bradford, U. S. Coast Survey, to-day to examine the locality and make a correct sketch.

I enclose also Captain Smith's report\* of the 20th instant (2) of the sinking of the five barges sent him, enclosing a sketch of their positions.

As one barge has reached Captain Smith since the date of his report, but two in addition appear to be needed besides the larger vessel to sink in the channel to complete the obstructions, as required by the Department, unless Mr. Bradford's report, which will be sent to the Department when received, should show a necessity for more.

Captain Smith reports in another dispatch of 23d instant that deserters state that the battery at Howlett's would be completed on the 26th instant; would then open on the gunboats and endeavor to drive them out of the reach [Trent's].

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

S. P. LEE,

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

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

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*Report of Acting Master Sheldon, U. S. Navy, regarding engagements with the enemy at Turkey Bend, James River.*

U. S. S. SHOKOKON,

*Turkey Bend, James River, July 27, 1864.*

SIR: I would respectfully submit the following report:

Yesterday morning, 26th, about 10 o'clock, our pickets on shore were attacked by a small party of rebel sharpshooters. I opened on them from the ship with our starboard battery. They fell back a short distance to a ravine which sheltered them from our fire. I then sent a force of 16 men, in charge of Acting Ensign P. C. Asserson and Acting Master's Mate G. W. Lane, to attack them in the rear and cut them off if possible by landing some distance below them. They discovering our intentions, fell back to the edge of the woods, crossing Turkey Creek before our men could come up with them, they returning our fire. Owing to the bad condition of our Enfield rifles, we were not able to do them any material damage, but succeeded in driving them from our immediate vicinity.

We had one man wounded, but not very severely. Mr. Asserson and Mr. Lane fulfilled the duty assigned them in a very creditable manner.

This morning, July 27, at 6:30, an engagement commenced between our forces and the enemy on the north side of the river. I immediately sent Acting Master S. P. Crafts on shore with Acting Master's Mate G. W. Lane to ascertain, if possible, the situation and position of the enemy. They soon ascertained their position to be at the edge of the woods, about 2,500 yards distant. Opened fire with both 30-pounder Parrott guns, got the exact range the second fire, continued shelling them for about half an hour, when the rebel battery stopped

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\* See date.

firing, our shells flanking them. I afterwards learned from one of the officers engaged in the action on shore that our shells fell directly inside their works, killing and wounding several, and causing a great deal of confusion, also preventing them from using their guns on our forces, and finally [forcing them] to leave their works.

The officers of the divisions deserve credit for their accurate and rapid firing; also the officers of the powder divisions for keeping a supply of ammunition ready for use. Both officers and men used their best efforts to inflict as much damage on the enemy as possible.

Very respectfully, your obedient servant,

W. B. SHELDON,  
*Acting Master, Commanding.*

Captain MELANCTON SMITH,  
*Senior Officer, Commanding James River.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Ensign Porter, U. S. Navy, commanding U. S. S. Nansemond, to proceed to Hatteras Inlet, towing tugs.*

FLAGSHIP MALVERN,  
*Hampton Roads, Virginia, July 27, 1864.*

SIR: Proceed in company with the *Monticello*, towing the tugs *Hoyt, Martin, Belle,* and *Bazely* to Hatteras Inlet, where you will deliver the tugs to Commander Macomb, divisional officer, and then proceed to report to the commandant of the Beaufort naval station agreeably to your orders of 8th instant.

Pilot Thomson, of the *Young Rover*, who is acquainted with the Swash Channel, Cape Hatteras, through which you should go with the tugs, will accompany you and return to his vessel after their delivery.

Respectfully, yours,

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

Acting Ensign J. H. PORTER,  
*U. S. S. Nansemond.*

*Report of Commander Crosby, U. S. Navy, suggesting a system for catching blockade runners.*

Unofficial.]

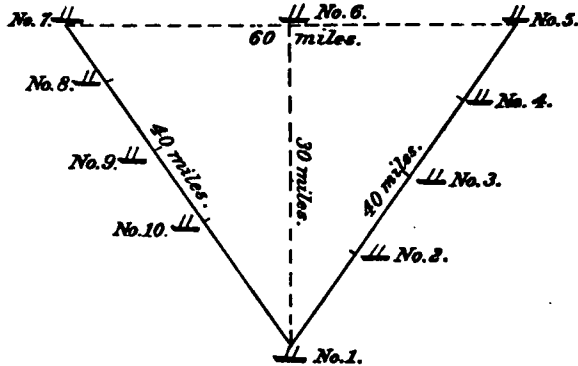
U. S. S. KEYSTONE STATE,  
*At Sea, July 27, 1864.*

DEAR ADMIRAL: I am now on my way to Beaufort for repairs, after an absence of only three days, including the day we left. I regret to say that the *Keystone* is falling off rapidly in her speed owing to want of extensive repairs. We had just given her twelve days' repairs in Beaufort, but even that proved inadequate. Our present repairs will require about two days, when I hope to be off again for the rest of this moon.

The boilers are getting very bad, not trustworthy in chase or bad weather. They have given out four times since leaving Norfolk. Yesterday they gave out in chase, also to-day, and lost both vessels in consequence, though we picked up yesterday 62 bales of cotton, the result of our work; to-day we get nothing.

To-day, within the space of half an hour, we saw four blockade runners; three were in sight at the same time and all within a circuit of 10 miles.

The first chase of five or six hours carried me up to the other three, when our port boiler gave out. With one boiler I then steamed toward another vessel lying still, but he immediately got up steam and ran off south; the third did the same and the fourth stood to the north. Finding it necessary to return for repairs, we kept him company under one boiler. In the meantime a temporary patch was put on and we chased him off for the night. Although not successful in catching any I have found their rendezvous and their course both in and out of Wilmington, which seems to be a rule observed by them all. I will send you a chart showing all of my chases within the last two months, sixteen in all, and you will see the course they take. From my experience I feel satisfied that by a certain system we can catch their fastest vessels, and during the rainy season will catch one almost daily. The system is this: Take eight or ten vessels and place them in the form of the letter V with apex toward Wilmington for the inward-bounders and the reverse for the outward-bound vessels. I will make a sketch, with explanations, and hope you will approve of it, or let it be tested, as it seems to me the



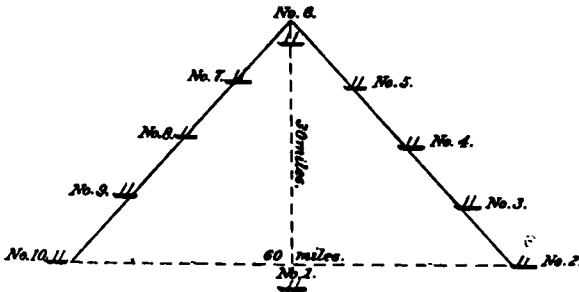
only way the vessels of our speed can manage to do anything with them. When we catch some of their smartest vessels we can add them to our list. During the sixteen chases only two were participated in by our other cruisers.

Naturally enough, I have wished for a faster vessel, for I am satisfied we could have made many captures. At present it is aggravating to see them escape so regularly. I believe 14 knots would take the most of them.

The blockade runners very seldom make black smoke except when chased; they are almost always reported as sails, and only make smoke as we near them. I will make a sketch on the other page of the manner I think we might entrap them.

This plan is for ten vessels. No. 6 to lay E. S. E. from Frying Pan Shoals; Nos. 5 and 7, 30 miles each side of No. 6, and in a N. E. and S. W. direction. No. 1 lays on the E. S. E. line, the other vessels to lay between Nos. 1 and 5 and 1 and 7, 10 miles distant. No. 6 will lay far enough off to allow 11 knots an hour from the commencement of the dark night, say from 8 p. m. to 4 a. m., 88 miles, and the other vessels to act accordingly. No. 6 will always allow the chase to get to the eastward of her before chasing, then drive her toward the No. 1 station.

An hour after daylight Nos. 5 and 7 will run toward one another and half an hour after that 4 and 8 will run toward one another. Nos. 1, 2, and 10 will run toward No. 6, and in this way any vessel within their lines would be captured; for the inward-bounder the plan will be reversed.



The position for inward-bound vessels to be taken according to the rising or setting of the moon, or according to the location they will occupy at noon previous to running in.

I can see no other plan for catching the fast vessels, as they can out-run us, and I have given my experience and ideas on the subject for your consideration.

I am, very truly, yours,

PEIRCE CROSBY,  
Commander.

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

P. S.—I have not given the advantages in detail of this plan, as I think they will suggest themselves to you when your attention is drawn to the system proposed.

Should we conclude to make the experiment, the senior officer of the party ought to take his station at sundown for the coming morning and all the vessels accordingly, with instructions to each one to make the same allowance for current and wind—the current varying much, according to the direction and force of the wind.

With this plan vessels will be better able to preserve their stations, as their chases will almost always be short ones, and little coal expended. At present, from experience, I find it exceedingly difficult after a chase to get my position before the following afternoon, thereby losing one night. Then again, all the cotton thrown overboard will be picked up by our cruisers instead of losing it or merchant vessels getting it.

I have spoken of this plan to four or five of our commanders and they have all expressed their strong belief in its success, particularly with the experience I have had, and hoped that I would lay it before you. I feel so sanguine about it that I am exceedingly anxious to see it tried, for I think many of those blockade runners flaunting their secesh flags in our faces would see themselves entrapped, and Mr. Maffitt with the *Lilian* humbled.

Our repairs will detain us until Sunday, I am sorry to say, but as I hear you are expected here daily I may have the pleasure of seeing you and explaining better my ideas on the subject.

Yours, very truly,

PEIRCE CROSBY.

*Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Alabama, regarding the chase of a blockade runner.*

U. S. S. ALABAMA,

Lat.  $33^{\circ} 10' N.$ , Long.  $76^{\circ} 45' W.$ , July 27, 1864.

SIR: I have the honor to make the following report:

Last evening at 8 p. m. I anchored in  $5\frac{1}{2}$  fathoms, just to southward of station No. 6, off Old Inlet Bar. At 10 p. m. rockets were observed to the westward, followed by a succession of guns among the squadron on the other stations between that hour and midnight (the time of moon's rising).

At 12:20 a. m. a steamer was discovered to the eastward crossing the moon's glim, running out along the edge of the shoal. The night being very calm, I had previously heard her paddles, with an increasing sound, approaching. As soon as I made her out distinctly I slipped, fired a rocket, and steamed ahead S. by E., to endeavor to keep the runner close to the shoal till I had a trial of speed with him, but I lost sight of him before we obtained much headway. I at once trimmed ship for a chase by running the guns all in, lowering all the boats below the batteries and dousing all wind sails. At 1 p. m. found the wake of the runner crossing my course to the S. S. W. I steered by it and hove the log four several times in succession, three casts giving 13 knots 6 fathoms, and the fourth 13 knots 4 fathoms. The log line had been carefully marked and measured and the glass timed both before and after. At 1:30 a. m. lost sight of the vessel's wake, having overrun his turning point, but judging he would haul to the eastward around the shoal, I hauled to S. S. E. At 2 a. m. I hauled up southeast and ran on that course till daylight, making about 13 knots. At 4:30 p. m. sighted the steamer's smoke bearing S. E. by S. and at daylight found him hull out about 8 miles off. The chase then commenced in earnest and I found he was very fast, yet we appeared to draw on him in the increasing light. About 5:30 he hauled to the eastward across my bow. I hauled up also to head him off and soon after discovered another vessel to the S. S. E. in chase, but she soon dropped astern. The runner then turned his stern to us and ran to the eastward. I kept the chase up till 8:30 a. m., in hopes some of our offshore cruisers would be found on his track to head him off, but finding then that he was leaving us, I was compelled to give up the chase for want of coal. Finding myself by observation on the meridian of Beaufort, I shaped my course for that place.

Commander Clary, the senior officer present off the bar, intended that I should leave there for Beaufort this evening for a supply of coal, but the chase leading me to a point quite as near Beaufort as the bar, I deem it proper (and hope you will approve of it) to make my way with all speed to that port, as I am now reduced to 15 tons of coal in the bunkers.

The steamer I chased is a very long, low, side-wheel vessel, with two smokestacks and two masts.

I have no hesitation in pronouncing her a 14-knot vessel. While it was calm, the *Alabama* could keep way with her, but a breeze springing up from the southward at 8 a. m. it gave his fires draft, and the moment he turned head to the wind, his speed increased amazingly.

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

FRANK SMITH,

*Acting Volunteer Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

*Order of the Secretary of the Navy to Lieutenant Cushing, U. S. Navy, to proceed to New York for the purchase of india-rubber boat.*

NAVY DEPARTMENT, July 28, 1864.

SIR: Proceed to New York and report to Rear-Admiral Gregory, who will assist you in the purchase of a suitable tug and india-rubber boat.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

Lieutenant WM. B. CUSHING, U. S. Navy,  
*Commanding U. S. S. Monticello, Present.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, requesting a change of flagship.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Hampton Roads, Virginia, July 28, 1864.*

SIR: I respectfully request that a man-of-war-built steamer, with efficient steam and battery power, may be allowed as flagship to this squadron.

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

S. P. LEE,

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

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

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the departure of steam tugs for the West Gulf Squadron.*

FLAGSHIP MALVERN,  
*Hampton Roads, Virginia, July 28, 1864.*

SIR: The steam tugs *Tritonia*, *Pink*, *Althea*, and *Rose* left this harbor on the 26th instant in company, under orders to report to Rear-Admiral Farragut, commanding West Gulf Blockading Squadron. These vessels, having been in service during the operations in James River, were repaired and overhauled carefully at the Norfolk yard, and previous to their departure the *Althea* and *Rose* were each fitted with the torpedo arrangement and furnished with three torpedoes each, which I judged would be acceptable to Admiral Farragut.

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

S. P. LEE,

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

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

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Smith, U. S. Navy, assigning him to duty as divisional officer in James River.*

FLAGSHIP MALVERN,  
*Hampton Roads, Virginia, July 28, 1864.*

SIR: You are hereby assigned to duty as divisional officer in command of the division of this squadron in James River, which will

consist of the following vessels, viz: *Onondaga, Saugus, Delaware*, torpedo boats (tugs) 1, 3, 4, 5, 6; *Mendota, Hunchback, Sassacus, Commodore Perry, Canonicus, Stepping Stones, Atlanta, Commodore Morris, Osceola, General Putnam, Agawam, Alert, Mackinaw, Pequot, Eutaw, Commodore Barney, Young America, Dawn; Mount Washington, Wilderness*, transports and supply vessels.

Your headquarters will be up and down the river, as circumstances may require. The *Minnesota* will remain in the roads and attend to the current business at that point, under your supervision.

My headquarters will hereafter be at Beaufort, for which place I leave to-day.

Keep me regularly informed of the situation, as heretofore directed, and make reports to the Department direct if necessary.

If any emergency should occur or be likely to occur within the limits of your division, take measures to inform me as soon as possible.

Respectfully, yours,

S. P. LEE,

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

Captain M. SMITH,

*Divisional Officer, James River.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, acknowledging Department's orders regarding a change of headquarters.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Hampton Roads, Virginia, July 28, 1864.*

SIR: The Department's communication of 26th instant, directing the headquarters of this squadron to be removed to Beaufort, and giving directions for the establishment of other divisions, is received; its telegram of the same date, referring to the same subject, was also duly received.

I issued an order on the 20th instant placing Commander Macomb in charge of the division in the sounds of North Carolina and have to-day placed Captain Smith in command of the James River division.

I leave this afternoon for Beaufort and Wilmington, in compliance with the Department's order of 26th instant, received to-day.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding measures for the capture of a party from the C. S. S. Alabama, under command of Lieutenant Kell, C. S. Navy.*

FLAGSHIP MALVERN,  
*Hampton Roads, Virginia, July 28, 1864.*

SIR: The Department's telegram of 26th instant, informing me of the reported design of Lieutenant Kell, with several of the crew of the *Alabama*, to run into Wilmington and obtain a vessel in her stead, was received on that date, and I have communicated the information to the

divisional officers off Wilmington, with instructions to observe especial vigilance and make every effort to capture this party.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Graves, U. S. Navy, commanding U. S. S. Miami.*

FLAGSHIP MALVERN,

*Hampton Roads, Virginia, July 28, 1864.*

SIR: Proceed with the *Miami* under your command to report for duty to Captain M. Smith, divisional officer in James River.

Respectfully, yours,

S. P. LEE,

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

Acting Volunteer Lieutenant G. W. GRAVES,

*U. S. S. Miami.*

[Order of same date and like tenor to Acting Master George B. Livingston, commanding U. S. S. *Commodore Barney*.]

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant White, U. S. Navy, commanding U. S. S. State of Georgia, to prepare for sea.*

FLAGSHIP MALVERN,

*Hampton Roads, Virginia, July 28, 1864.*

SIR: As the *State of Georgia* will have completed coaling by midnight, you will, at daylight to-morrow (29th), proceed to Hampton Roads, having made the vessel ready for sea; and if Commander Nicholson does not return by the Baltimore or Washington boat of to-morrow morning you will forthwith proceed to report for duty on the blockade of Wilmington to Captain O. S. Glisson, commanding first division.

Respectfully, yours,

S. P. LEE,

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

Lieutenant G. B. WHITE,

*U. S. S. State of Georgia.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Sheldon, U. S. Navy, commanding U. S. S. Shokokon.*

FLAGSHIP MALVERN,

*Hampton Roads, Virginia, July 28, 1864.*

SIR: Choosing favorable weather, proceed with the *Shokokon* under your command to Beaufort, N. C., reporting for duty on arrival to the senior officer present.

Respectfully, yours,

S. P. LEE,

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

Acting Master W. B. SHELDON,

*U. S. S. Shokokon.*



*Report of Captain Sands, U. S. Navy, regarding the vessels of his command.*

U. S. S. FORT JACKSON,  
Off Western Bar, Cape Fear River, July 28, 1864.

SIR: Upon my arrival here I found the following vessels present: The *Dacotah*, *Mount Vernon*, *Montgomery*, *Emma*, *Banshee*, *Victoria*, and *Violet*; the *R. R. Cuyler* outside cruising. I also send the *Mount Vernon* outside to-night.

The *Montgomery*, from foul bottom, is now so slow that the utmost which can be got out of her is 10 knots, and she will not do for outside cruising. The *Fort Donelson* will be outside as soon as she can take in her coal at Beaufort, where she now is. You will perceive that we are poorly off for speedy vessels for outside cruisers. The best vessels are on the New Inlet division.

The *Dacotah* goes for coal to-morrow. The *Maratanza* has gone to Norfolk for repairs; the *Nereus* also. The *Florida's* rudder is out of repairs, so much as to endanger her safety, and can not be fixed here. The *Calypso* and *Aries* now in Norfolk. The *Vicksburg* expected here to-morrow from Beaufort.

The *Violet's* torpedo arrangement is so slight that we must try some other plan or the torpedo will be more dangerous to her than to the enemy. It might do for smooth water or river work, but will not stand for this rough sea, and the outrigger should be so arranged as to bring the torpedo over the forecastle to be filled, or fixed upon the pole, and to be let down under water when required for service.

The *Victoria* will be sent for her arrangement as soon as we can spare her, when some other one of the vessels that are being repaired returns. She is a very useful vessel here.

Very respectfully, etc., your obedient servant,

B. F. SANDS,

*Captain, U. S. Navy, Commanding Division off Western Bar.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

[Enclosure.—Newspaper clipping.]

The Bermuda Royal Gazette of the 12th instant says:

The steamer *Little Hattie*, which arrived at St. George yesterday morning, was pursued to the Wilmington bar on Thursday last by a Federal blockader. On crossing she was again met by another, which chased her for two days. The *H.* ran 50 miles north of Cape Hatteras. The Federal vessel made 16 knots throughout the chase.

*Report of Acting Volunteer Lieutenant French, U. S. Navy, regarding an engagement at Four Mile Creek.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
July 28, 1864.

SIR: I have the honor to report to you that on the 27th instant, while on my passage up the James River in this vessel, I was stopped at a place known as Four Mile Creek, between two poutoon bridges, and compelled to remain about twelve hours in consequence of troops crossing the bridges. While there I witnessed an engagement between our forces and the enemy. The U. S. gunboat *Mendota* also was

engaged shelling the rebels. The fight lasted about two hours, and it was reported to me by an army officer that we had beaten them badly, captured four guns and a number of prisoners. On my passage down I could see our troops occupying the heights at Four Mile Creek and Malvern Hill.

I remain, very respectfully, your obedient servant,

JAMES S. FRENCH,

*Acting Volunteer Lieutenant, Commanding U. S. S. Wilderness.*

[Captain M. SMITH.]

*Report of Captain Smith, U. S. Navy, regarding the shelling of the enemy by the U. S. steamers Agawam and Mendota, across Four Mile Creek, July 28, 1864.*

U. S. S. ONONDAGA,

*On Picket, Below Barricade, James River, July 29, 1864.*

SIR: I have the honor to report that the *Mendota* and *Agawam* were engaged all day on the 28th shelling the enemy across Four Mile Creek, where they had been very busy throwing up works and maneuvering large bodies of men, supposed to be nearly all of Longstreet and Hill's corps.

The enemy made a demonstration on General Foster's front and the *Agawam* opened fire, but with what effect it has not been ascertained.

Commander Nichols, of the *Mendota*, reports that he fired at intervals of seventeen minutes and that General Hancock informed him that his shelling was very effective and of great assistance to his operations. He had the misfortune, however, to disable his after 100-pounder pivot, the rifles being the only guns that would reach the position occupied by the enemy.

The gun was fractured from the forward edge of the reinforce band on the breech to a point forward of the center of the trunnion, but from the report of Commander Nichols, forwarded this day to the Bureau of Ordnance, the gun was properly served and every ordnance requirement complied with.

A confidential communication from General Weitzel, received this afternoon, states that in view of a military movement ordered by General Grant all the troops excepting General Foster's original command will be moved to-night from Deep Bottom, and requests all the assistance I can render him. All the naval force that can operate to advantage at that point has been sent.

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

MELANCTON SMITH,

*Captain and Divisional Officer in James River.*

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

*Joint expedition in Chowan River, N. C., July 28, 29, 1864.*

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

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,

*Beaufort, N. C., August 18, 1864.*

SIR: Commander Macomb reports, under date of the 31st ultimo (received on the 3d instant), that he sent the *Whitehead* on the 28th

ultimo on an expedition up the Chowan River to cooperate with a military force sent up on the steamers *Thomas Colyer* and *Massasoit*. The expedition proved successful, capturing the steamer *Arrow*, at Gatesville, and 90 bales of cotton and 80 boxes of tobacco, at that place and at Winton. When the *Whitehead* was ready to return John Kenny, boatswain's mate, was missing. After waiting half an hour the vessel proceeded down the river. Commander Macomb encloses Acting Ensign Barrett's report, and recommends him strongly for promotion, which recommendation I approve.

Commander Macomb also reports that a body of United States cavalry and some pieces of artillery have arrived at Edenton, probably from a raid through southern Virginia, and that they have captured the rebels who have been reported as carrying on a contraband trade through the Dismal Swamp Canal.

I enclose Commander Macomb's report with its enclosure.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy.*

[Enclosure.]

U. S. S. SHAMROCK, *July 31, 1864.*

SIR: I have the honor to report that on the 28th instant, in compliance with a request of General Palmer, I sent the U. S. S. *Whitehead* to convoy and cooperate with an expedition sent by the general up the Chowan River, consisting of the *Thomas Colyer* and *Massasoit*, with a detachment of troops under command of Lieutenant [G. F.] Ward of his staff.

The expedition was entirely successful, bringing away 90 bales of cotton and 80 boxes of tobacco.

I enclose a copy of Acting Ensign Barrett's report to me on the subject.

I take great pleasure in recommending Acting Ensign Barrett for promotion. He has been in these sounds ever since we have had a squadron in them. I have sent him with every expedition since my arrival here, and to judge by the efficient manner in which he performs his duty he must have been sent frequently on such service by other commanding officers of the squadron.

The *Whitehead* has just arrived at this station on her way to New Berne for repairs, and reports that a body of cavalry and some pieces of artillery (United States) have arrived at Edenton. He thinks they have been on a raid through southern Virginia.

I shall go up to Edenton to-day to communicate with them.

Captain Barrett also says that these troops have captured the rebels whom I mentioned as carrying on a contraband trade through the Dismal Swamp Canal, in a previous communication (No. 6).

Very respectfully, your obedient servant,

W. H. MACOMB,

*Commander and Senior Officer, Sounds of North Carolina.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

[Subenclosure.]

U. S. S. WHITEHEAD,  
*Albemarle Sound, N. C., July 29, 1864.*

SIR: I have the honor to report that, in obedience to your orders, I weighed anchor on the morning of the 28th and proceeded up the Chowan River in company with the army steamers *Thomas Colyer* and *Massasoit*. We arrived off Winton at 11:30 a. m., when a company of soldiers were landed and captured 3 bales of cotton, 100 boxes of tobacco, — pounds of bacon, and also destroyed a quantity of salt. We then proceeded up the river with the *Thomas Colyer* and *Massasoit* as far as Barton's Mill, where a search was made for contraband goods, but without success. At 2:30 p. m. we started down the river and arrived off Gatesville [Gates'] Ferry at 4:30, where we stopped, and a detachment of soldiers was landed from the *Massasoit*. The troops marched to Gatesville and captured the steamer *Arrow* and 10 bales of cotton. I sent an officer from this vessel with the pilot and a quartermaster to bring her down the creek, which they succeeded in doing. The following morning (29th) I took the *Arrow* in tow and proceeded down to Colerain, where I arrived at 8:30 a. m., and landed a working party of 25 men from this vessel to load the steamer *Thomas Colyer* with cotton. We succeeded in getting all the cotton, consisting of 90 bales, and also 80 boxes tobacco safely on board by 7 p. m. When ready to leave, one of the crew of this vessel, John Kenny, boatswain's mate, was missing, and, after a fruitless search for him of half an hour, we proceeded down the river and arrived and anchored near the U. S. S. *Mattabesett*, off the mouth of the Chowan River, at 11:30 p. m. During the expedition the rudder of this vessel became disabled, owing to the shoe breaking or becoming detached from the iron sternpost, thus leaving no support to the heel of the rudder. It is now in a very unsafe condition and not to be depended on in an emergency.

I remain, very respectfully, your obedient servant,

G. W. BARRETT,  
*Acting Ensign, Commanding.*

Commander Wm. H. MACOMB,  
*Senior Naval Officer, Sounds of North Carolina.*

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Letter from Brigadier-General Palmer, U. S. Army, to Commander Macomb, U. S. Navy.

HEADQUARTERS DISTRICT OF NORTH CAROLINA,  
*New Berne, N. C., August 4, 1864.*

CAPTAIN: I desire to return many thanks for the assistance rendered in the recent expedition up the Chowan. It was very successful, and Lieutenant Ward speaks in the highest terms of the manner in which the officers and sailors assisted in getting the cotton and tobacco on our vessels.

A few more expeditions of this sort would quite set the Government up in the way of these supplies.

To-day the steamer *Pilot Boy* runs up to the fleet, and as I hear of several refugees up the Chowan who desire to be brought away I wish her to run up there. If you can send a gunboat as escort I will thank you to do so. They will not go far up the river.

Confidential.—As I wish to make another attempt to get cotton and other products soon, I think it best that no landing by the forces should

be made other than the small boats to bring away the refugees. If small parties go on shore to look around I fear that they (the people) will become frightened and remove all the products from our reach.

Very respectfully, yours,

I. N. PALMER,  
*Brigadier-General.*

Commander W. H. MACOMB,  
*Senior Naval Officer, Sounds of North Carolina.*

*Report of Acting Master Phelon, U. S. Navy, of the arrival of the U. S. steamers Monticello and Nansemond, with tugs, at Hatteras Inlet.*

U. S. S. MONTICELLO,  
*Hatteras Inlet, North Carolina, July 29, 1864.*

SIR: I have the honor to report our safe arrival at this place, together with the *Nansemond* and the four tugs. We left Fortress Monroe on the evening of the 27th instant, the *Nansemond* towing the *Belle* and *Bazely*; this ship, the *Hoyt* and *Martin*. The weather was fine, and continued so until the next morning, when the breeze freshened up from the southwest and the sea became so rough that we were obliged to slow down our engines in order to tow the tugs in safety; as it was, they had considerable difficulty in keeping free of water. Toward evening the wind and sea increased, and affairs began to assume a serious aspect. I sent the second cutter and several spare hands to assist in bailing, etc.; they were supplied with life preservers and Coast signals, and precautions were taken for almost any emergency that might arise. At 9:30 p. m. I was hailed by the *Martin*, and they informed me that she was sinking; this seemed to me very improbable, as I had towed her quite comfortably during the day, and there seemed to be no danger up to that time (9:30 p. m.). I immediately lowered the first cutter, and sent her on board, under the charge of Acting Ensign Charles A. Pettit, executive officer of this ship. While lowering away our boat, the captain and crew of the *Martin* abandoned their vessel, and took to our second cutter (that had been left with them some time before). They were ordered immediately back. Upon going on board Mr. Pettit reported to me that she had some 14 inches of water in her hold; the boat's crew set to work and soon had her clear; we then proceeded on our course. During the middle and morning watches the tugs broke adrift three times, and we were delayed several hours in picking them up. At 4:30 a. m. everything was secured, and at 8 a. m. we arrived at Hatteras Inlet. The *Nansemond* will start at high water (1 p. m.) with all the tugs in tow, and report as per orders. I can not close this report without expressing my appreciation of the services of my officers and crew, who cheerfully assisted me during the whole night. The pilot sent by you on board this ship did his duty in a satisfactory manner.

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

HENRY A. PHELON,  
*Acting Master, Commanding.*

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

*Report of Captain Glisson, U. S. Navy, regarding the movements of a steamer near Federal Point carrying troops, July 29-30, 1864.*

U. S. S. SANTIAGO DE CUBA,  
Off New Inlet, August 3, 1864.

SIR: I have to report that on the evening of the 29th July, 1864, we discovered a large steamer near Federal Point, painted black, and filled with men; there could not have been less than 600 or 700 men on board. At daylight the next morning she was not to be seen. My impression at the time was that they were sending men away or were receiving reinforcements. In the afternoon of the 30th July, about 6 p. m., we discovered the same steamer in the same place filled with men. Since that time we have not seen the steamer with the men on board.

My impression is that large numbers of men have been sent from this point to reinforce other places.

I am, very respectfully, your obedient servant,

O. S. GLISSON,  
Captain and Divisional Officer.

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

*Report of Commander Macomb, U. S. Navy, regarding the disposition of vessels in the sounds of North Carolina.*

U. S. S. SHAMROCK, July 30, 1864.

SIR: The following is the disposition of the vessels in the sounds of North Carolina:

*At New Berne.*—The *Tacony*, *Hetzel*, *Lockwood*, *Commodore Hull*, *Louisiana*, and *Valley City*. The two latter are employed as picket boats in the Pamlico River, relieving each other by turns. The *Commodore Hull* and *Hetzel* are repairing. The *Tacony* has taken the place of the *Chicopee* on this station.

*In Albermarle Sound.*—The *Shamrock*, *Chicopee*, *Otsego*, *Mattabesett*, and *Wyalusing*. These vessels lie about 4 miles southwest of Perquimans River. The *Ceres* and *Whitehead* are on picket duty off the mouth of Roanoke River. The *Wyalusing* is on her way to New Berne to relieve the *Tacony*. As it is necessary to have an experienced officer and one of the large vessels to superintend the affairs of the squadron in Pamlico Sound, I have made the arrangement of sending one of the double-enders to New Berne at short intervals, relieving the one previously there, which allows them to make any slight repairs that may be necessary with greater facility than they could be done here.

The *Miami* is on her way to James River with orders to report to the admiral.

To save coal I have stationed one for the double enders off the mouth of Roanoke River, relieving twice a week instead of sending one up every day, as I had previously done. My reason for sending a vessel up to the pickets is that any important intelligence may thus be communicated to me without removing the picket boats from their stations.

In conclusion, I beg leave to call your attention to the defective condition of the following steamers, viz: The *Commodore Hull*, *Hetzel*, *Lockwood*, *Whitehead*, and *Bombshell*. The boilers of the *Hull* are very old and require frequent repairs; she is now repairing and will probably not be

completed in less than two weeks. The valves of the *Hetzels* engine have been so ground down by frequent repairs, in consequence of long and continuous service, that they are available for but little steaming. The *Bombshell* (at Ocracoke Inlet blockading) leaks badly, and is ordered to New Berne for repairs. The sloop *Granite* is at Hatteras Inlet, as guard vessel and for superintending the supplying of coal for this squadron.

I am, sir, respectfully, your obedient servant,

W. H. MACOMB,

Commander and Senior Officer Sounds, North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

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

FLAGSHIP MALVERN,  
Beaufort Harbor, North Carolina, July 31, 1864.

SIR: The following is the disposition of vessels composing the North Atlantic Blockading Squadron, viz:

Name.	Station.	Remarks.
Malvern .....	Beaufort, N. C. ....	Flagship.
Santiago de Cuba .....	First Division, off New Inlet, N. C. ....	
Keystone State .....	do .....	
Governor Buckingham .....	do .....	
Kansas .....	do .....	
Victoria .....	do .....	
State of Georgia .....	do .....	
Monticello .....	do .....	
Howquah .....	do .....	Repairing at Norfolk.
Alabama .....	do .....	Coaling at Beaufort.
Gettysburg .....	do .....	Do.
Shenandoah .....	do .....	
Quaker City .....	do .....	
Mercedita .....	do .....	
Nippon .....	do .....	
Britannia .....	do .....	
Cherokee .....	do .....	
Fort Jackson .....	Second Division, off Western Bar. ....	
R. R. Cuyler .....	do .....	
Mount Vernon .....	do .....	
Cambridge .....	do .....	
Montgomery .....	do .....	
Maratanza .....	do .....	Repairing at Norfolk.
Calypso .....	do .....	Do.
Aries .....	do .....	Do.
Banshee .....	do .....	Coaling at Beaufort.
Fahkee .....	do .....	Coal transport for both divisions.
Violet .....	do .....	Tugboat.
Florida .....	do .....	
Nereus .....	do .....	
Vicksburg .....	do .....	
Emma .....	do .....	
Fort Donelson .....	do .....	
Shamrock .....	Third Division, sounds of North Carolina. ....	
Tacony .....	do .....	
Chicopee .....	do .....	
Louisiana .....	do .....	
Valley City .....	do .....	
Lockwood .....	do .....	
Ceres .....	do .....	
Mattabessett .....	do .....	
Wyalusing .....	do .....	
Otsego .....	do .....	

Name.	Station.	Remarks.
Commodore Hull	Third Division, sounds of North Carolina.	
Hetsel	do	
Whitehead	do	
Granite	do	
Albemarle	do	Stores.
Basely, No. 2	do	Tug
Martin	do	Torpedo tug.
Konahaw	do	Stores.
Hoyt	do	Torpedo boat.
Belle	do	Do.
Arlotta	Beaufort, N. C.	Ordnance stores.
Release	do	Stores.
Lilac	do	Tugboat.
William Badger	do	Stores.
Nansemond	do	
Ossendaga	Fourth Division, James River, etc.	
Sangu	do	
Young America	do	
Osceola	do	
Commodore Morris	do	
Mendota	do	
Agawan	do	
Stepping Stones	do	
Alert	do	Tug.
Picket boat No. 1	do	
Picket boat No. 2	do	
Picket boat No. 3	do	
Picket boat No. 4	do	
Picket boat No. 5	do	
Picket boat No. 6	do	
Atlanta	do	Repairing at Norfolk.
Miami	do	Do.
Cumocucus	do	
Dawn	do	
Pequot	do	
Sasacus	do	
Hunchback	do	
Mackinaw	do	
Delaware	do	
Sbokokon	do	Ordered to Beaufort.
Henry Brinker	do	Repairing at Norfolk.
Commodore Perry	do	
Mount Washington	do	Inside transport.
Wilderness	do	Do.
Minnesota	do	
Young Rover	do	Guard.
Heliotrope	do	
General Putnam	do	
St. Lawrence	do	Ordnance.
Daylight	do	
Charles Phelps	do	Coal depot, Craney Island, in charge of colliers.
Cinton	do	Hampton Roads, tug.
Tait	do	Do.
Poppy	do	Do.
Cobasset	do	Ordered to Beaufort.
Zouave	do	Do.
Mystic	York River, Virginia	
Crescent	do	
Glance	do	Tug.
Barcourt	do	Ordered to Beaufort, N. C.
Morse	do	
Samuel Rotan	do	
Grand Gulf	Northern ports	
Cactus	do	New York.
Isaac N. Seymour	do	Baltimore.
James Adger	do	Do.
Glancus	do	Philadelphia.
Connecticut	do	Do.
Decotah	do	Boston.
New Bern	do	Do.
	Miscellaneous	Supply steamer.

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

S. P. LEE,

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

Hon. GIDEON WELLES,  
Secretary of the Navy.



*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding United States vessels at Beaufort, N. C.*

FLAGSHIP MALVERN,  
*Beaufort Harbor, North Carolina, August 1, 1864.*

SIR: I arrived in this harbor on the afternoon of the 30th ultimo, and found here eight blockaders, coaling and making slight repairs.

These I caused to coal that night and the following day, and have dispatched six of them to their stations, one, the *Grand Gulf*, to New York for repairs, and the *Dacotah* will leave for Boston to-morrow at daylight.

The arrival of the *New Berne* this evening will detain me here until daylight to-morrow, when I will proceed to the blockade of Wilmington and use every exertion to carry out the Department's views.

The *Malvern*, as a tender to the flagship, while very convenient on account of the office accommodation for the staff officers, which no man-of-war of convenient size could supply, is, from want of steam and battery power, unsuitable for a flagship.

I understood recently that a man of war had been built outside the navy yard at New York, which may perhaps supply the want in this respect referred to in my No. 43, of 28th instant.

I have requested Naval Constructor Hanscom, who is going north to examine the pump vessel, to make exact enquiries on the subject.

I propose, after making the best practicable disposition of the inside blockade, to inspect the offshore vessels on their stations, and for this purpose the Department will see that the flagship I ask for will, when it is convenient and practicable to the Department to furnish it, be very useful on this and other accounts.

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

S. P. LEE,

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

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

*Letter from Captain Smith, U. S. Navy, to Commander Upshur, U. S. Navy, forwarding list of vessels in James River.*

U. S. S. ONONDAGA,  
*James River, August 1, 1864.*

SIR: As soon as I have a little leisure I will see what I can do for you in relation to the tugs. At present I have two broken down and repairing and have to rely upon the others to keep the vessels up here supplied with provisions, stores, and coal. Below I send a list of the vessels in James River, in accordance with your request:

Agawam.	General Putnam.	Saugus.
Alert.	Hunchback.	Stepping Stones.
Commodore Perry.	Mendota.	Young America.
Commodore Morris.	Mackinaw.	Eutaw.
Canonicus.	Osceola.	Tugs (torpedo division)
Commodore Barney.	Onondaga.	Nos. 1, 3, 4, 5, and 6.
Dawn.	Pequot.	
Delaware.	Sassacus.	

Very respectfully,

M. SMITH,  
*Captain and Divisional Officer.*

Lieutenant-Commander J. H. UPSHUR,  
*Commanding U. S. S. Minnesota.*

*Report of Captain Sands, U. S. Navy, regarding the firing upon blockade runners by the vessels off Wilmington, N. C.*

U. S. S. FORT JACKSON,  
*Off Western Bar, Cape Fear River, August 1, 1864.*

SIR: In reply to your communication of the 23d ultimo, just received, quoting consular correspondence with the State Department in regard to the vessels of the blockade off Wilmington not firing into vessels attempting to violate the blockade, I have to state that, as far as my experience of nearly two years upon this blockade will testify, that the statement therein made, that the blockade runners are not fired into by our vessels because of the "anxiety to secure prizes and unwillingness to run the risk of sinking or injuring those vessels," is greatly exaggerated, if not entirely erroneous.

There is scarcely a night when blockade runners are seen that they are not fired at, and when they get in without being fired at it is the exception and not the rule.

The night before my arrival upon this station, Commander Clary (then senior officer present) informed me that two vessels going out were fired at several times, but which escaped in the dark and through superior speed, of which I suppose you already have his report.

Only a few weeks ago (the last dark of the moon) a blockade runner was fired into by one of our vessels, and shrieks were heard on board as if from persons wounded by the shells.

On the New Inlet side it was a common occurrence for vessels to be fired into, and those which did not experience such ordeal must have escaped unseen by our vessels. We do know occasionally of vessels coming suddenly upon our vessels in the dark and escaping without a shot, by superior speed, before the guns could be trained, as was the case recently, I am informed, with the *Governor Buckingham* on the New Inlet division. In spite of all our vigilance, which I assure you is unabated, such occasions will occur in the very dark nights, and double our force will not prevent it.

If the consular correspondent were present upon the blockade for a few weeks in the dark nights, to see for himself the difficulties we have to contend with, he would place less reliance upon such irresponsible reports, and it would not seem to him "so remarkable that so few of these frail vessels have been destroyed by shot and shell," and "so few of the crews of those vessels killed by our guns," and would learn that firing a gun in the dark is not always sure of hitting the mark, especially in the hurry and excitement of a rapid chase.

The marks of the *Nippon's* shot upon the *Tristram Shandy* and the shrieks of the wounded in the case mentioned above, and in the *Emily*, or *Dee*, I think it was, a man was killed and his body buried in her destruction, and in the *Venus* several men were wounded; and there are other instances where personal injury has been done to the crews by the fire of our vessels, showing that all the vessels do not go free from our shot.

The destruction of several vessels on this side of the reef in one month, under your own eyes, and of several on the north or New Inlet side, where I was senior officer at the time, in the month succeeding, will show the falsity of such reports. The wrecks that strew the beach north and south of Frying Pan Shoals testify that the blockaders off Wilmington are not so "unwilling to run the risk of sinking or injuring those vessels," and the number of captures show that our vigilance is not relaxed. If the blockade is inefficient it is not because of the want of

vigilance of the officers, for I have seen much to commend and but very few instances for reproof in the many months that I have been senior officer here; but it may be mainly due to fortuitous circumstances of dark nights and fogs, and the construction and superior speed of the vessels employed in violating it.

Very respectfully, etc., your obedient servant,

B. F. SANDS,

*Captain, U. S. Navy, Commanding Division off Western Bar.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Flagship Malvern.*

*Report of Commander Nicholson, U. S. Navy, regarding the chase of a blockade runner off New Inlet, North Carolina, August 1, 1864.*

U. S. S. STATE OF GEORGIA, August 8, 1864.

SIR: I have to report that at daylight on the morning of the 1st instant, New Inlet bearing west, distant 24 miles, made a strange steamer bearing west, making black smoke and standing to the eastward. We immediately gave chase at full speed, steering to head her off. Without changing her course she crossed our bow. When nearest to us we fired the 100-pounder Parrott at her, but the shot fell short. We continued the chase until 7:30 a. m., when the stranger was hull down and rapidly leaving us. We were about 5 miles from her. She had three smokestacks, one mast forward, painted the usual blockade-running color, very long, and appeared to have both side-wheels and propeller. The most speed that we could get out of this ship (burning wood part of the time) was less than 8 knots.

Respectfully submitted.

S. NICHOLSON,

*Commander.*

Captain O. S. GLISSON,

*Comdg. New Inlet Division North Atlantic Blockading Squadron.*

[Endorsement.]

Chaser had no speed, but will do for blockading, having a very good battery, but needs extensive repairs.

*Order of the Secretary of the Navy to Captain Smith, U. S. Navy, regarding tugs for the squadron.*

NAVY DEPARTMENT, August 2, 1864.

SIR: Acting Rear-Admiral Lee has forwarded to the Department your communication dated the 30th ultimo, addressed to him, relative to the insufficient number of tugs in the squadron. The number which have been assigned to the squadron already will not admit of others being sent at present. The steamer *Wilderness* was purchased for the purposes for which you desire a steamer.

Very respectfully,

GIDEON WELLES,

*Secretary Navy.*

Captain MELANCTON SMITH,

*Senior Officer, James River.*

*Report of Lieutenant-Commander English, U. S. Navy, regarding readiness to repel attack of Confederate boats in Neuse or Trent River.*

U. S. GUNBOAT WYALUSING,  
New Berne, N. C., August 2, 1864.

SIR: I am getting along as fast as possible with all the repairs that can be made on the ship at this place.

We are undergoing the customary ten days' excitement. "A most reliable gentleman has come in with information" that a large number of boats are collected up the Neuse or Trent rivers with the determination of capturing one or all the gunboats. I have made all necessary arrangements to repel them.

The *Hetzel* will be under steam this afternoon, *Commodore Hull* in a few days; so all the "lame ducks" will be in a moving condition at least.

The weather is painfully hot.

I am, very respectfully, your obedient servant,

EARL ENGLISH,  
*Lieutenant-Commander.*

Commander W. H. MACOMB,  
*Comdg. U. S. Naval Squadron, Sounds of North Carolina.*

*Engagements with Confederate batteries near Wilcox's Wharf, August 3, and near Harrison's Landing, August 4, 1864.*

Report of Commander Clitz, U. S. Navy, transmitting request of Major-General Butler, U. S. Army.

U. S. S. OSCEOLA,  
*Off City Point, James River, August 3, 1864.*

SIR: I enclose you a telegram from Major-General Butler, U. S. Army. I got at once underway with this vessel under my command, and when a short distance below Light-House [Jordan's?] Point met the U. S. S. *Miami*, and gave her commanding officer orders to proceed to the point referred to and to remain there as long as it is necessary; also to communicate with the commanding officers of the U. S. steamers *Dawn* and *Young America*, and direct them to take their stations off that place and aid our transports, should they be again attacked.

The commanding officer of the *Miami* informs me that he had quite a smart action with the battery referred to, lasting about an hour and a half, when he finally drove the enemy off. She (the *Miami*) lost 1 man killed and 1 wounded.

I did not go with this vessel, as it is not prudent to run her except in cases of necessity.

I have the honor to be, your obedient servant,

J. M. B. CLITZ,  
*Commander, U. S. Navy.*

MELANCTON SMITH,  
*Captain and Divisional Officer,*  
*Commanding U. S. Ironclad Onondaga, James River.*

[Enclosure—Telegram.]

HEADQUARTERS OF GENERAL BUTLER, August 3, 1864.

There is a rebel battery at Wilcox's Wharf firing on transports. Will you please send a gunboat down?

BENJAMIN F. BUTLER,  
*Major-General, Commanding.*

SENIOR NAVAL OFFICER,  
*Off City Point, [Va.].*

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports.

FLAGSHIP MALVERN,  
Beaufort, N. C., August 22, 1864.

SIR: Captain Smith, under date of 5th instant, reports operations in James River on the 3d, 4th, and 5th instant, for which the following is a summary:

At about 3:30 p. m., the 3d, a battery near Wilcox's Wharf opened on some passing transports. The firing being heard on the *Miami*, then passing up the river, she went ahead and engaged the battery, and after an hour's sharp firing dislodged the enemy and then shelled the banks for some distance above and below. Acting Volunteer Lieutenant Graves states that the battery consisted of six rifled 12-pounders. The *Miami* had 1 man killed and 1 wounded, and received some damage, being struck by two shot, which tore away some of the woodwork and steering gear and two outside planks for a distance of several feet, causing her to make some water during the action.

About 11 a. m., on the 4th, a battery opened on army transports near Harrison's Landing. The *Osceola* and *Miami* proceeded down the river and opened fire, when the enemy immediately abandoned the position. These vessels then shelled the bank, firing some at houses and other prominent points for 2 or 3 miles above and below the landing. A contraband brought off by the *Osceola* (and who was injudiciously permitted to return ashore) stated that the battery consisted of from ten to fifteen guns, supported by an infantry force of 2,000, under Ewell.

The steamer *Brooks*, belonging to the sanitary commission, was fired on by sharpshooters above Turkey Creek on the afternoon of the 4th, killing 1 man and mortally wounding 2. The *Pequot* and *Commodore Morris* shelled the spot where the enemy were supposed to be concealed, but saw nothing of them.

About 6 p. m., on the 5th, the battery at Howlett's opened on General Butler's works, the whole line soon becoming engaged, and keeping up a heavy fire until nearly 8 o'clock. The ironclads were not engaged.

Captain Smith has stationed the *Saugus* so as to be shut in from the battery at Howlett's, and considers this the best position for the ironclads, as they can move up in a few minutes and engage the rams, if they appear, and at the same time need not be subjected to the mortification of dropping out of range when Howlett's Battery opens.

He has stationed the *Miami* at Harrison's Landing and the *Dawn* at Wilcox's Wharf to protect and convoy passing transports; which dispositions I have approved.

I enclose (1), Captain Smith's report of August 5; (2), August 3, Acting Volunteer Lieutenant Graves (commanding *Miami*), reporting engagement on the 3d; (3), same, reporting engagement on the 4th; (4), Commander Clitz (commanding *Osceola*), reporting same; (5), August 4,\* Lieutenant-Commander Quackenbush (commanding *Pequot*), reporting the firing on the steamer *Brooks*.

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

S. P. LEE,

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

Hon. GIDEON WELLES,  
Secretary of the Navy.

\* See p. 337.

[Enclosure No. 1.]

U. S. S. ONONDAGA,

*On Picket, Below the Barricade, James River, August 5, 1864.*

SIR: In obedience to your order of the 16th ultimo, I herewith enclose a report from Commander Clitz, of the *Osceola*, in relation to his shelling the enemy in the vicinity of Harrison's Landing, and two reports from Acting Volunteer Lieutenant G. W. Graves, of the *Miami*, in relation to an engagement with the rebels at Wilcox's Wharf on the 3d instant, in which he lost 1 man killed and 2 slightly wounded, and of his shelling at Harrison's Landing in company with the *Osceola* on the following day.

I also enclose a report\* from Lieutenant-Commander S. P. Quackenbush, in relation to an attack by sharpshooters on the sanitary steamer *Brooks*, at Turkey Creek, in which 1 man was killed and 2 mortally wounded.

I have directed Lieutenant-Commander Quackenbush to clear the bank as far as practicable of all trees and underbrush calculated to conceal an enemy, and have sent him the *Minnesota's* launch and crew to assist in the performance of that duty.

I have directed the *Miami* to take her station at Harrison's Landing, to afford protection to our transports passing up and down the river, and to make a reconnoissance with his marines at that place, when he shall consider it prudent, and have ordered the *Dawn* to take her station at Wilcox's Wharf and convoy passing transports until they are protected by the guns of the *Miami*.

Howlett's Battery opened about 6 o'clock this afternoon upon General Butler's works, which was returned, and a regular fire kept up from the Curtis house, Signal Tower, and Crow's Nest batteries until near 8 o'clock, a large number of our shells grazing the crest of the enemy's works and exploding inside. The rebels fired at long intervals and without much accuracy. From the time of the discharge of the first gun, the whole line opened and a heavy cannonading by both parties was kept up until near 8 o'clock.

The *Saugus* was on picket, but so stationed as to be shut in from the battery at Howlett's, which position I think it most advisable for the ironclads to occupy, as they can move up in a few moments to protect the obstructions, should the rams desire to participate in any general attack on General Butler's lines, and would not be subjected to the mortification of dropping out of range if fired upon from Howlett's Battery.

Very respectfully, your obedient servant,

MELANCTON SMITH,

*Captain, and Divisional Officer in James River.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

[Enclosure No. 2.]

U. S. S. MIAMI,

*James River, August 3, 1864.*

SIR: I have the honor to submit the following report of my engagement with a rebel battery this p. m.:

At 3:30 p. m., while passing up the river, I heard firing above me on the starboard hand. Upon turning the bend I discovered a battery

\* See p. 337.

stationed at Wilcox's Landing, firing upon some unarmed transports which were passing down. I immediately went to quarters and proceeded to the place of action as fast as the disabled state of my machinery would permit. I engaged the battery at about 1,200 yards distance. After about an hour's sharp firing, I succeeded in dislodging the enemy and drove them off. I then shelled the banks above and below the position for a short time, and proceeded up the river until I met the U. S. S. *Osceola*, Commander Clitz, who ordered me to return and remain for the night.

The battery consisted of six 12-pounders, two of them Whitworth rifles, projectiles from which struck us several times, inflicting some damage, killing 1 man and wounding 1. I enclose reports of casualties, ammunition expended, etc.

Very respectfully, your obedient servant,

G. W. GRAVES.

*Acting Volunteer Lieutenant, Commanding.*

Captain M. SMITH, U. S. NAVY,  
*Divisional Commander, James River.*

[Subenclosures.]

U. S. S. MIAMI,

*James River, Virginia, August 3, 1864.*

SIR: I have the honor to report the following casualties in the engagement with the rebel battery near Wilcox's Landing:

*Killed.*—Mathew Callahan, marine.

*Wounded.*—Michael J. Donnelly, coal heaver; sustaining slight injury, with loss of middle finger of right hand; William H. H. Davis, coal heaver; slight splinter wound of hand.

I am, very respectfully, your obedient servant,

G. H. MARVIN,

*Acting Assistant Surgeon, U. S. Navy, U. S. S. Miami.*

G. W. GRAVES,  
*Acting Volunteer Lieutenant, Commanding U. S. S. Miami.*

—  
U. S. S. MIAMI, *August 4, 1864.*

SIR: I respectfully submit the following report of damage received by this vessel in hull, etc., during the engagement with a rebel battery posted on the bluffs at Wilcox's Landing, James River, on afternoon of 3d instant.

One shell passed through port bends just abaft paddle wheel, tearing away waterways, engine room hatchway, and division arms chest and steering gear. One shell passed through the starboard after covering board, bursting, tearing out two outside planks for several feet. The ship made considerable water during the action.

I have the honor to be, your obedient servant,

HENRY S. BUCKLESS,

*Carpenter's Mate.*

G. W. GRAVES,  
*Acting Volunteer Lieutenant, Commanding U. S. S. Miami.*

U. S. STEAM GUNBOAT MIAMI, August 4, 1864.

SIR: I have the honor to submit the following report of ammunition expended on the 3d instant in the action with the rebel battery on the high bluffs opposite Windmill Point, James River, Virginia:

5-second IX-inch shell.....	5
10-second IX-inch shell.....	13
15-second IX-inch shell.....	23
Solid IX-inch shot.....	2
Stand IX-inch grape.....	1
Shrapnel, IX-inch, Bormann fuze.....	12
Can canister, 24-pounder howitzer (fixed ammunition).....	1
Percussion shell, 6-inch Parrott, 100-pounder rifle.....	7
20-second shell, 6-inch Parrott.....	4
10-second shell, 6-inch Parrott.....	4
Solid shot, 6-inch Parrott.....	1
13 pound cartridge, IX-inch Dahlgren gun.....	2
10-pound cartridge, IX-inch Dahlgren gun.....	54
10-pound cartridge, 6-inch Parrott 100-pounder rifle.....	16
Percussion primers.....	100

Your obedient servant,

WM. N. WELLES,

*Acting Master and Executive Officer.*

Actg. Vol. Lieut. G. W. GRAVES, U. S. NAVY,

*Commanding U. S. S. Miami.*

[Enclosure No. 3.]

U. S. S. MIAMI,

*Off City Point, August 4, 1864.*

SIR: I have the honor to submit the following report:

At about 11 o'clock this a. m., while lying at this place taking in ammunition and burying my dead, the rebels opened fire upon our transports from a battery at or near Harrison's Landing.

In obedience to orders from Commander Clitz, commanding *Osceola*, I got underway and followed him down the river. The rebels left at our approach, so I followed the example of Commander Clitz and shelled the left bank of the river for a distance of 2 to 3 miles above and below the landing, dropping an occasional shell about the houses. I returned to my anchorage about dark.

I append a list of ammunition, etc., expended.

Very respectfully, your obedient servant,

G. W. GRAVES,

*Acting Volunteer Lieutenant, Commanding.*

Captain M. SMITH, U. S. Navy,

*Divisional Commander, James River.*

[Subenclosure.]

*Report of ordnance stores consumed on board U. S. S. Miami August 4, 1864.*

Powder:

Cartridges of 10 pounds, IX-inch, or 270 pounds..... 27

Cartridges of 10 pounds, 6-inch Parrott, or 50 pounds..... 5

Shell:

IX-inch shells of 10 seconds..... 27

6-inch percussion shell, Parrott rifle..... 5

Percussion primers for same..... 40

Very respectfully,

JOHN B. WRIGHT,

*Gunner's Mate.*



[Enclosure No. 4.]

U. S. S. OSCEOLA,  
Off City Point, James River, August 4, 1864.

SIR: I have to submit the following report:

This morning at about 7:30 the U. S. S. *Miami* returned to this anchorage and reported all quiet down the river.

At about 11 a. m. we discovered the enemy firing from a battery at or near Harrison's Landing.

I immediately got underway with this vessel under my command, followed by the U. S. S. *Miami*. When near Harrison's Landing the *Miami* and this vessel opened fire upon all the houses and prominent points until our arrival at Wilcox's Wharf, where we remained until 5:30 p. m., when the *Miami* and this vessel got underway and proceeded to City Point.

While at anchor off Wilcox's Wharf, sent a boat ashore in charge of Lieutenant and Executive Officer [John] Weidman to bring off to the vessel a contraband, who was there signaling. Information derived from the contraband leads us to believe that the battery consisted of from ten to fifteen guns, supported by an infantry force of 2,000, under the command of General Ewell.

Doubtful information was received from the residents of the neighborhood on shore that the battery and supporting infantry force returned to camp.

The contraband, not wishing to remain, was again landed under charge of Lieutenant Weidman.

I shall detain the *Miami* at this point until she can fill up her deficiencies of ammunition, when she will proceed up the river and report to you, as directed by his (Acting Volunteer Lieutenant Commanding Graves's) orders.

I saw nothing of the battery either going or returning. I think it important that a sufficient force should be kept in the immediate vicinity of Harrison's Landing and Wilcox's Wharf, with discretion to the different commanding officers to patrol the river when required, to protect our transports from this battery, which, in my opinion, is a field one.

I herewith enclose you a return of ammunition expended to-day.

I have the honor to be, your obedient servant,

J. M. B. CLITZ,  
Commander, U. S. Navy.

MELANCTON SMITH,  
Captain and Divisional Officer, Commanding  
U. S. Ironclad *Onondaga*, James River.

[Subenclosure.]

U. S. S. OSCEOLA,  
Off City Point, Va., August 4, 1864.

SIR: I respectfully submit the following report of ammunition expended, together with the damage sustained in the gunner's department during the firing to-day in the vicinity of Harrison's Landing:

Shell and shrapnel:

Shells loaded, IX-inch 5-second .....	5
Shells loaded, 100-pounder 5-second .....	7
Shells loaded, 100-pounder percussion .....	25
Shells loaded, 12-pounder rifle 10-second .....	11
Shrapnel, 12-pounder smooth .....	5
<hr/>	
Total shell and shrapnel .....	88

## Powder:

67 10-pound charges powder.....	pounds..	670
16 1-pound charges powder.....	do...	16
Total amount of powder.....		686

During the firing the elevating screws of both pivots gave way. There were also 15 fixed 12-pounder charges damaged by water.

Very respectfully,

J. C. BRESLYN,  
*Acting Gunner.*

J. M. B. CLITZ, U. S. Navy,  
*Commander, Commanding U. S. S. Osceola, City Point, Va.*

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*Expedition to Cox's Mill, James River, August 3-4, 1864.*

Letter from Captain Smith, U. S. Navy, to Major-General Butler, U. S. Army.

U. S. S. ONONDAGA,  
*James River, August 3, 1864.*

GENERAL: In reply to your enquiry \* just received, I have to state that the only move that appears to be practicable would be to land a sufficient force at Dutch Gap after dark to capture the "detachment." My boats are available for this service. Without removing a portion of the barricade I could do nothing with boats above the obstructions, and the time would be too limited to effect that.

Should you decide to send a force, you will notify me in season to have my boats in readiness. The distance across is only a mile, and Captain Sanderson will undertake it with 100 additional men.

Very respectfully, your obedient servant,

MELANCTON SMITH,  
*Captain and Divisional Officer, Commanding in James River.*

Major-General BENJ. F. BUTLER,  
*Commanding Department of Virginia and North Carolina.*

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Letter from Captain Smith, U. S. Navy, to Captain Sanderson, U. S. Army.

U. S. S. ONONDAGA,  
*James River, August 3, 1864.*

SIR: It would be well, I think, to send but a few men forward after landing to endeavor without noise to capture one of the enemy's pickets, from whom you might get information of the force at the mill. Should there be only a small force, try and secure the party.

The torpedo should stand upon its bottom and be placed under the crossheads and slides. When in position, insert the friction primers and lead the match string through the window or door, and a quick jerk will explode it. The work should be properly done and done quickly.

Very respectfully, etc.,

MELANCTON SMITH,  
*Captain and Divisional Officer in James River.*

Captain SANDERSON,  
*Third Pennsylvania Artillery.*

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\* Not found.

Report of Captain Smith, U. S. Navy, transmitting report of Captain Sanderson, U. S. Army.

U. S. S. ONONDAGA,

*On Picket, Below the Barricade, James River, August 4, 1864.*

SIR: I herewith enclose a report from Captain [J. W.] Sanderson, commanding naval picket force, of another expedition to Cox's mill to destroy an engine, which General [R. S.] Ewell proposed to send a detachment of men to remove, and enquires by telegraph "if Flag-Officer Mitchell sends picket boats below the wharf," which dispatch was read by our operators and communicated to me by General Butler.

I have not considered it of sufficient importance to make any report of the matter to the Department. Everything quiet in this vicinity.

Very respectfully, your obedient servant,

MELANCTON SMITH,

*Captain and Divisional Officer in James River.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

[Enclosure.]

CAMP OF NAVAL PICKET DETACHMENT,

*James River, Virginia, August 4, 1864.*

SIR: I have the honor to submit the following report of operations last night:

I proceeded with 40 of my own men on the U. S. S. *Stepping Stones* (Acting Ensign [John] Barrett) to the pontoon bridge at General [R. S.] Foster's command, where I received 100 additional men under command of Captain [E. A.] Nickels, Eleventh Maine. Returning, we landed at a point near Aiken's Landing, known as the "Branch," and at about 2 o'clock this morning I advanced with the forces to Cox's farm for the purpose of destroying such machinery, etc., as might be in the mill and on the premises.

Upon nearing the point a small squad of the enemy fired on us, without, however, doing any harm. I immediately ordered my men to move forward in quick time, at the same time sending a firing party, under charge of Lieutenant [D. W.] Chambers, to the mill. No machinery could be found. The building is an utter wreck, and its contents removed; the walls alone are standing. Upon attempting to fire the torpedo the fuzes were discovered to be deficient, and the effort to destroy what was left of the walls therefore failed.

The object of the expedition having, as far as possible, thus been accomplished, I returned to the *Stepping Stones* and embarked the troops.

I have to report the loss of 2 men, Private Wattson, Company G, Third Pennsylvania Artillery, and 1 private (name unknown) of the Eleventh Maine, who strayed away from the command.

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

J. W. SANDERSON.

*Captain, Third Pennsylvania Artillery.*

Captain MELANCTON SMITH, U. S. Navy,

*Senior Officer, James River.*

*Report of Lieutenant-Commander Quackenbush, U. S. Navy, commanding U. S. S. Pequot, of an attack upon the steamer F. E. Brooks, near Turkey Creek, Virginia.*

U. S. S. PEQUOT,

*James River, Virginia, August 4, 1864.*

SIR: As the sanitary boat *F. E. Brooks* was passing a wooded bluff a short distance above the mouth of Turkey Creek she was fired into by a party of the enemy, five or six in number, killing 1 and mortally wounding 2 others on board. The *Commodore Morris* and this vessel immediately got underway and proceeded to the point at which the attack was made, firing a few shot in the spot the rascals were supposed to be ambushed. They evidently did not wait for our approach, leaving, no doubt, as soon as they had accomplished their purpose. The *Brooks* had up the sanitary flag, and there were ladies on board; in fact, the miscreants fired directly among them. The boat was on her way to your vessel, the party on board intending to visit Dr. Franklin. I think with another boat and a strong picket guard of soldiers the banks in this vicinity could be kept entirely clear. Above General Pickett's house, or Jones' Landing, I have felled the trees, and the *Morris* has cleared the bank for some distance below Turkey Creek. The intermediate space consists of wooded bluffs. I intend, to-morrow, to send a gang on shore and clear it.

Very respectfully, your obedient servant,

S. P. QUACKENBUSH,

*Lieutenant-Commander.*

[Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.]*

[Endorsement.]

U. S. S. MALVERN,

*Beaufort, N. C., August 20, 1864.*

When we first went up the river I asked General Butler to have a detail made to picket the bank for the gunboats, and I recommended to the general to have some clearing made on the left bank. The clearing required was considerable, and as the army did not do it, I gave verbal orders to the gunboats to clear as much as they could, and considerable clearing was so done in some places.

After some delay the army, or rather General [C. K.] Graham, furnished a picket force of about 125 officers and men. More have been required, and I recommend that now, as marines can be got, that these should be supplied to each gunboat.

S. P. LEE,

*Acting Rear-Admiral.*

*Report of Lieutenant-Commander Davis, U. S. Navy, of an attack upon the enemy at Bermuda Hundred.*

U. S. STEAM GUNBOAT SASSACUS,

*Bermuda Hundred, James River, Virginia, August 6, 1864.*

SIR: I have the honor to report that rebel pickets showing themselves at 9 a. m. to-day about  $1\frac{1}{4}$  miles from this vessel, I opened fire and drove them out of sight.

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

JOHN L. DAVIS,

*Lieutenant-Commander.*

Captain MELANCTON SMITH,

*Commanding U. S. S. Onondaga and Senior Officer Present.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the chase of blockade runners, and submitting suggestions for the approval of the Department.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
Off Western Bar, North Carolina, August 6, 1864.

SIR: Lieutenant-Commander Magaw, U. S. S. *Florida*, reports, under date of 31st ultimo, that about 2 a. m. of that date a steamer was discovered standing across his bows inshore. The *Florida* gave chase and threw up a rocket, when the steamer headed down the coast and was lost sight of in a few minutes.

Acting Volunteer Lieutenant MacDiarmid reports seeing at about the same time and place the wake of a steamer, probably of that chased by the *Florida*. The *Governor Buckingham* followed the track, but could not see the runner. At 3:30 a. m. another track was seen and followed, and at daylight two vessels were seen inside the harbor. The *Governor Buckingham* stood close to Federal Point shoals while pursuing them, and her commander thinks they must have passed inside the shoal. Captain Glisson, divisional officer off New Inlet, in forwarding these reports, states that both officers appear to have been vigilant, and that these steamers were not seen by any other vessel, although all were on the alert.

Acting Master Phelon, temporarily commanding the *Monticello*, reports on the 1st instant that he sighted at daylight a large, low steamer, with three smokestacks (probably one of the recently built steamers reported to make from 20 to 22 miles an hour) which he chased until 11 a. m. unsuccessfully, the chase standing out to sea.

Acting Master [Alfred] Everson, commanding *Victoria*, reports on the 4th instant, that on the evening of the 3d, while close inshore, he saw white water, apparently the track of an outward bound vessel, and followed it up at full speed, but it soon disappeared, when he threw up two rockets in its supposed direction and returned to his station.

Captain Glisson reports on the 5th instant, that a low propeller steamer, with two smokestacks, got in the previous night (which was very dark) without being seen by any of the blockaders. He says in reporting this, I hardly know how we are to stop them. You may rest assured that we will do everything that men can do to stop this blockade running.

The blockade breakers have now facilities for running the blockade which they have never had before. Their vessels have great speed and are very low in the water, so that only their wake is sometimes seen on dark nights. They have now the advantage of a light-house for each inlet, of range lights and of army signal lights along the coast, and each runner is understood to carry a signal officer. I am credibly informed that many of these blockade runners are commanded by officers belonging to the British navy, on account of their superiority in skill and boldness to the men formerly employed in this service.

The *Howquah* is found to be one of the most useful vessels here for watching the bars. Six or eight more vessels somewhat of her class, turning quickly, of light draft and of better speed than the *Howquah*, would be very useful for the two bars.

The first object of the blockade is to prevent anything from passing into or out of Wilmington. However great the exposure, labor, and vigilance exercised to effect this, which none but practiced professional men can appreciate, the experience of this war shows that it is impracticable to make a perfect blockade against steamers built expressly for the purpose of breaking the blockade.

The force present before the port constitutes the unquestioned legal blockading force, upon which devolves all the severe duty of the blockade, with but little remuneration as compared to the outside line for prize money, except in the case of the divisional officers.

The divisional officers therefore should be present off the bars; and the fastest vessels, while we have but few, as at present in good order, should be outside for day chasing, as night chasing is seldom successful. I proposed to Captain Glisson to take the *State of Georgia*, a slow steamer with a better battery than that of the *Santiago de Cuba*, and to Captain Sands to take the *Florida* instead of the *Fort Jackson*. I pointed out to them what I thought were the public advantages of this arrangement, among them, that of taking in supplies at Beaufort. To this suggestion the former was much opposed, and the latter was willing to consent. Unfortunately, the *State of Georgia* and the *Florida* will soon need considerable repairs.

If these views, which are respectfully submitted for the consideration of the Department, meet its approval, and the Department can conveniently supply divisional vessels of suitable battery and draft of water, I believe the result would be beneficial to the blockade.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, in the matter of the detention of captured persons.*

NAVY DEPARTMENT, August 6, 1864.

SIR: Your No. 453 was received, in which you ask to be instructed as to the course to pursue in the case of persons captured on board vessels which have no papers to show their neutral character.

The second paragraph of the general instructions of May 9, 1864, authorizes the detention of foreign subjects captured in vessels without papers or colors, and the sixth section authorizes the detention of such subjects, where the neutrality of a vessel is doubtful, until the neutral character of the vessel is satisfactorily established, but that it is not advisable to detain such persons unless there is good ground for doubting the neutrality of the vessel.

In these cases you must exercise your best judgment under the general instructions.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.*

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*Report of Commander Harrell, U. S. Navy, of the appearance of the C. S. ram Albemarle at mouth of the Roanoke River.*

U. S. S. CHICOPEE, August 6, 1864—5 a. m.

SIR: I have to inform you that the ram made its appearance this morning at a few minutes before 4 a. m. It advanced as far as the

mouth of the river and halted. I slipped and stood out slowly, with the picket boats, with the expectation that it would follow. It is yet in the river. From the number of people in sight on the beach, no doubt it was expected that an engagement would ensue. Under the circumstances, I have detained the boats which were to ascend the river until I hear from you. The ram can capture them, should they do so, if she pleases. Besides, the *Ceres* is absolutely necessary here to do duty as picket. The ram is now lying in the river blowing off steam. I do not think, however, that she will advance. Should she do so, however, I will endeavor to draw her down toward the fleet. I shall now pay my respects to those gentlemen on the beach in the shape of a few shells. In haste.

Very respectfully, your obedient servant,

A. D. HARRELL,  
*Commander, U. S. Navy.*

Commander W. H. MACOMB,  
*Senior Officer, Sounds of North Carolina.*

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[Telegram.]

NAVY DEPARTMENT, August 7, 1864.

Fit out as early as practicable two of the picket boats for Lieutenant W. B. Cushing.

GIDEON WELLES,  
*Secretary of Navy.*

Rear-Admiral F. H. GREGORY, U. S. Navy,  
*New York.*

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*Report of Lieutenant Casey, U. S. Navy, commanding U. S. S. Quaker City, regarding the chase of a blockade runner by that vessel August 7, 1864.*

U. S. S. QUAKER CITY,  
*Beaufort, N. C., August 17, 1864.*

SIR: About sunset on the evening of the 7th instant, Cape Fear then bearing W. 4° S., distant 126 miles, saw a steamer steering apparently S. I stood for her at once, and soon after the vessel altered her course and stood down directly toward this ship. From this circumstance and the fact of her being a long, side-wheel steamer, with two smoke pipes and two masts with topmasts set, I concluded it was the *Gettysburg*. On approaching more closely I hove to and challenged with signal lights, which not being immediately answered, burned the Coston signal for that day, when he immediately started off at full speed. I at once opened fire on him with the 30 and 100 pounder Parrotts, with what effect I am unable to tell. The shells exploded quite close to him, so as to render him distinctly visible, but he continued on at full speed and was soon lost in the darkness of the night. During the time I was challenging with the lights, which did not occupy more than a minute, the steamer, I think, was hove to. She was not more than 300 yards distant—near enough to see distinctly her rig, which is precisely like that of the *Gettysburg*. My opinion concerning the character and identity of this steamer at the time was shared by nearly all the officers of

this vessel, who were closely watching her during the whole time of her approach toward us.

I am, sir, very respectfully, your obedient servant,  
 SILAS CASEY,  
*Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.*

P. S.—Since writing the foregoing I have learned that there were some on board who thought the steamer was a propeller. If their suppositions are right, I think, in view of facts now ascertained, it is extremely probable that it was none other than the new rebel steamer *Tallahassee*.

SILAS CASEY,  
*Lieutenant, Commanding.*

*Report of Lieutenant Lamson, U. S. Navy, commanding U. S. S. Gettysburg, regarding the chase by that vessel of a suspicious steamer, August 7, 1864.*

U. S. S. GETTYSBURG,  
*Beaufort, N. C., August 22, 1864.*

SIR: About 5 p. m. on the evening of the 7th instant, New Inlet bearing W. by S., distant about 120 miles, I sighted a strange steamer with two masts, two smokestacks, and to all appearances a blockade runner, bearing S. W. from us. My boats were picking up cotton at the time, but I recalled them as soon as possible, and gave chase with all the steam we could raise.

The stranger lay to till we approached within 4 or 5 miles, when he set his jib and turned his head toward us for a few minutes; but soon hauled it down and stood off S. E., making black smoke. I pursued, and lost sight of him at dark; but continued on the same course, and about 8:30 saw a dim light ahead, and soon after seven or eight signal lights were seen in the same direction; they were white and brilliant lights, continuing but for an instant, and apparently thrown up from the deck.

I went to quarters, and continued so till we lost sight of the light, about 9:30 p. m., after which we saw nothing more.

I should have reported this occurrence before, but this is the first opportunity I have had of communicating with the flagship.

I am, sir, very respectfully, your obedient servant,  
 R. H. LAMSON,  
*Lieutenant Commanding.*

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

*Report of Lieutenant-Commander Truxtun, U. S. Navy, of observations made while on picket duty, August 7-9, 1864.*

On Sunday morning, the 7th instant, at 2:25, the rebel ram *Albemarle* was discovered by the *Ceres* outside the buoy at the mouth of the river.

It is my impression that these nightly expeditions on the part of the ram are made with the hope of picking up one of the small picket boats,



or ramming one of the double-enders and then returning. So far the ram has, in every case, turned back as soon as she was discovered, which looks as if she did not at present mean fight; would suggest that both torpedo boats be put in order and sent after dark to the mouth of river to blow up the ram. This morning the *Ceres*, by keeping close in to the southern shore, succeeded in passing this vessel, though we were at quarters and underway, with a hundred pair of eyes looking in all directions for the enemy. This shows how easily the ram might approach. I have therefore dropped down for a night station to a point where I will be out of the shadow of the land. I do not think the torpedo boats can be safe or useful up here, unless they are to attack. If they are to fall back, they will only be an embarrassment and dangerous, should it become necessary to tow them. I sent the *Belle* away on Saturday night because I could not get her in working order before dark; very fortunate I did so, as I was obliged to be underway for several hours in the dark. The present inside picket work is too much for one boat. No commanding officer or crew can stand the strains. There should be at least three picket boats.

Sunday night, 6:20 p. m., a fire was discovered on the south bank of the mouth of the Chowan River. It appeared just after a very heavy squall of wind and rain. At about 6:50 a large fire was started on the south shore of the bay about 3 miles east of the mouth of Roanoke River. Got the ship underway and laid knocking around till 8:15; dropped a 200-pound kedge. At 10 p. m. larger fire near mouth of Roanoke renewed. All night signals were being made from Chowan to Roanoke rivers.

Monday morning at 5 a. m. *Ceres* fired two guns in rapid succession; got underway and boxed about. *Ceres* in mouth of Chowan River in chase of two boats. At 6 a. m. anchored with the kedge. So far have had a horrid time. At 10 a. m. Mr. William Atkinson came on board; had permission from the commander at Plymouth to visit Edenton; detained him for some time and then gave him permission to pass. Ram will come down frequently and endeavor to pick up one of us, or will risk an engagement with two double-enders. A boat expedition is to be sent to Edenton of two launches, containing about fifty men each. Saw floating battery at Halifax three weeks ago. Have never heard of another ram at Halifax. A steamer is building there, to run on the Roanoke River, but is not to be ironclad; that's what Atkinson says. At 8 p. m. enemy making signals from Chowan River, south side; got underway. At 9 suddenly discovered the torpedo boat under our bow; thought she was the ram. Went ahead four bells, just missed the torpedo and just missed firing into the tug. A narrow escape for both. So far had a beautiful time.

*Tuesday morning.*—Officer in charge of torpedo tug reports her disabled. At 7 a. m. send him back to the fleet. 10 a. m., *Bazely* just arrived. Much obliged for the beef. I want to send in to Edenton for news, but since I have been obliged to send away the tug (torpedo) I am afraid to leave the river unwatched, lest the ram might catch us in Edenton Bay.

Very truly,

W. T. TRUXTON,  
*Lieutenant-Commander.*

Commander MACOMB.

There are no general signals up here. I send a proposition,\* which I think will meet the case.

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\* Not necessary to publish.

*Report of Acting Ensign Stothard, U. S. Navy, regarding the loss of the U. S. S. Violet.*

U. S. S. FORT JACKSON,  
*Off Western Bar, N. C., August 8, 1861.*

SIR: I have to report that last evening I proceeded to my inshore station, close to the shoal off the bar, and after giving my personal supervision to the ship until 9:30 p. m., I went to my room, leaving orders to be called if anything occurred, and at 10:30 p. m. at any rate, in the meantime to keep the vessel in 4 fathoms water as near as possible, moving in a circle. In about ten minutes I felt her strike. I instantly went forward and stopped the engines and backed, asking the leadsman what water he had. "Quarter less four," said he, "last cast," and was then hauling in the line. I took the line and sounded around the vessel, finding from 8 to 9 feet water, and directly forward of the stem 7 feet. By backing she moved a little astern and swung around, seeming to hang amidships as I backed. Fearing that she would forge farther on the shoal I let go my starboard anchor and as she moved veered to 15 fathoms. I had previously sent an officer to the *Vicksburg*, then in sight, to inform Lieutenant-Commander Braine of my situation and ask for assistance, which was sent in good time, boat, men, hawsers, and an anchor, though when they arrived it was high water, and in my opinion, too late to be of any service, the tide and sea having set her on the shoal into 6 feet water, hard on, and the propeller immovable, although I had 40 pounds of steam. My boat returned and I went personally about 12, midnight, to Lieutenant-Commander Braine to inform him of my condition, when he advised me to prepare to destroy my vessel as effectually as possible. After all preparations for sending officers, crew, and ship's effects off in boats that he and Acting Volunteer Lieutenant Williams, of the *Emma*, had sent, all of which I did, sending property, a list of which you will find enclosed, also a list of crew, I made preparations for her destruction as follows: I put a lighted slow match to a powder tank in the magazine and closed the door, then filled a large, fine drawer with shavings and straw taken from pillows and mattresses, partially covered it with another, and sprinkled two quarts of spirits of turpentine over all and on the woodwork around it; hung up an oilcloth from the table, one corner hanging in the shavings, which I touched with a lighted match (in the wardroom), after all the boats, but mine in waiting, had left the side, and I followed about 2 o'clock a. m. this morning. The explosion of the magazine containing about 200 pounds of powder occurred within half an hour afterwards, and by daylight she was effectually consumed. One 12-pounder was thrown overboard, one left on the forecastle, spiked with rat-tail file, and the 24-pounder was directed over the magazine aft when it exploded, so that it was thrown into the sea.

Your obedient servant,

THOS. STOTHARD,  
*Acting Ensign, Late Commanding Violet.*

Captain B. F. SANDS,  
*Commanding U. S. S. Fort Jackson, Off Western Bar, N. C.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting the proceedings of a court of enquiry on the loss of the U. S. S. Violet, August 8, 1864.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Off Wilmington, N. C., August 10, 1864.*

SIR: I transmit enclosed the proceedings of a court of enquiry on the loss of the *Violet*, Acting Ensign Thomas Stothard, commanding, on the nights of the 7th and 8th instant, on the shoals near Western Bar Inlet to Cape Fear River.

Acting Ensign Stothard is a very intelligent and efficient officer, notwithstanding this casualty. I therefore respectfully recommend that no further action be taken.

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

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

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

*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Devens, U. S. Navy, commanding U. S. S. Tristram Shandy.*

NAVY DEPARTMENT, *August 8, 1864.*

SIR: As soon as the U. S. S. *Tristram Shandy* is ready for sea, proceed with her to Beaufort, N. C., and report to Acting Rear-Admiral S. P. Lee for duty in the squadron under his command.

Very respectfully,

GIDEON WELLES,  
*Secretary of Navy.*

Acting Volunteer Lieutenant EDWARD F. DEVENS,  
*Commanding U. S. S. Tristram Shandy, Boston.*

[Order of same date and tenor to Acting Volunteer Lieutenant Henry J. Brown, commanding U. S. S. *Dumbarton*.]

[Telegram.]

FORTRESS MONROE, *August 9, 1864.*

Double-ender *Eutaw* arrived here yesterday, from Pensacola August 1. No news of importance. She is in quarantine by post regulations.

J. H. UPSHUR,  
*Lieutenant-Commander.*

HON. SECRETARY OF THE NAVY.

[Telegram.]

NAVY DEPARTMENT, *August 9, 1864.*

Land all *Eutaw's* guns but those on the hurricane deck and send her to Acting Rear-Admiral Lee, off Wilmington.

GIDEON WELLES,  
*Secretary.*

SENIOR OFFICER IN HAMPTON ROADS,  
*On Board Frigate Minnesota.*

*Report of Captain Smith, U. S. Navy, regarding affairs in the James River.*

U. S. S. ONONDAGA,

*Below the Barricade, James River, August 9, 1864.*

SIR: I received a letter a day or two since from the Bureau of Construction, etc., authorizing the purchase of two more vessels for James River, informing me also that there was another at Baltimore ready to be sent forward, which I have written for. When these are placed I shall consider the work finished, and will send you a tracing of the position of the booms and vessels.

General Butler has decided to cut a canal across Dutch Gap and will break ground to-morrow morning at 5 o'clock.

About 1,500 laborers were sent over to-day with a large picket force; many implements for excavating are on the ground, and horses, carts, and barrows are constantly arriving. The time estimated for completing the work by the engineer is six weeks, but General Butler says it will be finished in three. The depth is to be 15 feet below low-water mark, 40 feet wide below and 60 feet above. It is not supposed that the laborers will be allowed to prosecute their work at first without any annoyances and interruptions by the enemy. I trust I shall be able to protect them as soon as I can get my ranges of the upper reach.

Since my last communication there has been no interruption to the navigation, no firing from sharpshooters except a few shots from Dutch Gap at one of the tugs yesterday.

A terrific accident occurred at City Point about meridian to-day, by which about forty persons were killed and a large number wounded. It was occasioned by the explosion of an army ordnance barge lying at the wharf, causing the destruction of several small vessels and doing very considerable damage to buildings in the vicinity.

Very respectfully, your obedient servant,

MELANCTON SMITH,

*Captain and Divisional Officer in James River.*

[Acting Rear-Admiral LEE, U. S. Navy,  
*Commanding North Atlantic Blockading Squadron.*]

N. B.—August 10: At about 1:30 this morning six shells were fired, supposed to be from the rams, one exploding in the water below Dutch Gap and another striking the bank on the opposite side of the river, but doing no damage.

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Macomb, U. S. Navy, in view of another engagement with the U. S. ram Albemarle.*

FLAGSHIP MALVERN,

*Off Wilmington, N. C., August 9, 1864.*

SIR: I notified you on the 6th instant that the *Mattabesett* and *Chicopee* were to receive at the Norfolk navy yard two XI-inch guns, fitted so as to be fired with 30 pounds of powder and solid shot, instead of their present battery.

The Department is of the opinion that too light charges of powder were used in the engagement of May 5 with the *Albemarle*, and that the IX-inch gun with 13 pounds and the 100-pounder rifle with 10 pounds of powder can effect nothing, and that even using XI-inch guns the vessels should touch the ram while engaging her and the XI-inch guns be fired with 30 pounds of powder and solid shot. The Department still is of the opinion that ramming at full speed is the

best course, but if XI-inch guns with the full charge are used, ramming, except with the *Shamrock*, is not so important.

These views are furnished for your guidance in case of another engagement with the ram, and I desire that you will, as far as may be practicable in that event, carry them out.

Respectfully, yours,

S. P. LEE,

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

Commander W. H. MACOMB,

*Senior Officer in Sounds of North Carolina.*

*Order of Captain Smith, U. S. Navy, to Acting Master Livingston, U. S. Navy, to proceed to Harrison's Landing for the protection of transports passing in the James River.*

U. S. S. ONONDAGA,

*James River, August 10, 1864.*

SIR: Upon receipt of this order you will proceed with the *Commodore Barney* under your command to Harrison's Landing and take your station off that point to afford protection to transports passing up and down the river. Shell every force you see and capture everybody you can. Move down occasionally to Williams' Wharf. Twelve torpedo boats have been taken up in that vicinity, and it will be necessary for you to keep a bright lookout to see that no others are placed there. I would advise you to clear the banks of trees and underwood, if practicable.

Very respectfully, etc.,

[MELANCTON SMITH],

*Captain and Divisional Officer in James River.*

Acting Master GEORGE B. LIVINGSTON,

*Commanding U. S. S. Commodore Barney, Newport News.*

*Report of Commander Clitz, U. S. Navy, transmitting report regarding a reconnoissance at Harrison's Landing, James River.*

U. S. S. OSCEOLA,

*Off City Point, James River, August 10, 1864.*

SIR: I herewith enclose you a letter from Acting Volunteer Lieutenant Graves, commanding U. S. S. *Miami*. Also a letter\* from a Mrs. Harrison.

I would respectfully state that we have now on hand at this point less than 400 tons of coal.

An army ordnance barge exploded yesterday at City Point. The second cutter was on shore at the time of the explosion. Four of the crew were wounded. One received a severe scalp wound, while another suffered from an internal injury, to what extent it is impossible to determine as yet. The remaining two were of no serious import.

Very respectfully, your obedient servant,

J. M. B. CLITZ,

*Commander, U. S. Navy.*

MELANCTON SMITH,

*Captain and Divisional Officer,*

*Commanding U. S. Ironclad Onondaga, James River.*

\* Not necessary to publish.

[Enclosure.]

U. S. S. MIAMI,  
*Off Harrison's Landing, August 9, 1864.*

SIR: I enclose proceedings of a court-martial held on board this vessel. Will you be kind enough to forward to Captain Smith. I also enclose a note from Mrs. Harrison.

I made a reconnoissance on shore yesterday. Saw a small force or patrol of the enemy, six in all. They were at the rear of the brick house. An old negro told me that there were six pieces of artillery and 2,000 men at the landing the other morning, but they had but one piece in position.

My boiler is leaking badly and I am out of provisions.

Very respectfully,

G. W. GRAVES,  
*Acting Volunteer Lieutenant, Commanding.*

Commander J. M. B. CLITZ,  
*Commanding U. S. S. Osceola, City Point.*

[Telegram.]

NAVY DEPARTMENT, *August 11, 1864.*

SIR: As soon as guns are out of *Ascutney* and she is coaled, order her to proceed off *Wilmington* and report to *Admiral Lee*.

GIDEON WELLES,  
*Secretary of the Navy.*

Commodore J. B. MONTGOMERY,  
*Commandant Navy Yard, Washington, D. C.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, regarding measures for protecting the blockade from surprise.*

FLAGSHIP MALVERN,  
*Off Wilmington, N. C., August 11, 1864.*

SIR: Care must be observed when sending vessels to cruise outside, or off their stations for repairs or supplies, that a sufficient number of men and weight of metal be always kept to protect the blockade from surprise from without or within, or both.

When the divisional officer finds it to be judicious and proper to change any part of the instructions given him for the conduct of the blockade, he is authorized to do so, but he will immediately make a written report of what he has so done and his reasons for so doing. Have a good arrangement for learning when an inside blockader needs to be towed out.

Very respectfully, yours,

S. P. LEE,  
*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*  
 Captain B. F. Sands,  
*Divisional Officer, off Western Bar.*

P. S.—Let all blockaders going to and coming from *Norfolk* touch at *Beaufort* to deliver or receive mails.

Same to Captain O. S. Glisson, [divisional officer, off *New Inlet*].

*Report of Acting Master Keyser, U. S. Navy, commanding U. S. S. Victoria, regarding the chase of a blockade runner.*

U. S. S. VICTORIA,  
Off New Inlet, August 12, 1864.

SIR: I have the honor to report that on the 12th instant, at 1.30 a. m., being in 6½ fathoms water, with the Mound light bearing N. W. by W. and Bald Head light S. W. by W. ½ W., we discovered a large side-wheel steamer standing to eastward. He discovered us at the same time and turned to westward; we turned also and fired our starboard broadside gun at him, and a rocket to southward and westward. He then turned to the eastward again; we turned also and fired our pivot gun at him, and two rockets to southward and eastward. Owing to a squall which passed over us at that time, we lost sight of him and returned to our station.

I am, very respectfully, your obedient servant,

E. S. KEYSER,  
Acting Master, Commanding U. S. S. Victoria.

Captain O. S. GLISSON,  
Divisional Officer, off New Inlet, North Carolina.

*Report of Commander Rhind, U. S. Navy, regarding engagements with three Confederate batteries in James River, August 13, 1864.*

U. S. S. AGAWAM,  
Deep Bottom, August 14 [15], 1864.

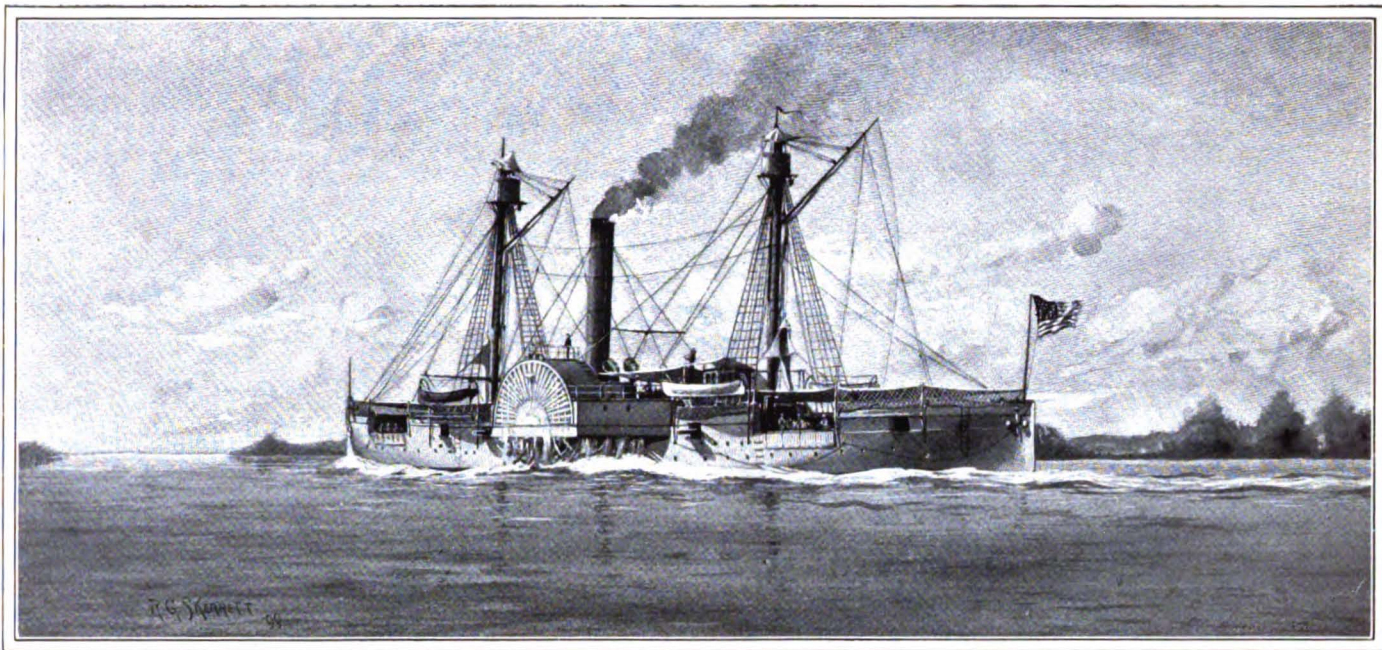
SIR: On the 13th instant, shortly after 2 p. m., rebel batteries at three different points opened fire on this vessel. One was placed on Four Mile Creek and consisted of light rifled pieces. The other two batteries, containing heavy guns or mortars, were to the westward of the creek, in a position not visible from our deck or mastsheads, owing to the intervening woods. The creek battery was partly covered by houses, but in sight from the forward deck. We engaged them as soon as their position was determined and continued the action until about 6.30 p. m., when, finding our ammunition running short, having expended 228 charges, we weighed anchor and dropped down to order the *Hunchback* up. She advanced about sunset and fired a few rounds, when the batteries ceased at dark. We filled up with ammunition that night and resumed our station off Four Mile Creek next day, opening on the rebel lines that afternoon, I am informed with good effect. We commenced firing again this morning to cover the advance of our troops.

I enclose the report of the gunner and the medical officer's report of casualties on the 13th, which were slight, considering the fire we were subjected to. The vessel sustained no damage other than a few scratches.

Respectfully, your obedient servant,

A. C. RHIND,  
Commander.

Captain M. SMITH,  
Divisional Officer, James River.



UNITED STATES STEAMER AGAWAM.



[Enclosures.]

U. S. S. AGAWAM,  
James River, August 14, 1864.

SIR: I have respectfully to report the following killed and wounded in the action of yesterday:

*Killed.*—John Williams, ship's corporal; W. Burke, ordinary seaman; W. Wilson, ordinary seaman.

*Wounded.*—William Winter, seaman, severe, leg; Henry Dedoll, ordinary seaman, severe, hip, left arm amputated; John Scott, boat-swain's mate, slight, hip; William Schuyler, ordinary seaman, leg and hand.

I am, sir, respectfully, your obedient servant,

HEMAN P. BABCOCK,  
Assistant Surgeon, U. S. Navy.

Commander A. C. RHIND,  
Commanding Steamer Agawam.

U. S. S. AGAWAM,  
James River, August 13, 1864.

SIR: The following is a list of expenditures in the gunner's department for this day, viz:

5-second IX-inch shell .....	31
10-second IX-inch shell .....	59
10-second IX-inch shrapnel .....	12
5-second IX-inch shrapnel .....	1
100-pounder Schenkle fuze shell .....	42
100-pounder Parrott fuze shell .....	22
100-pounder 10-second shrapnel .....	25
100-pounder 10-second shell .....	36
Powder..... pounds ..	2,270
Percussion primers .....	240

Very respectfully, your obedient servant,

HENRY F. DUNNELS,  
Acting Gunner, U. S. Navy.

Commander A. C. RHIND, U. S. Navy,  
Commanding U. S. S. Agawam, James River, Virginia.

*Letter of commendation from the Secretary of the Navy to Commander Rhind, U. S. Navy, for gallantry in engagement with three Confederate batteries in James River, August 13, 1864.*

NAVY DEPARTMENT, September 7, 1864.

SIR: The Department is gratified in transmitting to you the accompanying copy of a dispatch from Acting Rear-Admiral Lee, commending your gallantry and endurance and that of the officers and men under your command, in the engagement with three rebel batteries on the 13th ultimo on James River, and expresses its thanks for the services and energy displayed on the occasion referred to.

Very respectfully, etc.,

GIDEON WELLES,  
Secretary of Navy.

Commander A. C. RHIND,  
Commanding U. S. S. Agawam, James River.

[Enclosure.]

FLAGSHIP MALVERN,  
Beaufort, N. C., August 25, 1864.

SIR: I take great pleasure in calling the attention of the Department to the gallantry and endurance displayed by Commander Rhind, of the *Agawam*, and the officers and men under his command, in the engagement with three rebel batteries on the 13th instant, reported to the Department by Captain Smith, divisional officer in James River.

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

S. P. LEE,

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

Hon. GIDEON WELLES,  
Secretary of the Navy.

*Attack upon Union forces at Dutch Gap by Confederate fleet and batteries,  
August 13, 1864.*

Report of Captain Smith, U. S. Navy.

U. S. S. ONONDAGA,  
*Below the Barricade, James River, August 13, 1864.*

SIR: I have the honor to inform the Department that at 5 a. m. to-day two rebel rams opened fire on our land forces and laborers employed at Dutch Gap, and have maintained a moderate fire during the day.

In addition one or more gunboats or ram gunboats dropped down to Cox's Reach, and, together with the battery at Signal Hill on Cox's farm and that on the hill at Howlett's house, took part in the attack.

A movement of some kind had been anticipated, and the steamers *Mackinaw* and *Delaware* were stationed to command Cox's Reach and also sweep Cox's farm in the event of an attack by infantry, which was regarded as most probable, as two divisions of the enemy were known to be in the immediate vicinity.

After one round from this vessel, operations upon the enemy's iron-clads were found to be impracticable from their great distance from us, except for the possible annoyance to people on their decks, and this contingency was so remote, and the means of directing or observing the effect of our fire so limited, that it was not deemed advisable to strain the large guns with the high elevation and heavy charges necessary to reach.

The battery at Howlett's being readily silenced by the army battery, no attention was paid to it from the vessels. The *Saugus* was therefore later in the day added to the *Mackinaw* and *Delaware*, making all the force able effectively to operate from that point, and had, with those two, maintained a regular fire until dark. Their fire also was dependent upon direction from the masthead, and its effect uncertain, but it is hoped may have been to some extent effective.

From the position of this vessel and the *Canonicus*, it was impossible to aid them without greatly endangering our own forces, and they have therefore remained without other action than preparation for any change that may enable them to operate effectively.

General Butler's loss as far as ascertained, 30 killed and wounded.

Captain Rhind, of the *Agawam*, reports that his vessel and the *Hunchback* were attacked this afternoon at 2 p. m. by two rebel batteries, one

at Four Mile Creek and the other more to the northward; the first battery containing two 20-pounder rifles, the other a heavy gun, supposed, from the fragments of shell, to be a X inch and a 20-pounder fieldpiece.

The casualties reported on board the *Agawam* are 2 killed, 1 mortally wounded, and 3 more or less severely.

I have sent the *Saugus* to assist in dislodging the battery at Four Mile Creek.

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

MELANCTON SMITH,

*Captain and Divisional Officer in James River.*

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

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[Telegram.]

AUGUST 13, 1864—12:05 a. m. [p. m.]

The gunboat *Mackinaw* keeps the Signal Hill battery pretty quiet; our monitors not firing. The *Onondaga* fired a few shots some time since. Two of the rebel rams fire occasionally, and the 100-pounder at Battery Sawyer. The 100-pounder at Dutch Gap was fired twice. One ram lies down nearly to Dutch Gap; another is behind the group of houses at Cox's Ferry. A number of wounded have been brought over.

G. S. DANA,

*Captain, etc.*

Captain [LEMUEL B.] NORTON.

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Letter from Flag-Officer Mitchell, C. S. Navy, to Major-General Field, C. S. Army.

C. S. IRONCLAD VIRGINIA,  
FLAGSHIP JAMES RIVER SQUADRON,  
*Off Bouwars Landing, August 12, 1864.*

GENERAL: Your communication of this date has just been received, and I have to state in reply that the vessels under my command will be in position at the appointed time to-morrow morning to cooperate with you in the proposed attack on the enemy at Dutch Gap.

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

JNO. K. MITCHELL,

*Flag-Officer, Commanding James River Squadron.*

Major-General CHAS. W. FIELD, C. S. Army,

*Chaffin's Bluff.*

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[Telegram.]

FLAGSHIP VIRGINIA, August 13—1:30 p. m.

How long do you propose to continue firing? Our supply of ammunition is limited, and I do not like to expend it without satisfactory results, which I fear is not the case, as we can not see the objects fired at.

JNO. K. MITCHELL,

*Flag-Officer.*

General FIELD.

[Telegram.]

AUGUST 13, 1864.

Firing has been going on all day from our gunboats and the battery of light artillery in position at Signal Hill (Rockbridge Battery) on the enemy at Dutch Gap. Our firing was warmly returned by the enemy's gunboats, assisted by the shore batteries at Baldwin's. I am happy to say no casualties yet on our side. The Rockbridge Battery of light artillery did great execution among the enemy's works at Dutch Gap. The only damage done us by the enemy was a large shell, which passed through an officer's bed, tearing up the floor and passing out of the back part of the house. No one inside at the time.

Very respectfully,

G. F. SMITH.

Captain DAVIDSON.

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 Report of Flag-Officer Mitchell, C. S. Navy.

C. S. IRONCLAD VIRGINIA,  
 FLAGSHIP JAMES RIVER SQUADRON,  
*Salt Reach, August 14, 1864.*

SIR: I have the honor to inform you that, in pursuance of an arrangement with General Field, I took up positions on the river with the three ironclads, the *Virginia*, *Richmond*, and *Fredericksburg*, and three gunboats, the *Hampton*, *Nansemond*, and *Drewry*, extending from Bishop's to a point about a mile below, near Signal Tower. We opened fire at 6 a. m., which was kept up until 6 p. m., firing during that time at average intervals of about 20 minutes from each of the ironclads and the gunboats. Our fire was returned by all the enemy's land batteries, his monitors, and gunboats, and kept up with spirit until we ceased firing.

No casualties occurred in the squadron. The *Fredericksburg* was struck several times, one shot passing through her smokestack. Although our vessels were within three-quarters to a mile of the enemy, it is believed that our fire did them but little, if any, damage, being directed by signals from the shore, as we could not see the position of the enemy from the vessels, but it appeared to be pretty accurate, our shells exploding near their supposed position. Our smokestacks furnished a good mark for the enemy's batteries, giving him a great advantage. He kept up a steady fire all day upon Colonel Carter's battery, established near Signal Tower, which, I am informed, received no damage, nor did any casualties occur among his men.

I feel perfectly satisfied from the day's experience that no serious effect was produced by our fire upon the enemy, and that it was a useless expenditure of ammunition. I have therefore returned to our present anchorage.

There is no abatement of the sickness in the squadron. On the contrary, the effect upon the crews of the ironclads from being shut up for twelve hours yesterday, has increased it; almost all the officers, and a majority of the men, still suffering, though on duty, from recent attacks of the fever so prevalent at this time on the river.

I, myself, am now, and have been for three days, sick with this fever, which I hope will be regarded as an excuse for any want of completeness which may be discovered in this report.

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

JNO. K. MITCHELL,

*Flag-Officer, James River Squadron.*

Hon. S. R. MALLORY,  
*Secretary of the Navy, Richmond, Va.*

Report of Commander Pegram, C. S. Navy, commanding C. S. S. Virginia.

C. S. S. VIRGINIA,  
*James River Squadron, August 15, 1864.*

SIR: In compliance with the instructions contained in article 7, chapter 7, of the Navy Regulations, I have the honor respectfully to submit the following report of the part performed in the action of the 13th instant by the C. S. S. *Virginia*, under my command:

At 10 a. m. came to and anchored opposite Sailors' Tavern, and about 700 yards below the *Fredericksburg*; opened fire from our forward 7-inch gun and port broadside; moored ship and brought our stern gun (X-inch) to bear on the camp of the enemy at Dutch Gap (distant about 1,900 yards or less), from which I kept up a fire at intervals of ten, twenty, and sixty minutes, until dark, at which time got underway, and stood up the river and came to anchor below Chaffin's Bluff.

The ship sustained no injury in the action, and her condition is unimpaired.

The conduct of the officers and crew during the day gave me, from their zeal and efficiency (though many of them are inexperienced), the gratifying assurance that, should they ever be called into close action, the honor of the flag might be safely intrusted in their hands.

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

R. B. PEGRAM,  
*Commander, Provisional Navy C. S.*

Flag Officer JNO. K. MITCHELL,  
*Commanding James River Squadron, Flagship Virginia.*

Letter from Flag-Officer Mitchell, C. S. Navy, to Major-General Field, C. S. Army.

C. S. IRONCLAD VIRGINIA,  
FLAGSHIP JAMES RIVER SQUADRON,  
*Salt Reach, August 14, 1864.*

GENERAL: I moved down the river yesterday morning with the three ironclads and the three wooden gunboats, and took up positions extending from Bishop's to a point near Signal Tower. We opened fire at 6 a. m. and continued it until 6 p. m. Feeling satisfied that we did the enemy no damage, as we were compelled to direct our fire by signals on shore, it being impossible to see the position of the enemy from our vessels, and that we were merely wasting ammunition, I returned last night to our present anchorage. I am the more strongly led to this conclusion from the fact that the enemy, although possessing the advantage of being able to see both Colonel Carter's battery and the smokestacks of our vessels, inflicted no damage upon either beyond striking the *Fredericksburg* several times without doing any material injury.

It will afford me much pleasure to cooperate with you in any movement affording a reasonable prospect of injuring the enemy or retarding his operations.

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

JNO. K. MITCHELL,  
*Flag Officer James River Squadron.*

Major-general C. W. FIELD, C. S. Army,  
*Chaffin's Farm.*

P. S.—Has my dispatch from Signal Tower, dated yesterday, reached you? I should have informed you of my withdrawal from Dutch Gap last night, had I not been suffering from a severe attack of fever.

J. K. M.

Report of Commander Rootes, C. S. Navy, Commanding C. S. S. Fredericksburg.

IRONCLAD FREDERICKSBURG, JAMES RIVER SQUADRON,  
Near Chaffin's Bluff, August 14, 1864.

SIR: In obedience to your order I got the *Fredericksburg* underway between the hours of 2 and 3 o'clock a. m. on the morning of the 13th, and stood down the river for the purpose of taking the ship's station, which had been selected the day before, a short distance below Cox's house, on the south side of the James River. Commander Pegram informed me, when getting near the *Virginia*, that he had a hawser stretched across the river. We had to use all the steam power to back and keep clear. The *Fredericksburg* grounded on the north side of James River; got her off with a kedge and hawser, when she again struck on the south side of the river; no damage to the ship. Came to with a kedge astern, at about daylight. Weighed the kedge and stood down the river at 5:30 a. m. Came to with starboard anchor in 5 fathoms water a little below Cox's house, ship's head upstream, kedge astern, lines forward and aft on port side; made fast on shore to spring ship as required. About 6 a. m. opened fire on Dutch Gap, by the bearings, from our X-inch smoothbore, our 6.4 rifle, and our 7-inch rifle. Was informed the shot, or most of them, fell in or near Dutch Gap. Had a signal officer at Cox's house, and he made about the same report. The enemy soon found out the true range of the *Fredericksburg*, and struck her six times. One 6.4 rifle shell or bolt went through the smokestack. One 100-pounder Parrott shell struck a kedge anchor on the port side of the forecastle, broke the stack, and bent the shank. Fragments of shell cut away two after braces of smokestack, bent flag-staff, struck the ship in other places, doing little or no damage. Am pleased to say no officer or man was injured. So soon as I found the enemy had the direct range on the ship, and as I was using our guns on Dutch Gap, and the enemy taking deliberate aim and firing on the *Fredericksburg*, hauled the ship about one length ahead. He continued to use the same range, and threw his shot and shell a short distance from us. In changing the position of the *Fredericksburg*, I still retained bearings on Dutch Gap, which were used. The enemy struck the *Fredericksburg* three times in five shots.

Very respectfully, your obedient servant,

THOS. R. ROOTES,  
Commander, Provisional Navy C. S.

Flag-officer JNO. K. MITCHELL, Provisional Navy C. S.  
Commanding James River Squadron.

Shot and shell fired August 13, 1864.

X-inch smoothbore:	
15-pound charges .....	22
10-second shell .....	14
5-second shell .....	5
Round shot .....	3
7-inch rifle:	
10-pound charges .....	24
8-pound charge .....	1
7-inch shrapnel .....	12
7-inch percussion shell .....	13
6.4 rifle:	
8-pound charges .....	25
Percussion shells .....	24

One incendiary shell, passed up by mistake, cap taken off and, to provide against any accident, was afterwards fired.

Respectfully, etc.,

THOS. R. ROOTES,  
*Commander.*

At about 7:30 p. m. got underway and stood up the river, *Virginia* in company. About 9 p. m. came to anchor near Chaffin's Bluff.

Respectfully, etc.,

T. R. R.

Report of Lieutenant Maury, C. S. Navy, commanding C. S. S. Richmond.

C. S. S. RICHMOND, JAMES RIVER SQUADRON,  
*James River, Virginia, August 15, 1864.*

SIR: I have the following report to make concerning the operations of the vessel under my command on Saturday, August 13, 1864:

At 4 o'clock a. m. I got underway and proceeded down the river, and when about 300 yards below the Bishop house took the position previously assigned to this vessel, mooring ship head upstream. At 5:52 a. m. I opened fire on the enemy with shrapnel; finding them bursting far short, however, the projectile was changed to time-fuzed shell; this being changed, also by your order, percussion shell were fired for the rest of the day. Mr. White, the signal operator attached to this vessel, being sent on shore to mark the effect of our shots, telegraphed they were for the most part very accurate, but that, as far as he could see, only about one out of five of the percussion burst. We suffered no damage whatever from the fire of the enemy, only a few fragments of shell striking the ship. The firing from this vessel, rapid for the first hour of the engagement, was slackened, and one shot every five minutes was ordered to be fired. This was changed to once every ten minutes, then to once every fifteen minutes, and finally, during the latter part of the afternoon, to once every twenty minutes. At 6 o'clock a. m., according to instructions, we ceased firing, having fired in all 67 times—3 shrapnel, 3 time-fuzed shell, and 61 percussion shell. We ceased firing on three occasions, once for breakfast, once for dinner, and twice to swing ship in order to bring the guns to bear. At 8 o'clock p. m. we got underway and proceeded up the river, and when just above the Graveyard we grounded twice and were about one hour getting off. At 10:30 p. m. came to anchor in open order below the flagship. Enclosed you will find the report of the gunner and the requisitions which were directed to be made out.

Respectfully submitted.

J. S. MAURY,  
*Lieutenant, Commanding.*

Report of Gunner Williams, C. S. Navy.

C. S. S. RICHMOND,  
*Off Chaffin's Bluff, Virginia, August 15, 1864.*

SIR: I am directed by Lieutenant Commanding J. S. Maury to make out and forward to you the following report:

At the beginning of the action on Saturday last, we had on board 206 percussion, 25 10-second and 15-second time shell, 12 shrapnel, 127 VI-inch stands of grape, and 42 VI-inch stands of causter.

Of these we used 61 percussion shell, leaving 145 in locker; 3 time shell, leaving 22; and three shrapnel, leaving 9. Captain Maury designs filling up the complement of projectiles to 200 percussion shell, 75 time shell, and 25 shrapnel. To this end I have filled up the enclosed requisition with the number requisite.

The grape and causter, being VI-inch, are deemed unserviceable, and I have therefore made requisition for the same number, respectively, of VII-inch in their place.

I would further observe, sir, that the "lead-bottom" shell used in the treble-banded rifle gun in nearly every instance were seen and heard to tumble. This I suppose, sir, was caused by the nonexpansion of the saucer, the metal being too hard to fill the grooves properly.

The 5-second shrapnel, which a table of distances and time of flight directed to be used at 1,750 yards, burst far short of that distance.

The greatest elevation that can be given the gun of this ship is 5° 30', throwing its projectile 2,200 yards. In consequence the 15-second time shell are unsuitable and will be returned.

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

EUGENE M. WILLIAMS,  
Gunner, Provisional Navy C. S.

Commander JNO. M. BROOKE, C. S. Navy,  
Chief Bureau Ordnance and Hydrography.

Report of Lieutenant Wall, C. S. Navy, commanding C. S. S. *Drewry*.

C. S. GUNBOAT DREWRY,  
*James River Squadron, August 14, 1864.*

SIR: In obedience to your verbal order, I have the honor of submitting to you the following report of the part borne by this vessel in shelling the enemy at Dutch Gap, James River, on the 13th of August, 1864. At 5:30 a. m. I took position as directed near a point known as Sailors' Tavern, keeping underway all the time. As soon as the iron-clads opened I commenced firing at an elevation of 2,500 yards. Being informed from the battery at the Signal Tower that my shots were in good line, but falling short, I directed that the elevation be increased to 3,000 yards. This elevation, the battery informed me, threw the projectiles about the right distance. Having but a limited supply of time fuzes on board, I was soon compelled to use my percussion shell. The *Virginia* came down and supplied me with a requisition of ordnance that I failed to obtain the day previous. This I soon exhausted and at the time of the order "Cease firing," I was out of ammunition.

By your order I left my position to carry an order to the steamers *Hampton* and *Nansemond*, returning, however, as soon as delivering the order was over, and took position between the *Virginia* and Cox's Wharf to await your orders. The number of shots fired during the action is as follows, viz:

Percussion shell .....	18
15-second shell .....	4
10-second shell .....	10
5-second shell .....	2
8-pound charges .....	32
10-pound charges used with 5-second shell .....	2

making a total of 34 shots. The gun used was a Brooke 6.4-inch rifle.

I am pleased to record that, although exposed to the fire of the enemy all the time, no casualties occurred, and take much pleasure



in stating that every one on board behaved in a manner perfectly satisfactory. The continual change of my position no doubt prevented my vessel being struck.

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

WM. H. WALL,

*Lieutenant, Commanding C. S. Gunboat Drewry.*

Flag-Officer JNO. K. MITCHELL,

*Commanding James River Squadron.*

Additional report of Lieutenant Wall, C. S. Navy, commanding C. S. S. Drewry.

C. S. S. DREWRY,

*James River Squadron, August 15, 1864.*

SIR: In obedience to General Orders No. 16, I have the honor of submitting to you the following report, called for in Chapter VII, Article VII, page 59, Navy Regulations:

The conduct of the officers attached to this vessel was all that could be desired. The signal operators attached to this vessel rendered great assistance in directing the line of fire, being situated in a prominent position on shore.

The condition of the vessel after the engagement was the same as before she entered into action. I will mention that her shell, both percussion and time fuzes, were expended in the engagement, and her supply of coal limited.

I will also state that the flame from the discharge of the gun set fire to the bulwark and caused me to knock away a slight portion of it without materially injuring the efficiency of the vessel.

Since the engagement the vessel has been supplied with coal and ammunition and is now in every respect ready for action.

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

WM. H. WALL,

*Lieutenant, Commanding.*

Flag-Officer JNO. K. MITCHELL,

*Commanding James River Squadron.*

Report of Lieutenant Murdaugh, C. S. Navy, commanding C. S. S. Hampton.

C. S. GUNBOAT HAMPTON,

*James River Squadron, August 14, 1864.*

SIR: I have the honor respectfully to report that, in obedience to your order, I yesterday took position about 150 yards above the Confederate ironclad *Richmond* and opened fire on the enemy's working party at Dutch Gap. I fired 33 shell, nearly all of which burst at or near the gap. One percussion shell exploded immediately after leaving the gun. Some of the percussion shell failed to explode. At 12:30 I ceased firing and withdrew from action.

Very respectfully, your obedient servant,

J. W. MURDAUGH,

*Lieutenant, Commanding.*

Flag-Officer JNO. K. MITCHELL,

*Commanding James River Squadron.*

*Report of Lieutenant Lamson, U. S. Navy, commanding U. S. S. Gettysburg, regarding cotton picked up at sea.*

U. S. S. GETTYSBURG,  
Norfolk, Va., August 13, 1864.

SIR: I have the honor to report that on the 7th August, 1864, in latitude 33° 56' N., longitude 75° 33' W., this vessel picked up a quantity of cotton, estimated at 30 bales.

The cotton is supposed to be the same thrown overboard by a blockade runner chased on the morning of that day by this vessel, the U. S. S. *Shenandoah*, and the U. S. S. *Santiago de Cuba*.

I send it to New York to-day in charge of Acting Ensign M. C. Keith, in the steamer *Continental*.

Enclosed is the prize list of this vessel for this capture, at which time there was no other vessel in sight.

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

R. H. LAMSON,  
*Lieutenant, Commanding.*

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

*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports regarding the chase of blockade runners.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
In Beaufort Harbor, August 13, 1864.

SIR: The enclosed reports from Captains Glisson and Ridgely of the 8th and 10th instant describe a remarkable and interesting chase of a new blockade runner, with three funnels, of the fleet *Falcon* class, from New Inlet on the 6th and 7th instant.

The large number of steamers of great speed recently built abroad for the express purpose of eluding the blockade, and favored by the rebel system of light houses, makes it absolutely necessary to have, in addition to vessels of battery power to protect the blockade, two other classes of vessels, one adapted to the close blockade of the bar, the other of great speed for chasing, together with reasonable capacity for supplies. A half dozen small steamers for each inlet, of light draft, turning quickly, and with stability allowing of accurate firing, with a transport collier for each inlet, would admit of a reasonably close and effective blockade of the bar.

One swift chasing steamer, always present off each inlet to follow up vessels seen to run out at night, and a half dozen very swift steamers, capable of making certainly 14 to 15 knots, to chase on the Bermuda and Nassau routes, would soon put a stop to the violation of the blockade and its attending bad consequences.

Enclosed is a description of the *Nooquah*, which is found to be one of the best vessels for inshore service.

I enclose also a report just received of a chase yesterday (12th instant) by the *Mount Vernon* of a steamer with three funnels, supposed to be the *Falcon*, as the New York papers of the 9th report that she had left Halifax on the 8th.

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

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

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

[Enclosure No. 1.]

U. S. S. SANTIAGO DE CUBA,  
Off New Inlet, August 8, 1864.

SIR: I have the honor to report that on the night of the 6th August, at 9:15 p. m., saw two rockets thrown up from the picket boats near the bar to the southward and westward. At this time we were heading S. S. W.; went ahead fast. At 9:35 p. m., believing that the blockade runner would change his course, I wore ship and headed N. N. E. and put the ship under a full pressure of steam, and beat to quarters. At 9:50 p. m. saw white water and black smoke bearing N. by W., distant three-fourths mile. This smoke was about three points on our port bow. Fired five shots from the 20-pounder rifle, and one shot from the 30-pounder rifle, and one shot from the 32-pounder. Having kept the ship off, so that the guns would bear upon the chase, hauled up and stood for the chase; it is impossible for me to say whether the shot struck or not. By this time she was out of reach of our guns, steering from E. to E. by S., and we under a full pressure of steam steering for the chase. At midnight, chase bearing E., black smoke plain in sight from deck ahead, we using every means to keep up our steam. The highest rate of speed during the first watch was 12.6. At 1 a. m. a large steam transport passed between us and the chase with all her lights up, and many lights showing in her staterooms. At one time I was fearful that I would have to keep away to clear the transport, but fortunately she passed clear of us and I did not lose anything, and kept sight of the black smoke all the time. Much of the time we could see a dim light, supposed to be a light in a cabin window of the chase. At 4 a. m., chase bearing E.  $\frac{3}{4}$  S.; much difficulty in keeping up steam. At this time the chief engineer reported that his firemen were nearly exhausted; there being no wind, found it almost impossible to keep up steam. At daylight the chase a little on starboard bow, about 4 miles off, often varying her course. At 5 a. m. saw two steamers on our port bow standing for the chase. At 5:15 a. m. exchanged signals with the *Shenandoah* and *Gettysburg*; at this time the chase changed her course to the southward and commenced throwing overboard cotton, and dropping us very fast. At 6:50 a. m. the *Shenandoah* and *Gettysburg* had dropped in between us and the chase; finding that we could not keep up with the chase and the other two men-of-war, we gave up the chase and commenced picking up cotton, the *Shenandoah* and *Gettysburg* continuing the chase. During the day we picked up 43 full bales of cotton and a quantity of loose cotton, which I shall endeavor to put up in packages, marking the weight on each. When the chase commenced throwing her cargo overboard we were in the longitude 75° 50' W., latitude (observed) 34° 05' N. This blockade runner was the three-pipe steamer that you saw while at anchor on this side, and this chase was one of the most beautiful chases that I ever saw, and it is but seldom that any of our vessels have been able to keep sight of one of these swift steamers during the night. That steamer, I do not think, can make more than 13 miles per hour, loaded as she was. I was averaging over 12 miles with a log line marked 52 feet for a 28-second glass, with plenty of stray line.

Enclosed you will find the report of Acting Master E. S. Keyser, commanding U. S. S. *Victoria*, by which you will see that another steamer came out at the same time, was driven back crippled, and the other chased by me was compelled to throw overboard about 200 bales of cotton to avoid capture. We are doing everything that officers and

men can do to break up this blockade running. Your present arrangement for night cruising is a very great improvement.

I am, very respectfully, your obedient servant,

O. S. GLISSON,  
*Captain and Divisional Officer.*

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

[Subenclosure.]

U. S. S. VICTORIA,  
*Off New Inlet, North Carolina, August 8, 1864.*

SIR: I have the honor to report that on the 6th instant, at 9:40 p. m., being in 5½ fathoms water, with the Mound light bearing W. S. W. and Bald Head light S. W., I saw a blockade runner steering about east. I steamed toward him at full speed. As soon as he discovered us he changed his course to southward. I fired two rockets in that direction, and fired our 30-pounder rifle at him, loaded with a percussion shell, at 2½ degrees depression, and distinctly saw the shell strike him and explode. He then changed his course to westward and stood for Fort Fisher. I fired a rocket to northward. In a short time he came to anchor under the fort and blew off his steam. Near daylight he got underway and went in to westward of the Mound and anchored. At noon of 7th he went up the river.

Very respectfully, your obedient servant,

E. S. KEYSER,  
*Acting Master, Commanding U. S. S. Victoria.*

Captain O. S. GLISSON,  
*Divisional Officer off New Inlet.*

[Enclosure No. 2.]

U. S. S. SHENANDOAH,  
*Off Beaufort, N. C., August 10, 1864.*

SIR: I have the honor to report that we left Craney Island at daylight on the morning of the 29th instant for the Wilmington blockade. The next morning at 10 a. m., latitude 34° 21' N. and longitude 76° 06' W. made out a steamer burning black smoke, about 12 miles distant to the S. W. She ran to the S. W., as the wind was blowing from that direction. We kept the chase up until 4 p. m., when we lost sight of her, steering S. W. At 4 p. m. made another blockade runner in latitude 33° 34' N. and longitude 76° 33' W., steering to the northward and westward. We made chase and overhauled her quite fast; she only escaped by darkness and running into shoal water; when we gave up the chase Cape Lookout light bore N. E. by E. We fired 140 shots at her, and I think some of them took effect. He was a bold blockade runner and flew the rebel flag as long as we could see him. At daylight on the morning of the 7th instant, we made a blockade runner with three smokestacks with the *Santiago de Cuba* in chase. We came up with him the first two hours when he commenced throwing over bales of cotton. After he had lightened, the blockade runner's speed increased very much and he gained on the chasing vessels. The *Santiago de Cuba* gave up the chase at about 7 o'clock a. m., the *Gettysburg* at 8:30 a. m. The *Quaker City* hove in sight from the south and eastward at 7 o'clock. The *Quaker City* and this ship chased him until 12:30 o'clock, when we lost sight of him, steering for Bermuda. The

blockade runner was the *Falcon*, I think, from the description given in the consular extracts.

Yesterday during a chase, we broke some of the rollers in the main steam valve, which prevents our chasing. The repairs can not be made here.

I came off this port to communicate with you in obedience to your verbal orders.

I shall proceed to Norfolk and make the repairs while coaling.

I am, very respectfully, etc.,

DANL. B. RIDGELY,  
Captain, U. S. Navy.

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

[Enclosure No. 3.]

U. S. S. MOUNT VERNON,  
Beaufort, N. C., August 13, 1864.

ADMIRAL: I have the honor to report that on the 12th instant at 1:30 p. m., in latitude 34° N., longitude 77° 11' W., a strange vessel was discovered bearing N. N. W., steaming west. The fires were immediately spread and the yards sent aloft, and all sail set, and we started in full chase after her, steering N. W. by N. At 2 p. m. we seemed to gain a little on her. She was a very long, light lead-color painted steamer, with three smokestacks and one mast forward. We could distinctly see her at 2 p. m. throw several boxes overboard from forward. The stranger then altered her course and steered N. N. E., apparently trying to cross our bar; we altered our course at the same time to N. by E. We were now going 10½ knots. At 2:45 p. m. the stranger was getting across our bow very fast; we then altered our course to N. E. by N.; our speed at this time was 11 knots. At 3 p. m. altered our course to N. E. by E. At 3:15 p. m. the chase was right ahead and gaining on us very fast. At 3:30 he was 8 miles ahead. At 4 p. m. he had gained on us so much that we could scarcely see his smoke. At 4:30 he was out of sight. When we were going 11 knots the chase must have been going 15 knots at least. The U. S. S. *Monticello* was right astern of us during the whole chase.

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

JAMES TEATHEN,  
Acting Lieutenant, Commanding.

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

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*Report of Captain Sands, U. S. Navy, regarding various vessels of his command.*

U. S. S. FOET JACKSON,  
Western Bar, off Wilmington, August 14, 1864.

SIR: The *Florida* has to go for coal and repairs this evening, and I have ordered her to report to you at Beaufort for further orders. The *Fort Jackson* will leave here to-morrow or next day. We will coal the *Victoria* to-morrow from this ship, and the *Montgomery* from the *Fahkee*, so as to keep up a respectable force here, though the light nights have now set in.

If the *Cambridge* could come she would add to the appearance of force and might tend to keep shut up the seven double-pipe and one

single-pipe steamers now assembled inside of Smithville and which have been there for the last three days, and having now lost the dark nights will have to remain for their return.

I have heard that the *Fort Donelson* does not turn out as fast as was expected, and as she may be now at Beaufort for coal, I would request that she be sent to us for inside service.

The present plan of stations seems to have blocked the game for a while as there are no excitements since you left. A few more vessels to strengthen them, such as a flanking vessel east and west of the bar tenders to guard the shore and reef approaches, an additional supporting vessel, and one more just outside of them N. W. and S. E. from Big Hill to the shoals, will make it still more difficult, and we can do it when the vessels return from repairs.

Very respectfully, etc., your obedient servant,

B. F. SANDS,

Capt., U. S. Navy, Comdg. Division Western Bar, off Wilmington.

Acting Rear-Admiral S. P. LEE,

Comdg North Atlantic Blockading Squadron, Beaufort, N. C.

*Report of Acting Master Phelon, U. S. Navy, commanding U. S. S. Monticello, regarding the chase of blockade runners.*

U. S. S. MONTICELLO,

Off Beaufort, N. C., August 14, 1864.

SIR: I have the honor to report that on the 10th instant, at 5.20 a. m., in latitude  $33^{\circ} 41' N.$ , longitude  $76^{\circ} 38' W.$ , discovered a steamer to the southward and westward burning black smoke. I immediately gave chase under a full head of steam. Soon after I made out the U. S. S. *Alabama*, on our starboard beam, also in chase. The steamer was a long, low vessel, and was standing directly across our bows, steering to the eastward. We were closing on him rapidly. When within 4 miles of him our shaft bearings became heated and we were obliged to stop to cool off. When we started ahead again we found he had gained considerably on us and had changed his course, showing us now his stern. At 9 a. m. our masthead lookout reported two steamers on our port bow (to windward of the chase); soon made them out to be the U. S. steamers *Mount Vernon* and *R. R. Cuyler*. The latter was coming up very rapidly and the chase again changed his course to the westward. The *Alabama* was on our starboard beam. We were astern of the chase and the *Mount Vernon* and *R. R. Cuyler* to windward of him. He commenced throwing over his deck load of cotton and left us very fast. At 9:40 we could only see the black smoke on the horizon, the *R. R. Cuyler* and the *Alabama* still in chase. Finding it impossible for us to keep with them, we commenced picking up the cotton (the *Mount Vernon* doing the same); at 1 p. m. we had on board about 30 bales and then stood on our course.

August 12, latitude  $33^{\circ} 44' N.$ , longitude  $77^{\circ} 15' W.$ , while in sight of the *Mount Vernon*, discovered black smoke bearing N. E. by E.  $\frac{3}{4}$  E. Gave chase at once, sent up yards and topmasts, and made sail; at 4 p. m. lost sight of the smoke and gave up the chase. The same date, at 9 p. m., Cape Lookout light bearing about N. N. E., distant 30 miles, saw a long, side-wheel steamer to the southward of us heading about west; I gave chase under full steam. He was heading direct for New Inlet; at 10:20 p. m. lost sight of him; kept in chase, however, in the direction last seen. At 2 a. m. sent up a rocket in the direction of the

fleet and continued doing so at short intervals until 2.30 a. m., when we made Bald Head light bearing W. by S.; stopped the ship and sent up a rocket. At 2.35 a. m. saw the flashes and heard the reports of heavy guns, and a rocket sent up in the same direction (to the southward and westward); let the ship drift until daylight, when I stood in for the fleet. At 7:15 a. m., August 13, I went on board the U. S. S. *State of Georgia* (senior officer's ship), the commander of which informed me that he had seen my signals, and that the firing we heard was from Fort Fisher and the beach.

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

HENRY A. PHELON,

*Acting Master, Commanding U. S. S. Monticello.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

*Report of Captain Smith, U. S. Navy, referring to land operations against the enemy at Deep Bottom, James River.*

U. S. S. ONONDAGA,

*James River, August 15, 1864.*

SIR: I herewith enclose copies of two letters to the Department, one\* containing an account of the operations on the river from daylight until dark on Saturday, and the other requesting that the *Sassacus* might be detained.

In consequence of the removal of the *Osceola* from City Point, I have been compelled to order the *Miami* to that place to guard and distribute the provisions and ordnance stores, and have stationed the *Commodore Barney* at Harrison's Landing, regarding that a more important point to occupy than Newport News. I shall send another vessel to occupy the latter station so soon as the rebels are less troublesome.

On Saturday, the 13th instant, General Butler communicated to me his intention to cross 10,000 men under General Birney during the night at Deep Bottom, between Four Mile Creek and New Market road, and 15,000 under General Howard [Hancock] at the bend opposite Malvern Hill.

I understand that General Birney's forces succeeded in crossing, and the fighting yesterday was sharp and stubborn, and our losses considerable. Our success as far as known was the capture of four guns.

I regret that the want of official courtesy on the part of the army prevents me from communicating any details or any valuable information.

Active land operations are still going on against the enemy at Deep Bottom, but nothing has been heard from there to-day that is of any importance. The enemy have not molested us at this point since the attack on Saturday.

I enclose the official report† of Commander Rhind, which also includes the operations of yesterday, of which the Secretary has not yet been informed.

Very respectfully, your obedient servant,

MELANCTON SMITH,

*Captain and Divisional Officer in James River.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

\* See p. 350.

† See p. 348.

[Enclosure.]

U. S. S. ONONDAGA,  
*Below the Barricade, James River, August 15, 1864.*

SIR: I have the honor to represent that the enemy take advantage of every prominent point on the river, not guarded by our gunboats, to erect batteries, and I have not at present a larger force than is necessary to insure its safe navigation. I would therefore request that the *Sassacus* be allowed to remain until some vessel can be sent to relieve her.

I have the honor to be, very respectfully, your obedient servant,  
 MELANCTON SMITH,  
*Captain and Divisional Officer in James River.*

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

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*Report of Acting Volunteer Lieutenant Garfield, U. S. Navy, regarding the chase of a blockade runner.*

U. S. S. BANSHEE,  
*Off Wilmington, N. C., August 15, 1864.*

SIR: In conformity with your order of the 26th ultimo, I would respectfully beg leave to make the following report in regard to the escape of a blockade runner, chased by this vessel on the 9th instant: At 5:15 p. m., on the 9th instant, in latitude 32° 41' N., longitude 77° 18' W., wind W. S. W. (2), and smooth water, while drifting about in the Gulf Stream, with the engines stopped and the fires banked in front, we saw black smoke bearing S. E. and standing to the westward. Thinking it the smoke of a blockade runner, we started our engines and gave chase. At 5:45 p. m. he raised his masts and smokestacks. The runner, seeing us at the same time, changed his course and stood S. by E., we following in his track, and gaining upon him rapidly, so much so that at the end of an hour's chase we could plainly see his hull, paddle boxes, etc. It was a long, low, and narrow steamer, with two masts and two smokestacks, very rakish build, and smokestacks painted a light lead color, nearly white. She resembles this vessel in every respect.

At 6:50 p. m. the clouds and mist shutting down thick to the southward and eastward, the runner stopped burning black smoke, and we lost sight of her in the mist. Not deeming it prudent to continue the chase, I gave it up and stood to the northward and westward. Had I seen his smoke in season to have had two or three hours more daylight, I am positive that we would have captured him, as we were gaining on him very fast. We were steaming 13 knots, and our steam increasing.

I am, sir, very respectfully, your obedient servant,  
 W. H. GARFIELD,  
*Acting Volunteer Lieutenant, Commanding.*

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



*Report of Commander Macomb, U. S. Navy, regarding the disposition of vessels of the Third Division, under his command.*

U. S. S. SHAMROCK, August 15, 1864.

SIR: The following is the disposition of the vessels of the Third Division North Atlantic Blockading Squadron:

*In Albemarle Sound.*—The *Shamrock*, *Chicopee*, *Wyalusing*, and *Tacony*, the picket boat *Ceres*, and the tugs *Belle* and *Martin* (torpedoes), and *J. E. Bazely*. The coal schooner *Biven* has just arrived. The coal schooner *Marina N.* left here for Hatteras three days ago. These vessels have moved up to within 10 miles of the pickets.

*At New Berne.*—The *Otsego*, *Valley City*, *Hetzel*, *Louisiana*, *Lockwood*, *Commodore Hull*, *Whitehead*, tug *Hoyt* (torpedo), the last three repairing, and the *Bombshell*, being surveyed. I am informed that three coal schooners have just passed the Swash on their way to New Berne.

*At Roanoke Island.*—The ordnance schooner *Carstairs*. I have ordered a master's mate, I. A. Peirce, of the *Mattabesett*, to take charge of the stores on board her.

The steamer *Mattabesett* left here yesterday for Hampton Roads, in obedience to your orders of the 6th instant. The *Tacony* is still here, but will be sent up as soon as the *Otsego* arrives from New Berne, where she is now making some slight repairs. She is ordered to return here as soon as possible.

In compliance with your directions, I have to report the following changes of officers on board these vessels:

Acting Ensign Thomas S. Russell has been transferred from the *Belle* to the *Ceres*, the command of the *Belle* being assigned to Acting Gunner William Peterkin, of this vessel, who has taken a great interest in these torpedoes, and shown himself capable of managing them. He volunteered for service of this kind, and I am sure will act fearlessly.

Acting Master's Mate William White, recently arrived here for this vessel, has been also attached to the *Ceres*, she having very severe duty (being the only picket boat) and being short of officers.

The sloop *Granite* is still at Hatteras Inlet in charge of the navy coal at that place. Acting Master Boomer, commanding, reports 1,720 tons of coal now there.

\* \* \* \* \*

Very respectfully, your obedient servant,

W. H. MACOMB,

Commander, Comdg. 3d Div. North Atlantic Blockading Squadron.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding general affairs in James River.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Beaufort Harbor, August 16, 1864.*

SIR: Captain Smith informs me, under date of 9th instant, that when he has received and placed the three additional boats provided by the Bureau of Construction (two to be purchased by him in the river and one to be sent from Baltimore) he shall consider the obstructions finished, and will forward a tracing of their positions.

He reports also that General Butler has decided to cut a canal across Dutch Gap, and would break ground on the following morning (10th), a large force of laborers with the necessary implements being already on the ground. The engineer estimates that the work will be completed in six weeks, but General Butler says that but three will be required. The depth is to be 15 feet below low-water mark, 40 feet wide below, and 60 above. Captain Smith hopes to be able to protect the laborers if annoyed by the enemy, as they probably will be.

Navigation is uninterrupted, except that a few shots were fired by sharpshooters from Dutch Gap on the 8th instant at a tug.

In a postscript dated the 10th, Captain Smith reports that at 1:30 a m. six shells were fired, it was supposed from the rams, across Dutch Gap, doing no damage.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy.*

*Naval operations in connection with the advance of Federal forces at Dutch Gap and Deep Bottom, James River.*

Report of Captain Smith, U. S. Navy.

U. S. S. ONONDAGA,

*Below Barricade, James River, August 17, 1864.*

SIR: I have the honor to report that at 3 p. m. yesterday I was requested by Major-General Butler to cooperate in a movement of the troops then at Dutch Gap, and a force from Deep Bottom, whose object was to reconnoiter northeastwardly from Aiken's house, divert the enemy in the front and on the left of our troops in the vicinity of New Market road, and take advantage of any opportunity that might offer for a further advance.

The operations of the vessels in this vicinity were more particularly connected with the force moving from Dutch Gap.

The plan proposed was to move this force of some 800 available men to Aiken's Landing, and there form in line for advance upon the crest of the hill directly in rear, then stretching out to the right to form a junction with General [D. B.] Birney's forces at Deep Bottom, or to move toward the left, beyond the rebel battery at Signal Hill. The *Mount Washington* was detained to transport the troops from Dutch Gap to Aiken's, and to lie off that point and use her 32-pounder, holding herself in readiness to reembark the troops if necessary. Just above her the *Delaware*, a little farther above the *Mackinaw*, and at the bend of Dutch Gap the *Canonicus* were stationed to cover the advance by shelling the enemy's line, the *Canonicus* also devoting attention to Signal Hill battery.

This vessel was held ready for operations upon the rebel rams if opportunity should offer by their descent within range.

I am pleased to say that the plan was successfully and handsomely carried out.

The *Mount Washington* took the troops, conveyed them to Aiken's and disembarked them with a dispatch and good order creditable to her commanding officer, and immediately took her position for shelling.

At about 5 p. m. the troops advanced, and as soon as their movements were observed from the *Mackinaw* she opened fire, which was continued with marked effect from all the vessels, until the movement, taking the direction to the left, advanced so far as to compel the gunboats to cease firing to avoid injuring our own troops, this vessel meanwhile throwing an occasional shell in the direction of Cox's farm.

At 7 p. m. the action of the vessels ceased by request of General Butler, which closed their share in the movement.

I am informed indirectly that the troops advanced so as to occupy Cox's farm, the Signal Hill battery, and the rebel lines thence toward the rear of Aiken's.

The officers of the land forces express themselves as most pleased at the assistance afforded by the vessels. I am informed at this moment that the movement, having effected its object, the troops from Dutch Gap will fall back to that point this evening.

This afternoon at 5 o'clock the ram came down in the second reach above and opened fire on the picket line established yesterday at Cox's farm. The battery at Howlett's house opened at the same time and was replied to by General Butler's batteries. but the ironclads and gunboats did not participate. The cannonading was kept up with spirit for some time, all firing ceasing at dark.

I have the honor to be, very respectfully, your obedient servant,  
MELANCTON SMITH,  
*Captain and Divisional Officer in James River.*

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

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[Telegram.]

HEADQUARTERS ARMY NORTHERN VIRGINIA,  
*August 17, 1864—9 a. m.*

The enemy is on Signal Hill, fortifying. Please try and drive him off. Our picket line is reestablished with the exception of Signal Hill.

I am, very respectfully, your obedient servant,  
R. E. LEE,  
*General.*

Commodore MITCHELL,  
*Commanding James River Fleet.*

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Report of Lieutenant Johnston, C. S. Navy, commanding C. S. S. Virginia.

C. S. S. VIRGINIA,  
*Chaffin's Bluff, August 19, 1864.*

Sir: In obedience to your order of this date, and in the absence of Commander R. B. Pegram on duty, I make the following report of the part the *Virginia* took in the action against the enemy at Signal Hill on the 17th inst.

At 11:30 a. m. got underway from this place and stood down the river. At 2:10 anchored in Devil's Reach, moored ship head and stern between the overseer's house on Howlett's farm and the bend of the river just above Signal Hill, so as to bring the X-inch gun to bear out of the port quarter port. At 3:14 commenced firing with the X-inch gun at Signal Hill, using shell with 5-second fuzes; continued firing

He reports also that General Butler has decided to cut a canal across Dutch Gap, and would break ground on the following morning (10th), a large force of laborers with the necessary implements being already on the ground. The engineer estimates that the work will be completed in six weeks, but General Butler says that but three will be required. The depth is to be 15 feet below low-water mark, 40 feet wide below, and 60 above. Captain Smith hopes to be able to protect the laborers if annoyed by the enemy, as they probably will be.

Navigation is uninterrupted, except that a few shots were fired by sharpshooters from Dutch Gap on the 8th instant at a tug.

In a postscript dated the 10th, Captain Smith reports that at 1:30 a m. six shells were fired, it was supposed from the rams, across Dutch Gap, doing no damage.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy.*

*Naval operations in connection with the advance of Federal forces at Dutch Gap and Deep Bottom, James River.*

*Report of Captain Smith, U. S. Navy.*

U. S. S. ONONDAGA,

*Below Barricade, James River, August 17, 1864.*

SIR: I have the honor to report that at 3 p. m. yesterday I was requested by Major-General Butler to cooperate in a movement of the troops then at Dutch Gap, and a force from Deep Bottom, whose object was to reconnoiter northeastwardly from Aiken's house, divert the enemy in the front and on the left of our troops in the vicinity of New Market road, and take advantage of any opportunity that might offer for a further advance.

The operations of the vessels in this vicinity were more particularly connected with the force moving from Dutch Gap.

The plan proposed was to move this force of some 800 available men to Aiken's Landing, and there form in line for advance upon the crest of the hill directly in rear, then stretching out to the right to form a junction with General [D. B.] Birney's forces at Deep Bottom, or to move toward the left, beyond the rebel battery at Signal Hill. The *Mount Washington* was detained to transport the troops from Dutch Gap to Aiken's, and to lie off that point and use her 32-pounder, holding herself in readiness to reembark the troops if necessary. Just above her the *Delaware*, a little farther above the *Mackinaw*, and at the bend of Dutch Gap the *Canonius* were stationed to cover the advance by shelling the enemy's line, the *Canonius* also devoting attention to Signal Hill battery.

This vessel was held ready for operations upon the rebel rams if opportunity should offer by their descent within range.

I am pleased to say that the plan was successfully and handsomely carried out.

The *Mount Washington* took the troops, conveyed them to Aiken's and disembarked them with a dispatch and good order creditable to her commanding officer, and immediately took her position for shelling.



at intervals of five, ten, fifteen, and twenty minutes until 6:45 p. m. After firing two or three times, found the distance to be 1,100 yards, the shell bursting well at this range with the 5-second fuzes. At 6:45 commenced firing at intervals of forty-five minutes and continued it during the night until 7 a. m. yesterday, when your order was received to cease firing.

About the same time a scout from shore came off and informed us that the enemy had abandoned their position at Signal Hill, and that our pickets occupied it.

Your order to return to this place was received early in the forenoon yesterday, but the tide did not serve until 1:40, when we came up, anchoring at about 3 o'clock.

Though the hatches and scuttles were necessarily kept on for over twenty-four hours, the heat below being almost insupportable, the officers and crew performed their duties with cheerfulness and alacrity.

Many of the enemy's shot and shell passed and exploded very near us, though no damage was done.

I am, very respectfully, your obedient servant,

O. F. JOHNSTON,

*Lieutenant and Executive Officer, Commanding pro tem.*

Commander THOS. R. ROOTES, Provisional Navy C. S.,

*Commanding James River Squadron pro tem.*

*Report of Lieutenant Maury, C. S. Navy, commanding C. S. S. Richmond.*

C. S. IRONCLAD RICHMOND,

*Off Chaffin's Bluff, August 20, 1864.*

SIR: I have the honor to submit the following report of the operations of the vessels under my command during Wednesday and Thursday, the 17th and 18th instant:

At 12:50 p. m., August 17, got underway and moved down the river. Anchored at 2:10 p. m. off Bishop's house at the head of Devil's Reach. At 3:30 p. m. opened fire upon the enemy between Signal Hill and Cox's with shrapnel and time shell, which I used until all were expended, when I used percussion shell. The number of projectiles fired were: Shrapnel 9, time shell 20, and percussion shell 2; total, 31.

At 8:30 a. m., August 18, ceased firing and made preparations for getting underway, which we did. At 1 p. m. stood up the river, and at 1:30 p. m. anchored off Chaffin's Bluff.

Very respectfully, your obedient servant,

J. S. MAURY,

*Lieutenant, Commanding*

Commander T. R. ROOTES, Provisional Navy C. S.,

*Commanding James River Squadron.*

*Report of Commander Macomb, U. S. Navy, transmitting information regarding Confederate operations in the Roanoke River.*

U. S. S. SHAMROCK, August 17, 1864.

SIR: I enclose this letter from Colonel Wardrop, commanding Sub-District of Albemarle, which contains information with regard to the

rebels on Roanoke River which, I think, the Department should be advised of.

As the admiral is at present visiting the vessels on the blockade, and on account of the uncertainty of letters reaching him, I have taken the liberty to send this direct to the Department.

I am, sir, very respectfully,

W. H. MACOMB,

*Comdr., Comdg. Third Division North Atlantic Blockading Squadron.*

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

[Enclosure.]

HEADQUARTERS SUB-DISTRICT OF ALBEMARLE,  
*Roanoke Island, North Carolina, August 15, 1864.*

SIR: I have received information from parties heretofore reliable that the enemy have been fitting up some of their boats with torpedoes, and are intending to attack the fleet in conjunction with the ram on Tuesday next. It is also confidently reported that the second ram will be done in a fortnight. They are very busy on the Roanoke River, but it is very difficult to learn what is being done, and a larger amount of travel between Plymouth and the towns up the river has been going on for some time, and there does not seem any necessity for it unless there is something there that they are trying to keep to themselves.

It is a very difficult matter to know whom to believe, so many stories are told, but of this part I am sure, that they have got light-draft boats that will carry about fifty men; these have been provided with torpedoes and are meant to attack you, but I do not think they will be used until a combined attack occurs.

I have thought it my duty to inform you of what I believe to be facts.

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

D. W. WARDROP,  
*Colonel, Commanding.*

Commander W. H. MACOMB,  
*Commanding U. S. Squadron in Sounds, U. S. S. Shamrock.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the disposition of the vessels of his command.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Beaufort, N. C., August 17, 1864.*

SIR: The following is the disposition of vessels composing the North Atlantic Blockading Squadron:

Name.	Station.	Remarks.
Malvern .....	Beaufort, N. C .....	Flagship.
Arletta .....	do .....	Ordnance.
Release .....	do .....	Storeship.
William Badger .....	do .....	Do.
Shokokon .....	do .....	Harbor defense.
Nansemond .....	do .....	Surveying.
Lilac .....	do .....	Harbor defense and towing.
Cohasset .....	do .....	Do.
Harcourt .....	do .....	Pilot tug.

Name.	Station.	Remarks.
Santiago de Cuba.....	First Division off New In- let, North Carolina.	Coaling at Hampton Roads.
Shenandoah.....	do	Do.
Keystone State.....	do	Coaling at Beaufort. Must soon go in for much repair.
Mercedita.....	do	Leaks badly; needs repairs.
State of Georgia.....	do	Bad boiler; requires extensive repairs.
Quaker City.....	do	Coaling at Beaufort.
Monticello.....	do	Coaling and repairing at Beaufort.
Alabama.....	do	
Gettysburg.....	do	Repairing at Norfolk.
Kansas.....	do	
Governor Buckingham.....	do	Injured by collision with Cherokee.
Britannia.....	do	
Cherokee.....	do	
Nippon.....	do	
Howquah.....	do	Repairing at Norfolk.
Daylight.....	do	Always repairing or complaining.
Fort Jackson.....	Second Division, off West- ern Bar.	Norfolk, coaling.
Cambridge.....	do	Do.
R. R. Cuyler.....	do	Do.
Florida.....	do	Going north for extensive repairs.
Banshee.....	do	Norfolk, repairing.
Vicksburg.....	do	
Emma.....	do	
Fort Donelson.....	do	
Montgomery.....	do	Needs docking and repairs.
Victoria.....	do	Leaks from collision with Cherokee; needs repairs.
Aries.....	do	Repairing at Norfolk.
Calypso.....	do	Do.
Maratana.....	do	Do.
Mount Vernon.....	do	Do.
Fahkee.....	do	Coal transport for both bars; does not suit from too deep draft for Beaufort. Want of proper boats, very slow delivery of coal and can not serve both sides efficiently.
Shamrock.....	Third Division, Sounds of North Carolina.	
Chicopee.....	do	
Otaego.....	do	
Wyalusing.....	do	
Mattabesett.....	do	Ordered to Hampton Roads to report to De- partment for instructions where to go to be fitted for and receive XI-inch guns.
Tacony.....	do	Do.
Louisiana*.....	do	
Lockwood*.....	do	
Commodore Hull*.....	do	
Valley City*.....	do	
Granite*.....	do	
Ceres*.....	do	
Hetzl*.....	do	
Whitehead*.....	do	
Renshaw.....	do	Ordinance.
Bazely, No. 2.....	do	Tug.
Martin.....	do	Torpedo boat.
Hoyt.....	do	Do.
Belle.....	do	Do.
Onondaga.....	Fourth Division, James River.	
Saugus.....	do	
Canonicus.....	do	
Osceola.....	do	Ordered to Gosport for repairs; to leave heavy guns and go off Wilmington.
Sassacus.....	do	
Mackinaw.....	do	
Mendota.....	do	
Agawam.....	do	
Pequot.....	do	
Commodore Morris.....	do	
Hunchback.....	do	
Miami.....	do	To be sent to Philadelphia for repairs when services can be spared.
Atlanta.....	do	Repairing at Norfolk.
Henry Brinker.....	do	Do.
Dawn.....	do	
Delaware.....	do	
Commodore Perry.....	do	
General Putnam.....	do	
Commodore Barney.....	do	
Stepping Stones.....	do	

\* Several of these need extensive repairs. Surveys will be held on them.



Name.	Station.	Remarks.
Cactus.....	Fourth Division, James River.	
Young America .....	do	
Alert .....	do	
Picket No. 1 .....	do	Torpedo boat.
Picket No. 3 .....	do	Do.
Picket No. 4 .....	do	Do.
Picket No. 5 .....	do	Do.
Picket No. 6 .....	do	Do.
Mount Washington .....	do	Transport.
Wilderness .....	do	Do.
Minnesota .....	do	Hampton Roads.
Young Rover .....	do	Hampton Roads, guard.
Charles Phelps .....	do	Coal hulk, Craney Island.
Eutaw .....	do	Waiting Department's orders as to place to be repaired.
Heliotrope .....	do	
Clinton .....	do	
Unit .....	do	
Poppy .....	do	
Zouave .....	do	Repairing at Norfolk.
Mystic .....	York River, Virginia.	Guard.
Morse .....	do	
Cruader .....	do	
Sasinel Rotan .....	do	
Glance .....	do	
Wyandotte .....	Norfolk, Va	Guard.
St. Lawrence .....	do	Ordnance.
Ben Morgan .....	do	Do.
Koman .....	do	Do.
Dacotah .....	Repairing at northern ports.	At Boston.
Grand Gulf.....	do	New York.
Nereus .....	do	Do.
Glancus .....	do	Philadelphia.
Isaac N. Seymour .....	do	Baltimore.
New Berne .....	Miscellaneous	Supply steamer from New York.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, giving his opinion regarding the withdrawal of the ironclads from the James River.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
Beaufort, N. C., August 17, 1864.

SIR: The Department's communication of July 22, instructing me to report whether any of the ironclads within the limits of my command can be withdrawn from James River or other waters of Virginia, with due regard to the exigencies of the public service, and desiring me to obtain the opinion of Lieutenant-General Grant with reference to the ability of the army to maintain its position in Virginia, supported and protected by wooden vessels only, or by these and a part of the ironclads, was received on the 24th ultimo. On that day I wrote to Lieutenant-General Grant on this subject (copy enclosed, 1), and enclosed to him a copy of the Department's dispatch\* above mentioned.

The original reply of the lieutenant-general, dated 9th instant, is herewith enclosed (2), in which he says, "Whilst I believe we shall never require the armored vessels to meet those of the enemy, I think it imprudent to withdraw them. At least two such vessels, in my judgment, should be kept in the upper James River. They stand a

\*See p. 296.

constant threat to the enemy, and prevent him taking the offensive. There is no disguising the fact that if the enemy should take the offensive on the water, although we probably would destroy his whole James River navy, such damage would be done our shipping and stores, all accumulated on the waters near where the conflict would begin, that our victory would be dearly bought."

However prudent and politic it may be, I must regret the indicated plan of the able lieutenant general, that our ironclads will never be required to meet those of the enemy on James River, which I have always hoped that we would have the opportunity of doing when the army should get around or by Petersburg, and take Howlett's Battery at the head of Trent's Reach, as then the bar in that reach might quickly be cleared of one of the sunken vessels, and easily be deepened with the dredging machine for which I applied to the Department, so as to admit of the passage and cooperation of the ironclads against the enemy's defenses on land, and the capture of their navy.

In the Mexican war, our Government, having to land an army in Mexico, preferred to take Vera Cruz by land attack rather than capture the Castle of San Juan de Ulua by a sea attack, as the French had done. In that case the enemy had no navy.

The ironclads in my command are the two monitors, *Canonicus*, and *Saugus*, the Quintard two-turreted battery *Onondaga*, and the prize *Atlanta*, on the *Merrimack* pattern, now repairing at Gosport. The *Roanoke* has been detached and sent to Point Lookout.

The *Onondaga*, *Canonicus*, and *Saugus* are on the east side of Farrar's Island, above which are the enemy's three ironclads, his gunboats and steam barges, all torpedo fitted, and between these besides Farrar's Island, is the bar in Trent's Reach, on which the water at high tide is just the load draft of the monitors, though the published Coast Survey chart shows even less water there than the monitors draw.

The army authorities have been understood to hold that the success of the campaign and the cause of the country depend on the security of the communications of the army on James River. Hence the barricade on the bar, begun by the army and perfected by the Navy Department, which protects the ironclads from torpedo attacks, and the gunboats and army transports and pontoons from fire rafts.

The application of a few torpedoes would clear a passage through the barricade, and then if the draft of the rebel ironclads allows them to pass the bar in Trent's Reach, what would become of the communications of the army if our ironclads were withdrawn?

I always endeavored to impress upon the army authorities the policy of making their communications secure as far as practicable against interruptions by the rebel artillery, by a reasonable provision of artillery in position on the favoring banks on our side of the river, but General Butler's engineer, General Weitzel, resisted this method, on the ground that in case of a retreat it would be difficult to take away heavy artillery, which, he said, should therefore be on shipboard.

I never entertained the idea of retreating, and it is clear that guns in battery ashore are more economically and safely placed than on shipboard, whilst my suggestion provided for such contingencies of service as the Department now seems to have in view, and to allow of the occasional and temporary withdrawal of some of the gunboats, etc., for other service, as, for instance, in the recent case of the rebel movement against the capital, and threatened raid to release the prisoners at Point Lookout. Besides this convenience and the security afforded to the army communications by a few pieces of good artillery

well placed, such protection of that part of the river admitted of moving the gunboats to cooperate in the advance which I expected up James River, when the line of communications to be covered would become larger and otherwise require more naval force than we then had.

In conclusion, I respectfully report to the Department that in my opinion it would be unwise and hazardous to withdraw any part of the ironclads permanently from James River, and thus expose the communications of the army, and the campaign against Richmond, to great peril if not certain reverse.

Looking at the matter in a navy light, I would be glad to see the ironclad force on James River so increased that when the time for an upward movement comes, it will, after allowing for losses from the enemy's torpedoes, secure a Union triumph in an ironclad contest on James River.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

[Enclosures.]

FLAGSHIP MALVERN,

*Hampton Roads, Virginia, July 24, 1864.*

GENERAL: I enclose a copy of a communication received to-day from the Navy Department relative to the expediency of withdrawing the ironclads from James River.

I request the favor of an early reply, giving your views on the subject.

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

S. P. LEE,

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

Lieutenant-General U. S. GRANT,

*Commanding U. S. Forces in the Field.*

Please address your reply to me at Beaufort, N. C.

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HEADQUARTERS ARMIES OF THE UNITED STATES,

*City Point, Va., August 9, 1864.*

DEAR SIR: Your letter of the 24th instant, enclosing communication relative to the withdrawal of ironclads from the James River, was duly received. Owing to my absence from here most of the time since the receipt of your letter it has not been answered earlier.

Whilst I believe we will never require the armored vessels to meet those of the enemy, I think it would be imprudent to withdraw them. At least two such vessels, in my judgment, should be kept in the upper James. They stand a constant threat to the enemy and prevent him taking the offensive. There is no disguising the fact that if the enemy should take the offensive on the water, although we probably would destroy his whole James River navy, such damage would be done our shipping and stores, all accumulated on the waters near where the conflict would begin, that our victory would be dearly bought.

I have the honor to be, admiral, very respectfully, yours.

U. S. GRANT.

Admiral S. P. LEE.

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the seizure and release of the steamer Dacotah.*

FLAGSHIP MAI-VERN,  
Beaufort, N. C., August 17, 1864.

SIR: The *Dacotah*, formerly the prize steamer *Juno*, arrived here at 9 a. m. in charge of Acting Ensign [V. J.] Young and a prize crew, sent in by Acting Volunteer Lieutenant Pickering, commanding the *Fort Donelson*, with the three enclosed reports\* (1, 2, and 3), and two small bags containing sealed letters, some with U. S. post office stamps affixed, which do not appear to have gone through the post-office at New York, and some sealed letters without stamps. All these letters are addressed to parties in Havana, Matanzas, and Santiago de Cuba.

It appears from the enclosed reports above referred to that the *Dacotah* was boarded by the *Fort Donelson* in about latitude 32° 40' N., longitude 78° W., on the morning of the 15th instant, and was detained and sent in for adjudication by Acting Volunteer Lieutenant Pickering, commanding the *Fort Donelson*, because her mails had not passed through the post-office at New York and because of the admission of the master of the *Dacotah* that there were liquors on board not entered on the steamer's manifest.

Acting Volunteer Lieutenant Pickering further reports that the *Dacotah* changed her course frequently when pursued by him, and that all her officers and crew were very much inebriated when he took possession of her.

The prize master, Acting Ensign Young, not having brought the *Dacotah's* papers on board, was called on for a report and made the enclosed report (No. 4). At the same time I dispatched Fleet Captain [J. S.] Barnes to inspect the *Dacotah's* papers and to make proper examinations on board of her. His report (5) enclosed shows that there was no cause for the detention of the *Dacotah*, which had regular papers and was carrying U. S. mails from New York to Havana, having also passengers with regular passports.

On the receipt of the fleet captain's verbal report, at 10:10 a. m. to-day, I ordered him to direct Acting Ensign Young to withdraw the prize crew from the *Dacotah*, to inform her master that he was at liberty to proceed on his voyage, and that he could have coal and water if he needed such supplies, and a navy pilot to take him out.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the chase and escape of three blockade runners.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
Beaufort, N. C., August 18, 1864.

SIR: The Department will perceive from my dispatch No. 483, of the 10th instant, that two blockade runners coming out of Western Bar Inlet, Wilmington, on the night of the 6th instant, were seen, chased, and fired at by the blockaders. One of them escaped, favored by darkness and her speed, and the other was driven back.

\* Enclosures omitted as not necessary to publish.

Twenty-four hours afterwards, 100 miles to the eastward of Cape Fear, the *Quaker City* was approached by a two [smoke] stack steamer, which, when challenged, did not answer the private signals made to her, but steamed off rapidly, was chased and fired at, but escaped under cover of night.

It is quite probable, from comparison of dates, descriptions, and distances that this was the *Tallahassee*.

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

S. P. LEE,

*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*  
 Hon. GIDEON WELLES,  
*Secretary of the Navy.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting detailed reports regarding the chase of blockade runners by the fleet off Wilmington, N. C.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Beaufort, N. C., August 18, 1864.*

SIR: The Department will probably be interested at this time, when public misrepresentations are made as to the want of vigilance by the blockaders, in the enclosed detailed reports, information concerning some of which has heretofore been communicated to the Department.

In addition to these enclosures, I beg leave to refer the Department to my Nos. 469, of July 30; 478, of 6th instant; 483, of 10th; 486, of 11th, and 490, of 13th, and to reports from the *State of Georgia, Monticello*, and *Banshee*, dated, respectively, August 8, 14, and 15, forwarded by me on the 15th, 16th, and 17th instant.

[Enclosures herewith.]

1. August 7, Captain Sands, enclosing reports of chase from *Vicksburg, Emma*, and *Montgomery* of two steamers.
2. August 11, Acting Volunteer Lieutenant Williams, *Emma*, report of chases of five steamers.
3. August 11, Acting Volunteer Lieutenant [Frank] Smith, *Alabama*, report of chases of three steamers.
4. August 11, Commander Crosby, *Keystone State*, report of chase and capture of 235 bales cotton; chased two steamers.
5. August 12, Commander Howell, *Nereus*, report of chases of two steamers.
6. August 13, Acting Volunteer Lieutenant Trathen, *Mount Vernon*, report of chase and capture of 23 bales cotton; chased three steamers.
7. August 14 (extract\*), Commander Downes, *R. R. Cuyler*, report of chase and capture of 52 bales cotton.

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

S. P. LEE,

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

[Enclosure No. 1.]

U. S. S. FORT JACKSON,  
*Western Bar, off Wilmington, August 7, 1864.*

SIR: I enclose herewith reports of Lieutenant-Commander Braine, commanding the *Vicksburg*, Acting Volunteer Lieutenant Williams,

commanding the *Emma*, and Acting Volunteer Lieutenant Faucon, commanding the *Montgomery*, in relation to the attempt of one or more vessels to run the blockade out over the bar last night, by which it will be seen that with all the vigilance exercised and promptness to prevent it, if possible, one of the vessels was turned back and the other probably escaped in the obscurity after the setting of the moon, though one of them received two of the shot fired at her by the *Emma* and the other so demoralized by the fire of the *Vicksburg* as to give up the attempt and return to the harbor.

Although this vessel was just outside of these vessels we saw nothing of those attempting to get out; their construction (low and long) and light color making them invisible a few hundred yards distant.

Four blockade runners were seen inside off Smithville at sunset last evening. Three are there this morning.

Very respectfully, etc., your obedient servant,

B. F. SANDS,

*Captain, U. S. Navy, Comdg. Division off Western Bar, Wilmington.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, off Western Bar.*

[Snbenclosures.]

U. S. S. VICKSBURG,

*Off Wilmington, N. C., August 7, 1864.*

SIR: I have to report that last night, whilst patrolling off the Western Bar in a northwesterly and southeasterly direction in  $4\frac{1}{2}$  fathoms water, with Bald Head light-house bearing E. by N., at 9:30 p. m., whilst in 4 fathoms water, I sighted a side-wheel steamer standing to the westward. I steamed ahead fast in a northwest direction, challenging her with the night signals. Receiving no answer, I immediately sent a rocket in the direction of the runner and fired at her a 30-pounder percussion shell, which passed close over her. The runner immediately turned to the northward and westward and then to the northward, standing inshore. I followed, and soon lost sight of her, she apparently running under the batteries on shore. They fired four shots at us from the batteries.

Shortly afterwards the quartermaster reported a steamer inshore, steaming to the westward. I stood ahead fast to cut her off, firing two rockets in that direction, when feeling satisfied from my position, close inshore, that had a vessel been seen she had turned to the eastward, I fired a rocket to the eastward and steamed back to my station, seeing no indications of any more runners.

Very respectfully, your obedient servant,

D. L. BRAINE,

*Lieutenant-Commander.*

Captain B. F. SANDS,

*Commanding Western Division, off Wilmington, N. C.*

U. S. S. EMMA,

*Off Wilmington, August 7, 1864.*

SIR: I respectfully report that at 9:30 o'clock on the night of the 6th instant a large screw steamer was seen from this vessel heading out over Western Bar, the *Emma* being at the time in  $3\frac{3}{4}$  fathoms of water, with Bald Head light bearing E. by S., Fort Caswell N. E. by E.

We immediately steamed toward her and challenged, but received no answer; fired a broadside gun at her when about two cables lengths distant, and threw a rocket in the direction of her course. We continued in chase firing at her when the guns could be brought to bear, and throwing rockets in the direction of her course as she changed it from time to time, until we lost sight of her, at which time she was heading W. S. W. We threw up three rockets and fired five times; two of the shot, in my belief, struck the object.

At 10 o'clock we lost sight of the runner, being at that time in 7 fathoms of water, with Bald Head light bearing E. by N., about 6 miles distant. After losing sight of her we returned to our station.

Very respectfully, your obedient servant,

JAMES M. WILLIAMS,

*Acting Volunteer Lieutenant, Commanding.*

Captain B. F. SANDS,

*Commanding Division, Western Bar, Off Wilmington, N. C.*

U. S. S. MONTGOMERY,

*Off Western Bar, Wilmington, N. C., August 7, 1864.*

SIR: I beg leave to report that at 9:10 p. m. last evening, Bald Head light E. by N.  $\frac{1}{2}$  N., ship moving very slowly in a southeasterly direction, and I should judge some 3 or 4 miles from the picket station on Oak Island beach, saw a rocket E. N. E. of us, thrown apparently in a southerly direction, and also saw the flashes of several guns; went to quarters and spread fires at once.

9:15 saw a vessel on our port bow, moving rapidly to the southward; put the helm to port, and steamed ahead full speed. Soon after we challenged this vessel twice, but received no answer. I think we challenged too soon. Immediately after the second challenge lost sight of the vessel entirely; saw no trace of her whatever, but suddenly, the helm still being to port, sighted another vessel on our starboard bow, apparently standing to the S. E.

Saw a rocket to the N. W., which caused me to suppose that a vessel was coming out along the Oak Island shore. Moved in to the N. W. full speed; saw two vessels inshore of us, one to the northward, the other to the N. W. The latter challenged us and we answered. The other moved out of sight to the eastward.

The quartermaster imagining he saw some vessels close inshore, and thinking it very possible that some vessel might be endeavoring to conceal herself close under the land, moved cautiously inshore into  $4\frac{1}{2}$  fathoms, and took a good look E. and W. of us; saw nothing, and at 10:10 p. m. resumed our beat to the S. E.

I would remark that the last rocket we saw thrown appeared to be from some picket station, and was thrown in an easterly direction. The rocket seemed to be a poor one, and did not explode.

I beg your attention to the fact that we challenged but one, and the same vessel twice, as will be noted in the report, and we were challenged three times by other vessels, all of which challenges we answered.

Very respectfully, your obedient servant,

E. H. FAUCON,

*Acting Volunteer Lieutenant, Commanding.*

Captain B. F. SANDS,

*Commanding Blockading Division, off Western Bar, Wilmington.*

[Enclosure No. 2.]

U. S. S. EMMA,  
Off Wilmington, N. C., August 11, 1864.

SIR: I have the honor to report vessels seen and chased by us in attempts to run the Wilmington blockade at different times since the arrival of this vessel on the 17th ultimo, as follows:

At 11 o'clock p. m. of July 25, about two hours before high water, a side-wheel steamer was seen heading out over Western Bar under all speed. I immediately started in chase, fired a gun at her, and threw up rockets as signals to the fleet, but after chasing her forty minutes lost sight of her. During the chase we met U. S. steamers *Montgomery* and *Victoria*, who had taken the course from the discharge of our rockets. The depth of water at the time of making the steamer was  $4\frac{1}{2}$  fathoms.

At 9 o'clock p. m., of July 26, at low water, while lying off the bar in 5 fathoms of water, saw a rocket passing in a southerly direction, and at the same time heard the report of a gun from U. S. S. *Violet*, lying near the bar, and I immediately steamed in the direction indicated by the rocket, but after steaming in the same direction about thirty minutes without seeing any vessel returned to station.

At 11:45 p. m. of the same night, about two hours before high water, and while laying at station off the bar in  $4\frac{1}{2}$  fathoms of water, heard the noise of a paddle-wheel steamer, and shortly discovered her making out under the shade of Smith's Island. I started after her to the southward, fired a gun, and sent up a rocket in the direction of her course, but after a short chase lost sight of her. When passing the U. S. S. *Dacotah*, which had observed our rockets and was also in chase, we received permission to keep on in chase; therefore continuing on in a southerly direction, expecting again to come across the paddle-wheel steamer, a screw steamer was sighted at 12:20 a. m. of the 27th, bearing eastward, distant about 2 miles. The *Emma* was headed to cut her off and, when sufficiently near to have the lights observed, we challenged her, and receiving a wrong answer we challenged again with a Coston signal, to which she replied with a common blue light, meantime increasing her speed. I continued the chase until 4:30 a. m., but lost sight of her at 3:30 a. m. We did not fire at her, as our guns were not of sufficient long range to reach her, and I did not wish to disclose that fact to them, but continued the chase in S. E.  $\frac{1}{2}$  S. direction with all possible steam, hoping to keep her in sight till daylight, when I hoped to meet with an offshore cruiser which might head her off and thus effect her capture.

At 1:30 a. m., of July 28, two hours before high water, saw and challenged off the bar a side-wheel steamer standing in from sea, but receiving no answer brought the guns to bear and fired three shots, at the same time a shot was fired at her from U. S. S. *Violet*, previous to which a rocket had been thrown by U. S. S. *Mount Vernon* to make known her approach. After receiving our fire she headed seaward, in which direction we threw a rocket, and shortly afterwards heard the report of a heavy gun, since proved to have been from U. S. S. *Dacotah*, which fired at her as she passed her, running seaward. I am confident that she has not entered Wilmington from this side (west).

At 9:30 p. m. of the 6th instant, nearly an hour before high water, saw while lying at station in  $3\frac{3}{4}$  fathoms water, a large screw steamer, head out over the bar; we steamed toward her and challenged, but receiving no answer, fired a broadside gun at her when about two cables' lengths distant, and continued firing until we lost sight of her, when she was heading W. S. W. We fired during the short chase five guns,



several I think with effect, and threw up three rockets, as she several times changed her course. We saw during the chase U. S. steamers *Fort Jackson*, *Montgomery*, and *Vicksburg*, all of which had observed our rockets and were in chase.

At 3:50 a. m. of this, 11th instant, while on station, saw a large side-wheel steamer with two masts and two smokestacks, close to the land in shoal water W. from Fort Caswell, near the water battery, trying to work offshore; she was heading, when first seen from the *Emma*, S. S. E. At 4 a. m. the signal station near the wrecked steamer *McCaw* commenced signalizing, and was answered by signal station near where the runner was. The U. S. S. *Fort Jackson* was bearing at that time W. S. W. from us, the U. S. S. *Fahhee W.*, and the *Vicksburg* S. E. The runner, in my opinion, was bound out to sea, but finding herself so completely hemmed in by our vessels, she turned to go back when she ran ashore on the middle ground under the guns of Fort Caswell. The vessel's appearance agreed with that of one seen the day previous inside the bar.

The foregoing are in addition to the one chased and driven ashore, as described in the report of the 10th instant, directed to Captain B. F. Sands, and copy of which is enclosed.

I am, very respectfully, your obedient servant,

JAMES M. WILLIAMS,

*Acting Volunteer Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

[Subenclosure.]

U. S. S. EMMA,

*Western Bar Entrance, off Wilmington, N. C., August 10, 1864.*

SIR: I have to report that, 11:15, o'clock last night, a steamer was seen coming out over Western Bar, the *Emma* being at the time in 4 fathoms of water, lying head to S. with Bald Head light bearing E. by N., Fort Caswell N. E. I immediately rang for all speed and had helm put hard astarboard to cut her off, upon which the runner turned to go back, when we lost sight of her under the shadow of the land. The nearest we were to the runner was an eighth of a mile, but I did not think it prudent to fire at her when so close to Fort Caswell.

At 11:45 p. m. we could see the steamer quite plainly off Fort Caswell spit ashore.

Very respectfully, your obedient servant,

JAMES M. WILLIAMS.

*Acting Volunteer Lieutenant, Commanding.*

Captain B. F. SANDS,

*Commanding Division, Western Bar.*

[Enclosure No. 3.]

U. S. S. ALABAMA,

*At Sea, Lat. 30° 25', Long. 76° 45', August 11, 1864.*

SIR: I have the honor of reporting to you the results of my cruise. Since receiving my orders I took up my first position 100 miles E. S. E. from Cape Fear, and for three days and nights cruised about between S. E. and E. by S., gradually drawing in as the moon increased, without seeing anything but our own vessels.

On the 7th instant I took up a position S. E. from Cape Fear 60 miles and cruised about. On the evenings of the 8th and 9th we sighted black smoke and gave chase until darkness enabled them to elude us; they were both bound in. Yesterday morning at 6 a. m. I sighted a

black smoke to the northward, steering S. E.; I chased at full speed, and as soon as he discovered us he hauled to the eastward, and we saw the *Nereus* chasing from the N. W. I shaped to head him off from crossing my bow to the S. E. He was a large, long side-wheel steamer with double pipe and a heavy deck load of cotton on him. At 8 a. m. I was about 3 miles from his starboard quarter, and fired the 30-pounder Parrott; a very few minutes after, I discovered he was heaving his deck load off, and we made out at the same time (from aloft) the *R. R. Cuyler* coming down on him from the northward. What quantity of cotton he threw overboard I do not know, but his accelerated speed was soon evident, yet the *Alabama* was able to keep him from crossing to the S. E. till the *R. R. Cuyler* got into his wake (some 4 miles astern). As soon as the *Nereus* came up with the cotton she gave up the chase and hove to to pick up, and was afterwards joined by two other guuboots. About 10 a. m. my chasing coal gave out, and after that I found my speed slacking off so much that I felt assured the chase was hopeless, but I kept it up until 12 o'clock. While my good coal lasted I could keep up a speed of 13 knots (often we went faster), but after it gave out 12 knots was the most we could do, and that only for a short spell, and as we are reduced below 60 tons I have deemed it best to run to Beaufort and take in about 100 tons to keep me going till the full moon.

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

FRANK SMITH,

*Acting Volunteer Lieutenant, Commanding.*

Acting Rear Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

[Enclosure No. 4.]

U. S. S. KEYSTONE STATE,

*Beaufort Harbor, North Carolina, August 11, 1861.*

SIR: Your communications of the 30th ultimo and 2d instant were received on the 10th instant.

On the 7th instant I chased a blockade runner and captured 235 bales of cotton thrown overboard by her during the chase, and have sent it to the port of Philadelphia for adjudication per schooner *William H. Tiers*, and have sent Acting Master C. H. Corser as prize master.

I sighted the blockade runner in latitude  $33^{\circ} 30'$  N. and longitude  $77^{\circ} 52'$  W. at 9 a. m., and chased her until 1 p. m., ending the chase in latitude  $32^{\circ} 59'$  N., longitude  $74^{\circ} 35'$  W., when, finding her speed too great to overhaul her before night, I discontinued the chase to pick up the cotton which she had thrown overboard in order to escape us, which must have been about 260 bales.

As the cotton was picked up prior to receiving your orders as divisional officer, I have hesitated how to make out the prize lists, but have acted as though I had been under your orders, and have appended your name to the prize lists, which, if incorrect, can be remedied hereafter. I have sent the original prize list to the Secretary of the Navy, together with my report to him. There were no other vessels in sight during the chase or at the time of getting the cotton.

On the 4th instant I sighted a blockade runner in latitude  $30^{\circ} 04'$  N., longitude  $76^{\circ} 04'$  W., and chased her until 3:30 p. m., but was unable to overhaul her, and gave up the chase in latitude  $33^{\circ} 20'$  N., longitude  $73^{\circ} 57'$  W. The U. S. steamers *Quaker City*, *Gettysburg*, and *Nippon* were in chase, but were easily passed by this ship; they did not appear to make over 10 knots per hour, the *Keystone State* making 12 knots per hour.

I also send duplicate prize lists of this ship for the cotton picked up by the *Connecticut*, which was thrown overboard from a blockade runner chased on the 11th ultimo by this ship, and sent by the *Connecticut* to Philadelphia for adjudication.

Very respectfully, your obedient servant,

PEIRCE CROSBY,  
Commander.

Captain O. S. GLISSON, U. S. Navy.  
Divisional Officer, off New Inlet, North Carolina.

[Enclosure No 5.]

U. S. S. NEREUS,  
Off Western Bar, August 12, 1864.

SIR: I have to report that on the 10th instant, at 9:20 p. m., while steaming slowly off Lockwood's Folly, a large steamer was seen passing the wake of the moon's rays, and bearing south of us, distant about 3 miles. Immediately steamed for her; finding her moving off rapidly, challenged, and, obtaining no answer, fired at her and threw up a rocket. Fired in all three guns and threw up three rockets, hoping to bring out some fast vessel of the squadron. Chased until 11:18 p. m., when the moon set and we lost her.

As the steamer was evidently inward-bound, upon giving up the chase, I determined to stand to the westward, hoping to catch her in the morning. Stood due west all night.

At 4:30 a. m. a steamer was reported directly ahead and about 2½ miles off. Gave chase and fired 23 shot and shell from the 100-pounder, and 44 from the 30-pounder rifles at her, but unfortunately, although some of the shells burst over her and the shot fell all around her, we did not succeed in disabling her. I am glad to say we forced her to throw overboard a quantity of her cargo. We could plainly see the boxes being hoisted over the side. This waste of property continued for an hour and a half, when the runner rapidly drew away from us. I endeavored to force her toward the squadron, and at one time we were not more than 12 or 15 miles from the buoy.

Chased until 12 m. to latitude 32° 56' N., longitude 78° 34' W., trusting to drive the runner into the path of one of the outside blockaders. When last seen she was standing S. W. by S., and another steamer had apparently taken up the chase. The *Nereus* steamed badly, going only 10 knots 6 fathoms at the fastest, and averaging only 10. I should call the chase a 13-knot steamer. The officers think that she had both side-wheels and propeller, and my pilot says that there is a steamer of the kind, called the *Hero*, which runs to Wilmington.

There is no doubt in my mind that the vessel chased on the evening of the 10th instant was the same one chased on the 11th. I believe that blockade runners run under the land between Murrell's Inlet and Lockwood's Folly Inlet, and lie there until an opportunity offers of getting in. It is thought that as the first gun was fired at the chase on the morning of the 11th, a boat left her for the shore, only about 5 miles distant.

At 5 p. m. on the 11th, saw black smoke which, from its position, could not have been on shore. Turned and stood for it. At 5:30 saw a steamer with two smokestacks, burning black smoke; she stood away from us; chased until dark, and when last seen, the *Mount Vernon* (supposed) was in full chase of her. I enclose a rough chart of position, approximate course, etc. The late lamented Nathaniel Bowditch himself could not have kept an exact run of the steamer. In justice to the senior engineer of the *Nereus*, I will say that he told Chief Engineer

Garvin that his boilers wanted scaling and his flues sweeping, and that the ship ought not to go outside in her present condition. Chief Engineer Garvin, however, did not agree with him.

I stood in last night and anchored in 9 fathoms, off (as near as I could judge) Lockwood's Folly Inlet.

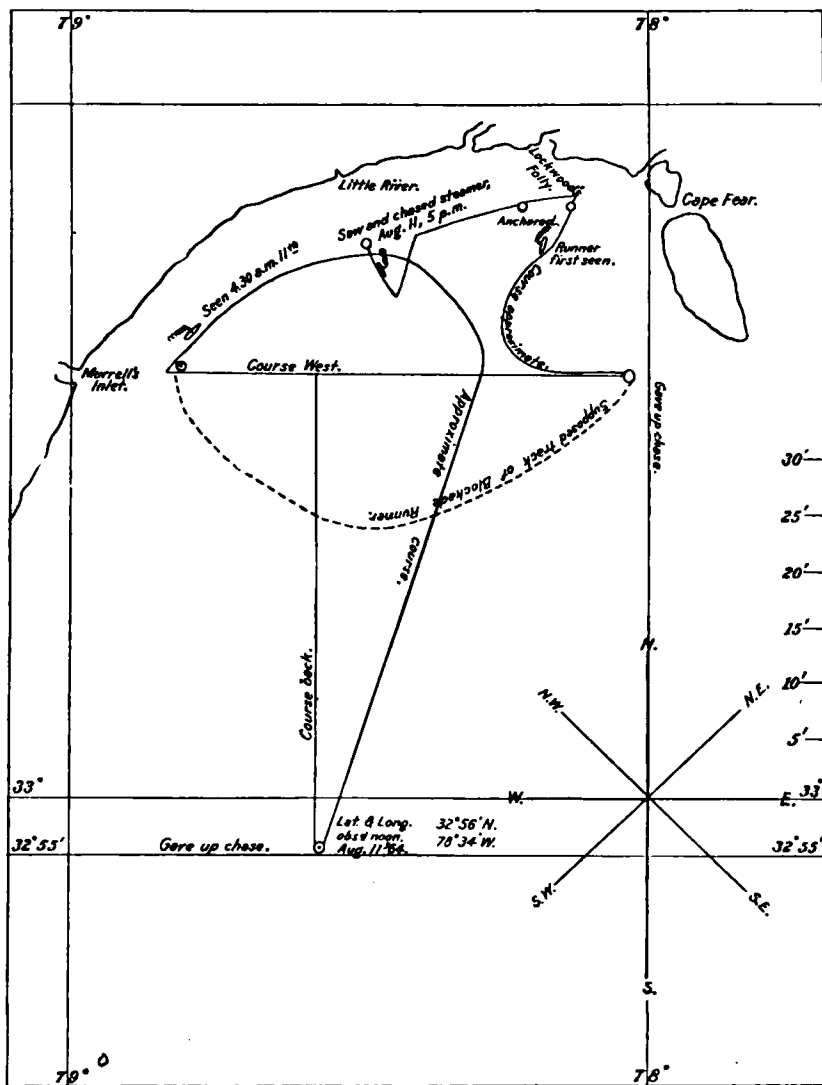
I am, very respectfully, yours,

J. C. HOWELL,  
Commander.

Captain B. F. SANDS,  
Senior Officer Western Bar Division.

I should judge the chase to have been a steamer of at least 1,000 tons.  
J. C. HOWELL.

[Subenclosure.]



[Enclosure No. 6.]

U. S. S. MOUNT VERNON,  
Beaufort, N. C., August 13, 1864.

SIR: I have the honor to report that I left the inner blockade station, off the Western Bar, Wilmington, N. C., on the 28th of July, and on the 7th instant, at 7:50 a. m., we discovered a vessel, supposed to be a blockade runner, bearing W.  $\frac{1}{2}$  N., 6 miles distant, and a vessel burning black smoke in chase of her. We immediately started under full speed toward her; for the first hour we rather gained on her, but she appeared to be throwing heavy cargo overboard, and she then left us very fast, and at 1:20 p. m. she was out of sight ahead. The vessel that was chasing when we first saw her proved to be the U. S. S. *Fort Donelson*, who gave up the chase an hour before we did; latitude, at noon,  $33^{\circ} 23' N.$ , longitude  $76^{\circ} 47' 30'' W.$  On the 9th, at 5:45 p. m., we discovered the U. S. S. *Banshee* in chase of black smoke. We also started under full speed after the same, but it soon becoming dark we lost sight of the stranger and at 8 p. m. spoke the U. S. S. *Banshee*; latitude, at noon,  $32^{\circ} 49' N.$ , longitude  $77^{\circ} 28' W.$  On the 10th, at 7:40 a. m., we saw black smoke bearing west; started in chase; a few minutes after we made signal to U. S. S. *R. R. Cuyler*, "Strange sail." At 8 a. m. saw U. S. steamers *Monticello*, *Banshee*, and another steamer, supposed to be the *Alabama*, all in chase of the same vessel; we were then gaining on her. At 9 a. m. the stranger began to throw bales of cotton overboard; she then left us very fast; the *R. R. Cuyler* and *Alabama* continued the chase. I then, in company with the *Monticello*, steered for the floating cotton and picked up 23 bales; latitude, at noon,  $33^{\circ} 09' N.$ , longitude  $76^{\circ} 36' W.$  When in clear water I could see that the bottom of the *Mount Vernon* was very foul; large barnacles have accumulated very much about both quarters and the rudder. It is my opinion that if the bottom of this ship had been clean I could have caught the first vessel I chased on the 7th, if not the other. I would, therefore, most respectfully suggest that I may be allowed to go to Norfolk the next time I require coal and clean the bottom; it can be done while the moon is large. I herewith enclose duplicate prize list, and will have the 23 bales of cotton picked up by this ship sent to Boston, if possible, or some other Northern port immediately.

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

JAMES TRATHEN,  
Acting Volunteer Lieutenant, Commanding.

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

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Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Casey,  
U. S. Navy, commanding U. S. S. *Quaker City*.

FLAGSHIP MALVERN,  
Beaufort, N. C., August 20, 1864.

SIR: Proceed with the *Quaker City*, in company with the *Keystone State*, to cruise for blockade runners on the Bermuda line.

Respectfully, yours,

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

Lieutenant S. CASEY,  
Temporarily Commanding *Quaker City*.

*Order of Captain Smith, U. S. Navy, to Commander Parrott, U. S. Navy, commanding U. S. S. Canonicus, to engage Howlett's Battery.*

U. S. IRONCLAD ONONDAGA, *August 21, 1864.*

SIR: You will get underway at daylight and take position to engage Howlett's Battery in the event of their opening fire in the morning. It is not desirable that you should open the battery so as to give them a range on our vessels.

Very respectfully, your obedient servant,

M. SMITH,  
*Captain and Divisional Officer.*

Commander E. G. PARROTT,  
*U. S. S. Canonicus, James River.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding notification issued to divisional officers off Wilmington.*

FLAGSHIP MALVERN,  
*Beaufort, N. C., August 22, 1864.*

SIR: I am informed by Lieutenant-Commander Upshur, under date of 20th instant, that he has received a telegram from the Department instructing him to inform me that "probably another pirate will soon attempt to get out of Wilmington, N. C."

I have so notified the divisional officers off Wilmington, and directed them to observe the utmost vigilance.

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

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

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

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Smith, U. S. Navy, regarding vessels for patrolling the James River.*

FLAGSHIP MALVERN,  
*Beaufort, N. C., August 22, 1864.*

SIR: Your No. 70, of the 5th instant, is received. I approve your directions to Lieutenant-Commander Quackenbush to have the banks cleared of undergrowth, and also the stations you have given to the *Miami* and *Dawn*. I have requested the Department to supply marines to each gunboat. If you have no other vessels available for patrolling the river, order the gunboats from Fort Powhatan, Wilson's Wharf, and City Point, to perform this duty in that part of the river.

The contraband referred to in Commander Clitz's report, who brought off information relative to the battery near Harrison's Landing, and who did not desire to remain, should have been detained.

I desire frequent and full reports of naval affairs in James River and at Hampton Roads, and of the situation respecting military movements as understood by you.

Very respectfully,

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

Captain M. SMITH,  
*Divisional Officer in James River.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, regarding pilots.*

FLAGSHIP MALVERN,  
Beaufort, N. C., August 22, 1864.

SIR: I desire that you instruct commanding officers of vessels off Western Bar that in coming into or going out of Beaufort they are to employ only the navy pilots; the tug *Harcourt*, with a complement of four pilots, is stationed near the bar from daylight to dusk ready to take blockaders in. She leaves the necessary number of pilots on board the *Arletta* and *Release* to pilot or lead out the outward-bound blockaders.

Very respectfully, yours,

S. P. LEE,

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

Captain B. F. SANDS,

*Divisional Officer, off Western Bar, Wilmington, N. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report regarding Confederate affairs in the Roanoke River, and sale of supplies for the Confederate Army.*

FLAGSHIP MALVERN,  
Beaufort, N. C., August 22, 1864.

SIR: The Department's communication of 15th instant, enclosing copy of letter\* from General Butler dated 7th instant, in relation to the contraband trade in provisions from Norfolk to South Mills, is received. In my No. 516\*, of 18th instant, were enclosed two communications\* (copies) received from General Butler in relation to this matter, which are much at variance with the statements in the general's letter to the Secretary of War of the 7th. The endorsements on these letters are stamped only with General Butler's name, to which fact I called the Department's attention when enclosing them.

I now enclose (1) a letter from Commander Macomb, No. 32, dated 15th instant, stating that he is informed that this trade is going on now as flourishingly as ever, for the benefit of the rebel army, having been interrupted for a short time by an army expedition from Norfolk. It will be observed that General Butler's letter, dated 7th instant, states that "Such safeguards are now thrown around it that it can never happen again," while it appears from Commander Macomb's letter of the 15th instant, that the trade is going on as before.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

U. S. S. SHAMROCK, August 15, 1864.

SIR: I have been informed from Edenton and Plymouth that the rebels are using every means to get the ironclad now building at Halifax ready for service, large numbers of mechanics being employed.

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\* Not necessary to publish.

I am also assured, by the same authority, that the rebel ironclads intend to attack the squadron very shortly. The *Albemarle* has shown herself near the mouth of the Roanoke River several times since my last report on the subject.

I also learn that the trade in bacon, salt, sugar, etc., at South Mills is being carried on still, and that the rebel army in this State are getting supplies in this way. It is said that the trade was interrupted during the few days that the army expedition from Norfolk remained in the country, but was resumed immediately on their departure, and is now as flourishing as ever.

Very respectfully, your obedient servant,

W. H. MACOMB,

Commander, Comdg. Third Division North Atlantic Block. Squadron.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, urging increased vigilance in view of consular information regarding the movement of blockade runners.*

NAVY DEPARTMENT, August 23, 1864.

SIR: I submit herewith extracts from dispatches from the U. S. consul at Halifax, [Nova Scotia], viz:

*Telegram, August 22.*—"Blockade runners *Oity of Petersburg* and *Old Dominion*, laden with valuable cargoes, cotton, expected to reach here from Wilmington by the 30th of this month."

*Telegram, August 22.*—"Five blockade runners now in port, the *Little Hattie*, *North Heath*, *Helen*, *Constance*, and *Falcon*, the two latter heretofore described with smokestacks painted red instead of white. Will probably leave to-night direct for Wilmington. They are laden with valuable cargoes."

*Telegram, August 22.*—"Tallahassee spoken by a British brig yesterday off Cole Harbor, Nova Scotia. One or two more rebel cruisers, formerly blockade runners, similar in description to the *Tallahassee*, expected to leave Wilmington daily, if not already left, to prey upon our commerce along Northern coast. Of this there is no doubt."

Your particular attention is invited to these dispatches, especially the latter one. The information corresponds with that recently communicated by the U. S. consul at Bermuda, that one or two vessels had recently been taken at Wilmington for special service. One of them, the *Tallahassee*, formerly *Atlanta*, is now at sea, and has inflicted serious injury on our commerce. The other, or others, must not be permitted to escape from Wilmington, if they have not done so. Increased vigilance should be exercised and every precaution adopted to prevent it.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron, Beaufort, N. C.



*Report of Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Vicksburg, regarding the chase of a blockade runner, August 23, 1864.*

U. S. S. VICKSBURG,  
*Off Western Bar, August 26, 1864.*

SIR: I have to report that on the night of the 23d instant at 8:55 p. m. (by our time), while steaming on our night station W. by N.  $\frac{1}{2}$  N. and E. by S.  $\frac{1}{2}$  S., in from  $4\frac{1}{2}$  to 5 fathoms water, with Bald-Head light-house bearing E. by S., I saw a distinct flash of a gun to the eastward and a rocket thrown in a southerly direction. I immediately stood to the southward, seeing frequent flashes of guns and other rockets, supposing these to be fired first by the *Victoria*, then by the *Emma*, and then by the *Montgomery*, the rockets indicating change of course of the runner. At 9:25 p. m. we sighted the blockade runner, bearing about S. S. E. from us, and standing to the southward and westward. We fired a shell from our 30-pounder and a rocket in the direction she was standing. The chase altered her course to the southward and then to the southward and westward. I then kept off to intercept her, and fired two shells, one from our 30-pounder and one from 20-pounder. At 9:30 we lost sight of her; as it was then useless to fire I steamed after her until 10 p. m., when, seeing nothing of her, I returned to my station.

Very respectfully, your obedient servant,

D. L. BRAINE,  
*Lieutenant-Commander.*

Captain B. F. SANDS,  
*Divisional Officer, off Western Bar.*

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*Letter from Lieutenant-Colonel Kensel, U. S. Army, to Captain Smith, U. S. Navy, forwarding telegraphic information regarding the enemy.*

HDQRS. DEPT. OF VIRGINIA AND NORTH CAROLINA,  
*In the field, August 24, 1864—12:30.*

CAPTAIN: I am instructed by the major-general commanding to send you the following telegram just received from Major-General Birney, commanding Tenth Army Corps:

The enemy are throwing up earthworks to the left of Grover's house, Deep Bottom. The gunboats could shell them out.

D. B. BIRNEY, *Major-General.*

I am, captain, very respectfully,

GEO. A. KENSEL,  
*Lieutenant-Colonel.*

[Captain M. SMITH, U. S. Navy,  
*Commanding Naval Forces, James River.*]

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[Telegram.]

NAVY DEPARTMENT, *August 24, 1864.*

Proceed to Philadelphia for repairs.

GIDEON WELLES,  
*Secretary of the Navy.*

Commander JOHN DOWNES,  
*Commanding U. S. S. R. R. Cuyler, Hampton Roads, Virginia.*

*Report of Acting Volunteer Lieutenant Breck, U. S. Navy, of an attack upon Confederate breastworks, Masonboro Inlet.*

U. S. S. NIPHON,  
Off New Inlet, North Carolina, August 24, 1864.

SIR: I have the honor to report that on the morning of this date, with your permission, I proceeded up the coast to Big Hill for target practice, accompanied by the U. S. S. *Monticello*. After which, discovering some cattle on the beach between Big Hill and Masonboro Inlet, I sent two boats' crews to shoot them. They wounded several, but were unable to capture any of them. After the boats returned and were hoisted up, discovered about 60 or 80 rebel infantry throwing up breastworks at the entrance to Masonboro Inlet. Thinking that they might possibly have a battery, I opened on them with shot and shell, assisted by the U. S. S. *Monticello*. Finding that they did not respond, sent two armed boats' crews from this vessel and one from the *Monticello* to capture them. When our boats got near the beach, the rebels fled to the marshes and Myrtle Sound and made their escape in boats. We captured 9 rifles, with accouterments, and 160 rounds of ammunition, also several haversacks, containing rations of corn bread and fish. The rifles are marked "C. S. 1863. N. C."

On our return to the fleet, exchanged shots with the Half Moon Battery, and found that the 100-pounder pivot on board the U. S. S. *Monticello* exceeded the range of the guns in the rebel battery, and that the shell from the 20-pounder Parrott on board this vessel fell short.

Very respectfully, your obedient servant,

J. B. BRECK,

*Acting Volunteer Lieutenant, Commanding U. S. S. Niphon.*

Captain O. S. GLISSON, U. S. Navy,

*Comdg. 1st Division, North Atlantic Blockading Squadron.*

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*Chase and capture of the steamer Lilian, August 24, 1864.*

*Report of Commander Crosby, U. S. Navy, commanding U. S. S. Keystone State.*

U. S. S. KEYSTONE STATE,

*At Sea, Lat. 34° 36' N., Long. 75° W., August 24, 1864.*

SIR: I have the honor to inform you that this ship assisted the U. S. S. *Gettysburg* in capturing the blockade-running steamer *Lilian*, D. H. Martin, commanding, at 1:45 p. m. this day.

We sighted the blockade runner at 10:45 a. m. in latitude 33° 32' N. and longitude 75° 50' W., 10 miles to the eastward of us, and immediately gave chase. At the same time another steamer hove in sight to the eastward of the blockade runner, which proved to be the U. S. S. *Gettysburg*.

The *Lilian* then stood to the northward, this vessel and the *Gettysburg* following her, both vessels firing on her as they got within range (this ship fired fifty shot at her), the shot and shell from both vessels falling and bursting all around her.

At noon the *Lilian* and *Gettysburg* both gained on this ship, leaving her some 4 or 5 miles astern, this ship running at the rate of 11½ knots per hour.

At the time the *Lilian* hove to (1:45 p. m.) the *Gettysburg* was about a half point on our starboard bow, distant about 3 miles, this ship heading at the time N. N. W.

At 12:50 p. m. a steamer hove in sight bearing W. by N., about 10 miles distant. This steamer, from her appearance, I at first supposed to be the *Grand Gulf*, but she afterwards proved to be the U. S. S. *Massachusetts*. She had her numbers flying, but we could not distinguish them until ten or fifteen minutes after the blockade runner hove to.

During the chase the blockade runner threw overboard a large quantity of cotton.

Upon arriving within hail of the prize I was informed that she was in a sinking condition from a shot hole put through her by the *Gettysburg*. I immediately went on board of her and found that she had about 3 feet of water in her hold. I had all pumps started and hold broken out until we could get at the shot hole, which we found on the starboard bow abreast the foremast. I had it stopped up temporarily and pumped the ship out, placed a prize crew on board of her, under charge of Acting Ensign A. S. Lughton, of the *Gettysburg*, as prize master, with orders to proceed to Beaufort, N. C., repair damages, and then proceed to Boston, Mass., and deliver her over to the judge of the U. S. district court for adjudication.

Accompanying this I send a list of the officers and crew of the *Lilian*, the captain, D. H. Martin, Chief Mate S. Gormon Lock, and Chief Engineer Francis Skuse; also two passengers, Captain H. Gorst and Mr. C. W. Westendorf, I send home in the prize as witnesses.

I also send in the prize Acting Master's Mate W. D. Burgess and Acting Third Assistant Engineer James B. Wilbur, of this ship, and Acting Master's Mate A. K. Noyes and Acting Second Assistant Engineer Thomas Winship, of the *Massachusetts*.

I forward prize list of the officers and crew of this ship entitled to share in the proceeds of this capture.

There were no letters or papers of any description whatever found on board of her (the *Lilian*); she did not show any flag during the chase or when she stopped, but an English ensign was found on board of her.

There were found on board of her twenty-five coupon bonds, \$1,000 each, on the Confederate States of America, bearing 6 per cent interest; also eight coupon bonds on the Confederate States of America, bearing interest at the rate of 8 per cent.

The *Lilian* has remaining on board of her about 500 bales of cotton.

Very respectfully,

PEIRCE CROSBY,  
Commander, U. S. Navy.

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

[Endorsement.]

Inform them that the prize court will decide what vessels are entitled to share, and that evidence should be sent to that court.

W.

Report of Lieutenant Lamson, U. S. Navy, commanding U. S. S. *Gettysburg*.

U. S. S. GETTYSBURG,

*At Sea, about Lat. 34° 36' N., Long. 75° W., August 24, 1864.*

SIR: I have the honor to report that at 11 a. m. to day we sighted black smoke bearing S. W., and I immediately gave chase. We soon made another vessel to the southward, also in chase. We gained steadily on the chase, steering N. W. to N. by W., and running 15 to 15½

knots per hour, until fifteen minutes before 2 p. m., when the chase hove to and proved to be the steamer *Lilian*, from Wilmington to Bermuda, with a cargo of cotton, part of which was thrown overboard, and about 500 bales remaining on board.

Her captain, D. H. Martin, informed me that he came out of Wilmington at 10 p. m. last evening.

She had no papers and showed no flag; but an English ensign was found in the cabin.

About 12:30 p. m. sighted another vessel to the southward and westward, which joined in the chase.

The first vessel sighted in chase proved to be the U. S. S. *Keystone State*, and was within signal distance at the time of the capture. The other proved to be the U. S. S. *Massachusetts*, and was not within signal distance, being certainly 8 miles distant.

During the chase we fired a number of shots at the blockade runner, one of which took effect in his starboard bow, making an indentation and causing her to leak badly. After much labor we got at the leak and stopped it partially.

Captain Crosby, of the U. S. S. *Keystone State*, being the senior officer, took charge of the prize.

I have the honor to be, very respectfully, etc.,

R. H. LAMSON,  
*Lieutenant, Commanding.*

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

Report of Lieutenant Lamson, U. S. Navy, regarding cotton thrown overboard by the steamer *Lilian*.

U. S. S. GETTYSBURG,  
*At Sea, Lat. 34° 50' N., Long. 74° 23' W., August 25, 1864.*

SIR: I have the honor to report the capture to-day, in company with the U. S. S. *Keystone State*, of 80 bales of cotton, thrown overboard from a blockade runner in order to escape us yesterday.

This cotton was thrown overboard from the blockade runner *Lilian*, captured yesterday evening by this vessel and the *Keystone State*. Her captain reported that he came out from Wilmington on the evening of the 23d instant.

This cotton is now on board the U. S. S. *Keystone State* in charge of Commander Crosby, who will send it north for adjudication.

No other vessel was in sight at the time of the capture.

I am, sir, very respectfully, your obedient servant,  
R. H. LAMSON,  
*Lieutenant, Commanding.*

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

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports.

FLAGSHIP MALVERN,  
*Beaufort, N. C., August 26, 1864.*

SIR: The *Lilian*, coming out over Western Bar of Cape Fear River at about 9 p. m. of the 23d instant, was briefly seen, chased, and fired at, in turn, by the *Victoria*, *Montgomery*, and *Emma*, of Captain Sands' division, but owing to the darkness and her great speed escaped to sea

without injury. The next day, upwards of 100 miles east of Cape Fear, she was seen and chased by the *Keystone State* and *Gettysburg*, and struck in the fore compartment by a shot from the latter, which caused her to make water rapidly and brought her by the head and occasioned her surrender.

On the 30th of July the *Lilian* was seen, chased, and heavily fired upon by the *Shenandoah* in a chase of four hours and a quarter duration, but escaped under favor of darkness and the lightness of the draft, which enabled her to run for Cape Lookout shoals. That night she got into Wilmington by New Inlet, where she has since been repairing one of her boilers, which was injured in the hard chase by the *Shenandoah*.

When captured on the 24th instant she showed no flag and had no papers. When chased by the *Shenandoah* on the 30th ultimo she hoisted rebel colors. I take her to be a Confederate vessel and that under the Department's instructions all on board of her should be regarded as prisoners of war. The master, who, from his appearance, conversation, and conduct, I strongly suspect is an English naval officer, goes, together with the mate, chief engineer, and two professing passengers, to Boston in the prize, the repairs of which will be completed to-morrow.

The rest of the crew have not been sent in, and are yet on board the *Keystone State*. I shall leave directions to send them north by the *New Berne*.

I have called the attention of the U. S. marshals at Boston and New York to the instructions of the Department and the circumstances of the case.

Enclosed are reports received to-day from Captain Sands from the commanding officers of the *Victoria*, *Emma*, and *Montgomery* of the chase on the night of the 23d mentioned above (1, 2, 3). I yesterday transmitted the reports of Captain Crosby, of the *Keystone State*, and Lieutenant Lamson, of the *Gettysburg*, of the chase and capture of the *Lilian* on the 24th. I also transmit, enclosed, an extract from the abstract (4) log of the *Shenandoah*, showing the severe chase and escape of the *Lilian* on the 30th ultimo, also the statement (5) of her master, mate, and chief engineer and two passengers, taken to-day by Acting Volunteer Lieutenant Dunn, commanding this vessel, by which the Department will perceive that the blockade runners consider the blockade as very stringent; that the *Badger*, chased by the blockaders and driven ashore as she was entering Wilmington last month, was so seriously injured that she will probably prove a total loss. It also appears from these statements that there are about twenty steamers engaged in the blockade-running business to Wilmington from Bermuda and Nassau, and that in consequence of the prevalence of yellow fever at Nassau and Bermuda a quarantine of thirty days is enforced at Wilmington. This accounts for the number of blockade runners (eight) reported to the Department on the 16th instant as lying in the lower part of Cape Fear River.

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

S. P. LEE.

*Actg. Rear-Admiral, Comdg. North Atlantic Blockade Squadron.*

Hon. GIDEON WELLES,  
*Secretary Navy.*

[Enclosures.]

U. S. S. VICTORIA,  
*Off Western Bar, N. C., August 25, 1864.*

SIR: I have the honor to report that on August 23, at 8:40 p. m., we saw a large, side-wheel steamer coming down from Fort Caswell toward

the bar. At 8:50 she crossed the bar. I waited until she had got clear of the bar; we then started ahead to bring the guns to bear. She appeared to see our white water, and at once changed her course to S. E.; we fired our port broadside gun and gave chase, full speed, and fired a rocket in the direction he was going. We then fired the bow (pivot) gun at her and continued to load and fire as long as we kept her in sight (in all five shots). At 9 p. m. saw guns fired to southward and eastward. The chase changed her course to about S. W. I fired a rocket in that direction and lost sight of the chase. A few minutes after saw guns fired to the westward and in a short time saw a gun fired to northward and westward very near the land. Also a rocket in a south-westerly direction.

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

E. S. KEYSER,

*Acting Master, Commanding U. S. S. Victoria.*

Captain B. F. SANDS, U. S. Navy,  
*Commanding Division Western Bar, off Wilmington, N. C.*

U. S. S. EMMA,

*Off Wilmington, N. C., August 25, 1864.*

SIR: I have the honor to make the following report of the movements of blockade runners:

At 10 o'clock p. m., of August 22, 1864, we saw a steamer heading out past Fort Caswell, but the moon rising at this time rendered the night so light that she turned and steamed back behind the fort. Upon sighting the steamer our crew was called to quarters, and we communicated with U. S. S. *Victoria*.

At 9:30 p. m. of the 23d instant the report of several guns was heard, and a rocket was seen thrown in a southerly direction; accordingly, heading in that direction, saw a blockade runner heading toward the westward. I continued after her, with all hands at quarters, for about ten minutes, when, the chase being taken up by the U. S. S. *Montgomery*, I returned to my station off the bar. In my opinion this last runner was bound in for Wilmington.

I am, very respectfully, your obedient servant,

JAMES M. WILLIAMS,

*Acting Volunteer Lieutenant, Commanding.*

Captain B. F. SANDS,  
*Commanding Division Western Bar, off Wilmington, N. C.*

U. S. S. MONTGOMERY,

*Off Western Bar, Wilmington, N. C., August 24, 1864.*

SIR: I beg leave to report that at 8:50 last evening, Bald Head light N. E. by E., ship lying with 30 pounds of steam, heading E. S. E., 6½ fathoms water, sky overcast, wind light from S. S. W., saw the flashes of three guns to the N. W. and soon a rocket thrown in a south-westerly direction. Went to quarters and spread fires immediately.

Moving full speed, swung around to the S. W.; saw a vessel on star-board beam, bearing W. S. W., and appearing to move rapidly through the water; 8:55 fired the rifled gun at the chase, and in a few minutes fired a second shot from the rifled gun, also the X-inch; 9:05 fired the rifled gun again at the chase; 9:10, ship heading W. S. W., saw a rocket to the N. W. thrown in a southerly direction. Fired the rifled gun and

X-inch again at the chase; 9:15 saw the flash of a gun to the N. W., apparently from a blockader inshore of the chase. Put helm to starboard till ship headed S. W.  $\frac{1}{2}$  S., and fired the rifled gun twice in rapid succession at the chase, now on starboard beam, and fast going out of sight.

9:20 saw a rocket to the N. W., thrown in a southerly direction; 9:25 fired the X-inch and rifled gun at the chase, and immediately lost sight of her; 9:35 saw the flash of a gun to the N. W. Slowed down and moved to the S. E.

Very respectfully, your obedient servant,

E. H. FAUCON,  
*Acting Volunteer Lieutenant, Commanding.*

Captain B. F. SANDS, U. S. Navy,  
*Commanding Division Western Bar, off Wilmington.*

*Abstract log of the U. S. S. Shenandoah.*

*Saturday, July 30, 1864.*—At meridian, latitude (D. R.)  $33^{\circ} 50' N.$ , longitude (D. R.)  $76^{\circ} 16' W.$ , latitude (observed)  $34^{\circ} 01' N.$ , longitude (by chronometer)  $76^{\circ} 10' W.$  At 5 a. m. passed a bark standing to the northward. At 10 a. m. saw a steamer to the southward; made all sail and stood in chase. At 10:45 a. m. took in and furled square sails and gaff-topsails. At 3 p. m. lost sight of chase; saw her first in latitude  $34^{\circ} 21' N.$ , longitude  $76^{\circ} 6' W.$  At 3:45 p. m. sighted a steamer burning black smoke to the eastward; made all sail in chase. At 4:30 p. m. made stranger out to be a double smokestack, side-wheel steamer, apparently a blockade runner, standing to the northward and westward. At 5:45 he showed rebel colors. Called the first division and powder division to quarters and began to fire at her with the 30 and 150 pounder rifled Parrott. At 6 p. m. beat to quarters and fired all the divisions. At 7 p. m. took in fore-topgallant sail and foresail. At 7:30 took in fore-topsail. During the chase fired 70 rounds from 30-pounder Parrott, 53 rounds from 150-pounder Parrott, 18 rounds from XI-inch guns, and 1 round from 24-pounder howitzer. At 8 p. m. stopped firing, gave up the chase, stopped engines. At 9:20 Cape Lookout light bore N. E. by N., 14 miles distant. Sounded in 12 fathoms of water. First saw the steamer in latitude  $33^{\circ} 34' N.$ , longitude  $76^{\circ} 33' W.$  At midnight Cape Lookout light bore N. E. by N.  $\frac{1}{2}$  N., distant 17 miles.

JOHN WATSON,  
*Acting Master, U. S. Navy.*

U. S. S. MALVERN,  
*Beaufort, N. C., August 26, 1864.*

ADMIRAL: Being ordered by you to examine the captain, officers, and passengers of the prize steamer *Lilian*, I beg leave to report the following.

The captain of prize steamer *Lilian*, upon examination, states as follows:

My name is Daniel Martin; native of Liverpool, England; late commander of steamer *Lilian*, engaged in running the blockade. Left Bermuda in ballast on or about the 24th July; on the 30th, being off to the eastward from Wilmington, was chased by a large steamer, square-rigged forward, no bowsprit, the fastest screw boat I ever saw; since ascertained to be the *Shenandoah*. I ran to the northward. She chased until 7 o'clock and then gave it up, it being then near dark. At that time we had Cape Lookout light in sight on our port bow. She fired a good many shots at us. After

losing sight of her steered to the eastward and then ran inshore again. Came in near the beach above Masonboro and ran down the beach and in at New Inlet. About 3 o'clock a. m. saw two blockading vessels off the bar, but do not think they saw me. Was three weeks at Wilmington repairing boiler, injured in the chase. Came down the river on the 23d, and came out over the Western Bar between 8 and 9 p. m. of that night; was seen and fired at by several of the blockading fleet, but succeeded in getting clear without being hit. Between 10 and 12 a. m. of the 24th was chased by the *Gettysburg* and *Keystone State*, and being hit under water by the *Gettysburg*, surrendered.

This is my second trip; I have made one trip before in the *Lilian*. Captain Maffitt brought her from England and commanded her on her first trip in; his first lieutenant brought her out, and then I took her. I do not know who are the owners, but think she is owned in Scotland. Only two boats were loading while I was in Wilmington, one, the *Coquette*, the other, I do not know her name. Six vessels arrived while I was there; they were all put in quarantine for thirty days. The *City of Petersburg* was one of them. The blockade is considered by those engaged in running it as a very stringent one, and the danger of capture great, especially by the outside cruisers. The steamer *Hawk* was loading cotton when I left, bound for Liverpool. If I had got in safely my pay would have been \$3,000 for the trip.

While at Wilmington I saw 28,000 muskets brought down from Petersburg, said to have been captured from Grant's army. There is talk in Wilmington of the Confederate Government taking all the vessels engaged in the blockading running business and putting them under command of Confederate officers.

When chased the day before going in, the Confederate colors were hoisted on the *Lilian* by some of the passengers. We had English and Confederate colors on board. I have been a seafaring man in the English merchant service; have been in the East India Company service and in the French transport service during the Crimean war.

When chased by the *Gettysburg*, the *Lilian* ran 13½ knots.

**GEORGE GOWANLOCK,\*** mate of the *Lilian*, being examined, says:

I am a native of Glasgow, Scotland; was mate of the *Lilian*; joined her at Bermuda about the 18th of July. Came from England in the *Little Hattie*. This is my first trip in running the blockade. The *Lilian* went into Wilmington in ballast, having nothing in her but coal for the return trip. A great many of the blockade runners go in empty. My pay would have been \$600 per trip. When chased by the *Shenandoah* I was on the bridge and did not see who hoisted the Confederate flag. We went in the eastern channel without being seen, but when we came out by the western channel we were seen and fired at. There were six vessels at quarantine in Wilmington and two up at the town, the *Badger* and *Coquette*. The *Badger* was chased ashore on the bar by the blockaders seven or eight weeks ago; was ashore nine days before she got off; is so much damaged that she will be condemned.

I started in the *Venus* about ten months ago to run the blockade, but was captured and sent to Fortress Monroe. I left New York for Liverpool last March.

**FRANCIS SKUSE,** chief engineer of the *Lilian*, states as follows:

Am a native of Yorkshire, England; was chief engineer on board the *Lilian*; joined her in Bermuda about the 20th July; never have run the blockade before and know nothing about it or of the vessels engaged in it. I was shipped by Captain Martin and was to have \$800 for the trip. The *Lilian's* machinery is in good order, and I think she is about a 13-knot boat.

**CHARLES W. WESTENDORFF,** passenger on the *Lilian*, says:

I am a native of Charleston, S. C.; a mariner by profession. I left Charleston in November of 1861, went to England and took command of the steamer *Bermuda* for a voyage to Matamoras; was captured by U. S. S. *Mercedita* and carried to Philadelphia; remained there until June, 1864, then went to New York and took passage for Bermuda in an English schooner belonging to Bermuda. From there I went in the blockade runner *Lynx* to Wilmington in the early part of July.

From Wilmington I went to Lynchburg, Va, to visit my family; returned to Wilmington on the 22d instant and took passage on the *Lilian* for Bermuda, intending to go to England to enter into some business. The \$34,000 of Confederate bonds found in my possession were intrusted to me by a Mr. Mitchell, in Wilmington, to be given to his agent in Liverpool. I do not know anything about the blockade-running business and have had no intention of engaging in it. My physical condition unfits me for it, even if I desired to engage in it.

\*Given also as S. Gorman Lock.



HENRY GORST, passenger on the *Lilian*, says:

I am a native of Worcestershire, England; a mariner by profession; was lately in command of the English steamer *Ivanhoe*, on a voyage from Havana to Mobile. My vessel was run on shore near Mobile by an ignorant pilot and destroyed by Farragut's fleet.

I came up to Wilmington by way of Charleston and took passage on the *Lilian*. The blockade-running steamers *Virgin* and *Mary* were in Mobile when the Union fleet came into the bay. The *Denbigh* went out a few days previous. The *Denbigh* has made eight trips into Mobile; her speed is only 8 knots. I was in Wilmington two days before the *Lilian* sailed; saw only two vessels up at the town, but saw seven or eight lying at quarantine.

Very respectfully, your obedient servant,

THOS. C. DUNN,  
*Acting Volunteer Lieutenant, Commanding.*

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

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Report of Acting Volunteer Lieutenant West, U. S. Navy, regarding the furnishing of prize crew.

U. S. S. MASSACHUSETTS,  
*Philadelphia Navy Yard, August 26, 1864.*

SIR: I have the honor to report that on the 24th ultimo, about latitude 34° 11' N., longitude 76° 20' W., I assisted the U. S. steamers *Gettysburg* and *Keystone State* in the capture of the steamer *Lilian* from Wilmington, N. C., loaded with cotton.

By order of Commander P. Crosby (senior officer present), I sent on board of *Lilian* 1 engineer, 1 master's mate, 6 landsmen, and 2 firemen, as part of her prize crew, and then proceeded back on my course. Enclosed please find a prize list.

I am, very respectfully, etc.,

W. H. WEST,  
*Acting Volunteer Lieutenant, U. S. Navy.*

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

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Letter from Acting Rear-Admiral Lee, U. S. Navy, to Captain Smith, U. S. Navy, expressing approval of his action.

FLAGSHIP MALVERN,  
*Beaufort, N. C., August 25, 1864.*

SIR: Your No. 72\* of the 15th instant received. The dispositions of vessels therein reported are good. I approve your detaining the *Sassacus* for the present emergency; her repairs, however, which will be extensive, the fleet engineer thinks should be made before cold weather sets in.

It gives me pleasure to acknowledge Commander Rhind's report of his courageous and enduring action of the 13th instant.

Respectfully, yours,

S. P. LEE,  
*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*  
Captain M. SMITH,  
*Divisional Officer, James River.*

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\* See p. 363.

*Report of Captain Smith, U. S. Navy, transmitting copy of intercepted telegram from General Beauregard, C. S. Army.*

U. S. S. ONONDAGA,  
James River, August 25, [1864].

SIR: I received from General Butler's headquarters this afternoon a copy of a telegram (intercepted), which was as follows:

2:30 P. M.

Your dispatch of date 2 p. m. received. Be prepared to blow up your mine at any time. R. F. Hoke's two divisions are ordered to you. Pontoon bridge across the Appomattox must be captured as soon as practicable.

G. T. BRAUREGARD,  
Commanding.

General PICKETT.

This is the only indication of a movement on the part of the enemy, and I regard it as exceedingly improbable that so important a one should be ordered by the most simple method of telegraphing. I have, however, dispatched the *Commodore Barney* to protect the bridge, and ordered the *Sassacus* to take her station at Harrison's Landing.

All is quiet on the river, and as soon as the *Eutaw* obtains *pratique* the *Sassacus* will be ordered to Philadelphia for repairs.

The two barges obtained from General Butler will be ballasted and ready for sinking early next week. I have had the two torpedoes above the obstructions removed, and have sent one launch and crew to the *Minnesota*.

The torpedo tugs are being refitted with new spars and stronger guys, and I hope soon to be able to report the result of an experiment with one of them.

The canal is progressing rapidly, and I am informed by Major Ludlow that it will be ready for navigation in twenty days.

General Grant still holds.

Very respectfully, your obedient servant,

MELANCTON SMITH,  
Captain and Divisional Officer in James River.

[Acting Rear-Admiral S. P. LEE.]

*Report of Commander Nichols, U. S. Navy, commanding U. S. S. Mendota, regarding the shelling of Confederate earthworks.*

U. S. S. MENDOTA,  
James River, August 25, 1864.

SIR: Your letter of yesterday's date, informing me of earthworks being erected by the enemy to the left of Grover's house, and directing me to shell them out, was duly received. I at once communicated with the commanding officer on shore, who informed me that he knew nothing of it. A deserter who came in about this time was questioned, and he stated that the enemy the night before had made some change in their picket line, and that himself and others had been engaged during part of the night in digging new rifle pits. He knew nothing of any earthworks, though he heard some talk about moving some guns toward the river on their right. I threw about forty shells over as indicated in your order, having previously made arrangements with the commanding officer on shore to notify of any result, or any move-

ment on the part of the enemy. Not hearing anything from him, at the end of an hour I ceased firing.

Very respectfully, your obedient servant,  
ED. T. NICHOLS,  
Commander, U. S. Navy.

Captain M. SMITH, U. S. Navy,  
Commanding Naval Forces, James River.

[Telegram.]

NAVY DEPARTMENT, August 25, 1864.

Expedite the repairs on the *Florida* and *Nereus*. Send the *Dumarton* to Admiral Lee, off Wilmington.

GIDEON WELLES,  
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,  
Commandant Navy Yard, New York.

[Telegram.]

NAVY DEPARTMENT, August 25, 1864.

Direct the *Aster* to proceed off Wilmington and report to Admiral Lee.

GIDEON WELLES,  
Secretary of the Navy.

Commodore C. K. STRIBLING,  
Commandant Navy Yard, Philadelphia.

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the arrival of United States vessels at Beaufort, N. C.*

FLAGSHIP MALVERN,  
Beaufort, N. C., August 25, 1864.

SIR: I have the honor to inform the Department of the arrival here on the 21st instant of the *Tristram Shandy* and *Ascutney*, of the *Eolus* on the 22d, and the *Isonomia* on the 23d.

The three former sailed on the 23d to join the blockade of Wilmington. The *Isonomia* has been examined by the fleet engineer, who reports that her boilers and engines are new and in good order; some work in the engineer department is necessary, however, which will be finished on the morning of the 26th.

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

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

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

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the preparation of the U. S. S. Wilderness for blockade duty.*

FLAGSHIP MALVERN,  
Beaufort, N. C., August 25, 1864.

SIR: To promote the efficiency of the blockade of the bars I have directed Captain Smith to have the *Wilderness* prepared at once for

service on the blockade of Wilmington and to send her to report to me as soon as ready. I have directed Commander Lynch to furnish her with a battery of four 24-pounder howitzers, and have so informed the Bureau of Ordnance and asked its sanction.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

*Report of Captain Glisson, U. S. Navy, transmitting report regarding the chase of a blockade runner off New Inlet, North Carolina.*

U. S. S. SANTIAGO DE CUBA,

*Off New Inlet, August 25, 1864.*

SIR: I herewith enclose you a report from Acting Volunteer Lieutenant Breck, commanding U. S. S. *Nippon*, by which you will see that a blockade runner got in about 10 p. m. last night. The *Fahkee* was anchored in No. 3 day station. At about 9:20 p. m. the blockade runner passed under her stern, steering N. W. She fired two shots at her and a rocket in the direction she was going. The *Santiago* was a little inshore of *Fahkee*, steering N. N. E.; went ahead at full speed and wore ship and stood to the S. S. W., but could not see anything of the strange steamer. At 10 p. m. the *Nippon* opened fire on the steamer near the bar, and also the *Britannia*, and with all our vigilance she passed in. I do not see how we are to stop them unless a force is landed and we take possession of the river above the fort. This can be done, and it will not require more than 10,000 men. I hope you will approve of this plan and do all you can to have it done at once.

I am, very respectfully, your obedient servant,

O. S. GLISSON,

*Captain and Divisional Officer.*

Acting Rear-Admiral SAML. P. LEE,

*Commanding North Atlantic Blockading Squadron, Beaufort, N. C.*

[Enclosure.]

U. S. S. NIPPON,

*Off New Inlet, North Carolina, August 25, 1864.*

SIR: I have the honor to report that while on No. 1 station last night, at 9:45, saw a rocket and heard a gun from the U. S. S. *Fahkee*. At 10, this vessel heading east, discovered a steamer bearing southeast and heading northwest, going rapidly toward the bar. Immediately fired up rockets in the direction she was going; fired seven guns at her and chased her as near the bar as was prudent to go.

The launch belonging to this vessel is well adapted for a howitzer, and I most respectfully request that one be furnished for it for the purpose of picket duty on the bar. I am under the impression had there been a launch armed with a howitzer stationed on the bar last night, inshore of this vessel, that the blockade runner would not have succeeded in passing in.

Very respectfully, your obedient servant,

J. B. BRECK,

*Acting Volunteer Lieutenant, Commanding U. S. S. Nippon.*

Captain O. S. GLISSON,

*Comdg. First Division, North Atlantic Blockading Squadron.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Glisson, U. S. Navy, acknowledging receipt of report regarding the chase of blockade runner off New Inlet.*

FLAGSHIP MALVERN,  
Beaufort, N. C., August 26, 1864.

SIR: Yours of the 25th instant, enclosing Acting Volunteer Lieutenant Breck's report of an unsuccessful chase on the night of the 24th, is received. I am of the opinion, as I mentioned when I saw you recently, that the Government is well aware of the importance of capturing Wilmington, and that this will doubtless be done when found to be practicable.

Your opinion should have been expressed on Acting Volunteer Lieutenant Breck's proposition to fit the launch of the *Nippon* (herself a small vessel) to carry a howitzer and watch the bar. Can that small launch be so armed and used? It does not appear to be a good plan for a bar-tender steamer, carrying an effective battery, to devolve on her boat the duty of watching the bar. Tugs, or small, strong, light-draft steamers with batteries, for which I have earnestly applied to the Department, are much better than launches, and better than the *Nippon*, which, though quick and steady, draws more water than desirable for that service.

Referring to Acting Volunteer Lieutenant Breck's report, why should the *Nippon*, herself a bar tender, and expected to be close in in such a night, throw up rockets toward the bar? There was nothing inside of her to warn, and the warning only revealed her position to the runner and indicated that she was not close in.

Respectfully, yours,

S. P. LEE,  
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.  
Captain O. S. GLISSON,  
Divisional Officer, off New Inlet, North Carolina.

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*Report of Acting Rear-Admiral Lee, U. S. Navy, requesting additional vessels for the blockade.*

FLAGSHIP MALVERN,  
Beaufort, N. C., August 26, 1864.

SIR: Captain Glisson reports, under date of 25th instant, that a runner got into New Inlet on the night of the 24th instant, being first seen and fired on by the *Fahkee* and *Nippon*.

I beg leave most respectfully to refer the Department to my No. 490, of 13th instant, asking for more vessels suitable for a blockade of the bar and for chasing.

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

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

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, in view of the escape into Wilmington of the C. S. S. Tallahassee.*

U. S. FLAGSHIP MALVERN,  
Beaufort, N. C., August 26, 1864.

SIR: Captain Glisson reports\* that the *Tallahassee* succeeded in running into Wilmington last night and exchanged salutes with the fort this morning. Use the utmost vigilance to prevent her escape. Instruct the commanding officers of your division to assemble their crews quickly at quarters whenever a vessel is sighted at night or if they are about to speak one by day; train every gun that can be brought to bear on the stranger.

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

S. P. LEE,

Captain B. F. SANDS,  
Divisional Officer, Third Division.

[Same order given to Captain Glisson, divisional officer off New Inlet.]

*Report of Captain Sands, U. S. Navy, transmitting reports regarding the chasing ashore of a blockade runner near Fort Caswell, August 25-26, 1864.*

U. S. S. FORT JACKSON,  
Western Bar, off Wilmington, August 28, 1864.

SIR: I enclose herewith report† of Lieutenant-Commander Braine of the fring into and chasing of blockade runner on the night of the 23d instant, which had not been sent in time to accompany those already forwarded to you.

Also reports of running on shore and fring into another blockade runner on the night of 25th and morning of 26th instant.

The last-mentioned vessel got off at the high water and succeeded in getting into the river.

Very respectfully, etc.,

B. F. SANDS,  
Capt., U. S. Navy, Comdg. Div., Western Bar, off Wilmington, N. C.

Acting Rear-Admiral S. P. LEE,  
Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.

[Enclosures.]

U. S. S. VICKSBURG,  
Off Western Bar, Cape Fear River, August 26, 1864.

SIR: I have to report that this morning at about 12:10 a. m., while I was in 5½ fathoms water, with Bald Head light-house bearing N. E. by E. ¾ E., and standing slowly N. N. W., I saw the flash of a gun bearing N., being in the direction of the *Emma's* night station. A few moments after I saw two more flashes in the same direction, but heard no reports. I steamed ahead fast to the northward into 4 fathoms water, the flashes continuing and increasing. At 12:20 a. m. I could hear the reports of the guns and discovered the *Emma* bearing N. N. E. from us, and firing upon a blockade runner ashore, who had apparently got there while attempting to run in. I immediately opened fire upon the runner, keeping N. N. E. in 3 fathoms water. The batteries on shore now opened fire upon us, the *Emma* continuing with us to fire on the runner at short range, estimated about 800 yards distant. I fired delib-

\* See series I, vol. 3, p. 172.

† See p. 387.

erately seven 30-pounder and one 100-pounder percussion shell at the steamer ashore. The batteries continuing their fire upon the *Emma* and ourselves, the moon being at an altitude of from 10 to 12 degrees, exposing our position plainly, I steamed to the southward and westward to  $3\frac{3}{4}$  fathoms water, and returned the fire from the batteries with my 100-pounder, firing four percussion shell, and making some very effective shots, causing the enemy to darken some of their lights and slacken their fire. The *Emma* continuing her firing on the runner, at 2 p. m. I ceased firing and steamed N. W. and S. E. in from 5 to 6 fathoms water, with Bald Head light-house bearing E. to N. E. (our night station). The batteries continued their fire on us at short intervals until 4 a. m., of which we took no notice. At daylight I discovered the blockade runner to be aground near the bar. She is a double smokestack, two-masted, side-wheel steamer. Her mainmast had apparently been shot away by our fire, and she had been struck a number of times in her hull.

I beg leave to state that it is my opinion, to the contrary of the foreign correspondent, that the blockade runners are fired into and often severely injured whilst endeavoring to evade the blockade of this port.

Very respectfully, your obedient servant,

D. L. BRAINE,  
*Lieutenant-Commander.*

Captain B. F. SANDS,  
*Divisional Officer, off Western Bar.*

U. S. S. VICTORIA,  
*Off Western Bar, N. C., August 26, 1864.*

SIR: I have the honor to report that on the 25th instant, at 7:30 p. m., being in  $4\frac{1}{2}$  fathoms water, with Bald Head light bearing N. E. by E., we saw a steamer coming down from Fort Caswell toward Bug light. We went to quarters to await her approach, but did not see any more of her after she came in range of Bug light. I supposed she had anchored to wait for the tide\* (it being then within an hour of low water). At 8:15 let the men leave their quarters. At 10 p. m. spoke U. S. S. *Vicksburg* and told him a steamer was lying near Bug light. At 12:15 a. m. of 26th, being in  $3\frac{3}{4}$  fathoms water, with Bald Head light bearing N. E.  $\frac{1}{2}$  N., we heard firing to northward and westward of us. Called all hands to quarters, but could not see any vessels. The firing continued at intervals of a few minutes from some vessels to the northwest of us. Also from Forts Caswell and Cameron [Campbell]. The firing from the forts continued at long intervals until about 3:30 a. m. Five of the shots fired from the forts during the watch were directed at this vessel, also one from the Smith's Island batteries, which was fired about 12:30 a. m. At daylight saw a large side-wheel steamer aground on the flats off Fort Cameron [Campbell].

I am, very respectfully, your obedient servant,

E. S. KEYSEB,  
*Acting Master, Commanding U. S. S. Victoria.*

Captain B. F. SANDS,  
*Divisional Commander, U. S. S. Fort Jackson, off Western Bar, N. C.*

\* This was evidently one of the rebel picket boats, as they have been previously seen watching us all night, sometimes using blockade runners for the purpose.

Respectfully, etc.,

B. F. SANDS,  
*Captain, Commanding Division, Western Bar.*

U. S. S. EMMA,  
*Off Wilmington, N. C. August 26, 1864.*

SIR: I have the honor to report that at 12:15 a. m. of this, 26th instant, being then in 3 fathoms of water off the bar, heading south-east, saw a steamer heading in toward the bar from the southeast. She passed so close voices could be heard upon her deck, and, having jibs set, and being a paddle-wheel steamer, proved her to be unmistakably a blockade runner. I immediately trained the quarterdeck gun upon her and fired, meantime having crew called to quarters. I ran as close to her as regard for the safety of this vessel would permit (2½ fathoms) and delivered a broadside of five guns from the port side, and, turning, delivered another broadside from the starboard side, which drove her ashore to the westward of Fort Caswell. I continued the fire upon her, notwithstanding the batteries on the shore were pouring a heavy fire upon us, the damaging effect of which was evaded by keeping this vessel under full speed until ready to fire, when we slowed down and delivered the fire, after which we started ahead again, turned, passed, and delivered a fire from the other side in same manner; but the moon rising at this time, 1:15 a. m., enabled them to take good aim at us, and not deeming it prudent longer to subject the ship to their fire I withdrew out of range of their guns, not, however, until having fired at the steamer fifty-six shot and shell, many of which took desirable effect upon her.

At about 1:15 a. m. the U. S. S. *Vicksburg* appeared and commenced firing at long range, which they continued.

At favorable opportunities during the night we steamed in as near as practicable and delivered occasional shots at her, firing in this manner during the remainder of the night four shots.

I am happy to call your attention to the vessel now ashore off Fort Caswell as the one referred to in this report, and which I think is disabled and in a sinking condition, as she received our nearest fire upon her port side; yet I regret that it was not in my power to board her and complete the destruction of vessel and cargo.

Trusting that my action in this case will meet with your approval, I am, very respectfully, your obedient servant,

JAMES M. WILLIAMS,  
*Acting Volunteer Lieutenant, Commanding.*

Captain B. F. SANDS,  
*Commanding Division, Western Bar, off Wilmington, N. C.*

*Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, cautioning against the abandonment of a chase before entirely out of sight.*

NAVY DEPARTMENT, August 26, 1864.

SIR: The Department is in receipt of the report of Henry A. Phelon, acting master, temporarily in command of the *Monticello*, dated August 20, 1864, stating that on the morning of the 10th instant he chased a blockade runner until he got within 3½ or 4 miles, when his bearings becoming hot, he had to stop twenty minutes. "The chase meanwhile," he adds, "had thrown over some bales of cotton, and as she was out of sight when we were repaired I gave up the chase, lowered boats, and, in company with the *Mount Vernon*, picked up all the cotton we could see," etc. The Department does not understand how a vessel only 3 or 4 miles distant could get out of sight in twenty minutes, and is forced



to the conclusion that there was more anxiety on the part of the officers to make sure of the cotton thrown overboard than to pursue the vessel, a chase which no doubt to them seemed fruitless. An accident to the machinery of a pursued vessel, or some other unforeseen incident, may render her capture certain, and a chase should not be abandoned until it is entirely lost sight of.

The Department has noticed other similar instances of neglect, and considers it necessary that officers should be cautioned not to allow their pecuniary interests to stand in the way of duty.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

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

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[Telegram.]

NAVY DEPARTMENT, *August 27, 1864.*

Proceed immediately with the *Tacony* to Washington.

GIDEON WELLES,  
*Secretary of the Navy.*

Lieutenant-Commander W. T. TRUXTON,  
*Commanding U. S. S. Tacony, Hampton Roads, Virginia.*

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*Report of Lieutenant-Commander Upshur, U. S. Navy, regarding measures of defense against a contemplated raid upon the eastern shore of Virginia.*

U. S. S. MINNESOTA,  
*Hampton Roads, Virginia, August 27, 1864.*

SIR: I have the honor to inform you that I have received information from Brigadier-General Shepley, of this Department, of a contemplated raid by a large force from Northumberland County upon the eastern shore of Virginia, and requesting me to dispatch a gunboat to that quarter. Having no other vessel at my disposal, I have sent the armed tug *Cactus*, having previously notified Lieutenant-Commander Babcock at Yorktown, with the request that he would send a vessel. I learn from him to-day that having no vessel to send, he has gone himself in the *Morse* to the points threatened.

I am, very respectfully, your obedient servant,

J. H. UPSHUR,  
*Lieutenant-Commander, Commanding, and Senior Officer Present.*

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

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*Report of Acting Master Phelon, U. S. Navy, regarding expedition in Masonboro Inlet.*

U. S. S. MONTICELLO,  
*Off New Inlet, August 27, 1864.*

SIR: I have the honor to report while cruising off Dick's Bay, near New Inlet, on the morning of the 24th instant at 6 o'clock, I was signaled by the U. S. S. *Nippon*, "I wish to communicate." I passed

within hail; was ordered by the commanding officer to accompany him; there was a battery on shore he wished to silence, also a mill he wished to capture. I cleared ship for action and followed the *Nippon* close to the beach, near Masonboro Inlet. He then asked me, if I had practiced at target this quarter. I answered, I had not. He then said, "We will have some this forenoon," and ordered me to fire at anything I saw. I shelled two signal stations, also some mills and houses at Masonboro, which was done also by the *Nippon*. Boats were sent in from the *Nippon* and this ship; landed, saw nothing, the boats soon after returned to the ship. I then saw two men coming down the beach toward the ship, also a small party of men on the beach at Masonboro Inlet. Was ordered to shell the beach and land boats, which was done; the men ran through the marsh. We destroyed two signal stations, captured a few muskets with the ammunition, and a few rations. Nothing else being in sight, I returned to the ship. Following the *Nippon* toward New Inlet, passing Half Moon Battery, they fired on us. He wished me to try the range of my 100-pounder Parrott; fired three rounds. The enemy's shot coming near the ship, was ordered to haul off and proceed to the fleet, arriving at 3:45 p. m.

I am, very respectfully, your obedient servant,

HENRY A. PHELON,

*Acting Master, Temporarily Commanding U. S. S. Monticello.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

[Endorsement.]

The *Monticello* was taken on this duty without my authority. I had given Acting Volunteer Lieutenant Breck permission to look into Masonboro Inlet, and to fire at target.

O. S. GLISSON,

*Captain and First Divisional Officer, off New Inlet, N. C.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, requesting that the Department procure vessels for the squadron.*

FLAGSHIP MALVERN,

*Off Beaufort, N. C., August 28, 1864.*

SIR: The *Gettysburg* is at present the only reliable chasing steamer of this squadron; the *Connecticut* and *Keystone State* are run down, the former gone north for repairs, the latter soon to be sent; the *James Adger*, which I supposed would return here, has been sent to another squadron; the *Tristram Shandy* has been tried and proved fast, but not strong enough for the Gulf Stream.

For the approaching fall and winter work, staunch, swift steamers, of the *Connecticut* and *Keystone State* class, are needed; they have an advantage in heavy weather over the blockade runners.

I respectfully suggest that the Department will take early measures to procure some vessels of the description needed for this squadron. There are probably at New York and other cities some new steamers chartered to the army which might be induced to give up their charters and allow the vessels to be purchased for the Navy; the steamer *Guiding Star* at New York is thus chartered. I know nothing concerning her speed, however, but have heard her mentioned favorably. I would recommend that none be purchased without a thorough trial, as

only those built in the best manner and of first-rate speed are suited to this particular service, which is a severe one.

I beg leave further to request that the *Connecticut* and the *Keystone State*, when sent north, may be repaired thoroughly and substantially, and returned to me as early as practicable.

The blockade is now very weak.

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

S. P. LEE,

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

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

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Robertson, U. S. Navy, commanding U. S. S. Keystone State.*

FLAGSHIP MALVERN,

*Off Beaufort, N. C., August 28, 1864.*

SIR: Prepare the *Keystone State* for sea and when ready proceed with her to cruise for blockade runners to and from Wilmington and Bermuda on the track assigned to her by Captain Glisson, and return to Beaufort by the first quarter of next moon, September 8.

Respectfully, etc.,

S. P. LEE,

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

Lieutenant J. P. ROBERTSON,  
*U. S. S. Keystone State.*

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*Report of Acting Master's Mate Woodman, U. S. Navy, regarding a reconnoissance near Plymouth, N. C.*

U. S. S. SHAMROCK,

*Albemarle Sound, North Carolina, August 28, 1864.*

SIR: I beg leave to report that in obedience to your orders of the 23d instant, at 8 o'clock p. m., I left the U. S. S. *Valley City*, then lying off the mouth of the Roanoke River, in her dingey, accompanied by four boys, two belonging to the crew of the *Wyalusing*, and two to the crew of the *Valley City*, for the purpose of a reconnoissance toward Plymouth, N. C.

At midnight I entered a creek, leading out of the Middle River, opposite Plymouth. At daylight, August 24, I started across the swamp toward Plymouth, leaving my men in the boat. At 10 a. m. I arrived on the Roanoke River, opposite Plymouth. The ram *Albemarle* was lying alongside of the wharf at Plymouth, protected with timbers, extending completely around her. Above her were three large, open boats, hauled up on the shore, repairing, capable of carrying from eight to sixteen men each. There was also a barge under water, with the exception of her bow, which rested on the shore. At the lower wharf there was a steam barge undergoing repairs.

I proceeded down the river, opposite the *Southfield*. Her hurricane deck appeared to be about 18 inches above the water. The water in the river was at this time higher than at my former visit. On the starboard side aft of the *Southfield* there was a barge and a schooner. There were four large sticks of timber across the deck of the barge,

with one end resting on the *Southfield's* main deck. On the port side there was a large schooner, with shears on her after deck, there was a heavy tackle to the shears, with the fall leading to the windlass, and men heaving on it. I could not make out what the lower block was attached to.

I saw one boat going from the *Southfield* up to Plymouth. Since my former visit there has been a new earthwork thrown up on Bateman's Hill.

I returned to my boat at sundown, and arrived on board the *Valley City* at 9 p. m.

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

JNO. WOODMAN,  
*Acting Master's Mate.*

Commander W. H. MACOMB,  
*Comdg. Third Division, North Atlantic Blockading Squadron.*

*Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, giving telegraphic information from Halifax, Nova Scotia.*

NAVY DEPARTMENT, August 29, 1864.

SIR: The consul for the United States at Halifax furnished the following information by telegraph:

August 26.—Blockade runner *Constance*, heretofore described, left yesterday with valuable cargo, doubtless for Wilmington. *Helen* and *Owl*, blockade runners, the latter with valuable cargo, will probably follow soon.

August 29.—Another large blockade runner, the *Asia*, arrived here last night, and will probably soon leave with cargo for Wilmington.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.*

*Letter from Lieutenant-General Grant, U. S. Army, to Captain Smith, U. S. Navy, requesting that search be made for torpedoes in James River.*

CITY POINT, VA., August 29, 1864.

There is good reason for believing that one or more torpedoes were planted in the river, between this and Wilcox's Landing, last night. Before sending out any vessels, particularly with valuable cargo, I wish at least to have a search made to see if the suspicion entertained is verified. I would be pleased, captain, if you would instruct the officers in your command convenient to this locality to search the river from immediately below here to Wilcox's Landing.

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

Captain M. SMITH,  
*Commanding James River Flotilla.*

*Report of Captain Smith, U. S. Navy, regarding orders issued for a search for torpedoes in the James River.*

U. S. S. ONONDAGA,  
James River, August 29, 1864

\* \* \* \* \*

A rebel battery, situated behind a clump of woods opposite Cox's farm, has kept up a slow but regular fire upon Dutch Gap since the morning of the 19th instant, and has been replied to by the Union battery at Dutch Gap.

The only casualties the army has sustained up to this time are four slightly wounded.

General Grant informs me this morning that there is reason to believe that two or more torpedoes were placed between City Point and Wilcox's Landing last night. Lieutenant-Commander J. L. Davis, of the *Sassacus*, has been instructed to search for them, and give his personal attention to the matter, using the *Young America* also for that purpose if necessary. All quiet on the river.

Very respectfully, your obedient servant,

MELANCTON SMITH,  
Captain and Divisional Officer in James River.

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

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*Letter from Brigadier-General Palmer, U. S. Army, to Acting Master Josselyn, U. S. Navy, requesting the cooperation of the U. S. S. Whitehead in expedition to Hyde County.*

HEADQUARTERS DISTRICT OF NORTH CAROLINA,  
New Berne, N. C., August 29, 1864.

SIR: General Palmer directs me to inform you that Lieutenant Ward, his aid-de-camp, goes to-morrow with the steamer *Ella May* and about 100 men to Hyde County, for the purpose of breaking up, as far as possible, the supply line of the enemy from that country out into farther rebeldom. General Palmer desires very much to have you (if consistent with the duties of the *Whitehead*), direct the captain of that steamer to lay about in the Pungo region for a day or two, in order that he may, if necessary, render Lieutenant Ward assistance. There will be no necessity of aid on land, but it might possibly be well for Lieutenant Ward to be well backed on the water. If you can give Lieutenant Ward this aid the commanding general will be much obliged to you.

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

J. A. JUDSON,  
Assistant Adjutant-General.

Acting Master [FRANCIS] JOSSELYN, U. S. Navy,  
Commanding Commodore Hull.

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*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. S. Kansas.*

NAVY DEPARTMENT, August 30, 1864.

SIR: Your sending the *Kansas* to Philadelphia, as indicated in your No. 523, for repairs is approved.

The Department can not adopt your suggestion to have the masts and rigging taken out of the vessel, and has given directions that it be not done.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.*

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*Order of the Secretary of the Navy to the commandant navy yard, Washington, regarding the U. S. S. Tacony.*

NAVY DEPARTMENT, *August 30, 1864.*

SIR: Direct the *Tacony* to sail on Saturday morning next, September 3, at the earliest possible hour, and proceed with all practicable dispatch to her station in the sounds of North Carolina.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

Commodore J. B. MONTGOMERY,  
*Commandant Navy Yard, Washington.*

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*Letter from the Chief of the Bureau of Ordnance to Acting Rear-Admiral Lee, U. S. Navy, regarding the exchange or ordnance store vessels in the sounds.*

BUREAU OF ORDNANCE, NAVY DEPARTMENT,  
*Washington City, August 30, 1864.*

SIR: By direction of the Navy Department the schooner *Henry Janes*, now in New York, has been directed to proceed immediately to Hampton Roads and report to you for service as an ordnance store vessel in the sounds of North Carolina in lieu of the schooner *Charles S. Carstairs*.

Upon the arrival of the *Henry Janes* at her destination you will direct the stores on board the *Carstairs* to be transferred to her without delay, and the *Carstairs* immediately discharged from her charter party.

I am, sir, your obedient servant,

H. A. WISE,  
*Chief of Bureau.*

Rear-Admiral S. P. LEE, U. S. Navy,  
*Comdg. North Atlantic Blockading Squadron, Fortress Monroe.*

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[Telegram.]

CITY POINT, VA., *August 31, 1864.*

(Received 9:35 p. m.)

General Grant is down the river at this moment, but returns to-night. I will have a boat at Fortress Monroe in waiting for you and Mr. Dana at 6 a. m. Friday.

RUFUS INGALLS,  
*Brigadier-General and Chief Quartermaster.*

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

*Report of Captain Smith, U. S. Navy, regarding the sinking of a barge by shell from Confederate battery.*

U. S. S. ONONDAGA,  
James River, August 31, 1864.

SIR: I have to report that one of the barges furnished by General Butler to be used for the obstructions, and which was sent to Dutch Gap to be ballasted, was sunk last night by a shell from the rebel battery opposite Cox's farm, or settled during the night in consequence of undetermined leaks in her upper works. The first, however, is the assigned cause of the accident.

The firing at Dutch Gap from the battery referred to is slow, but continues throughout the night and day.

Very respectfully, your obedient servant,

MELANCTON SMITH,  
Captain and Divisional Officer in James River.

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

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, criticising his action in regard to blockade runner.*

FLAGSHIP MALVERN,  
Off Western Bar, August 31, 1864.

SIR: Yours of 28th instant, enclosing reports from the *Vicksburg*, *Victoria*, and *Emma*, is received. The blockade runner referred to should have been boarded by boats, covered by the *Eolus*, and burned. Give such orders, make such preparations, and so station vessels as to insure this being accomplished in another similar case.

I desire you always to send such reports as these, and have obscure and conflicting statements made clear.

Was there one steamer going in and another coming out on the night of the 25th, or was one steamer attempting to run out driven back?

Respectfully, yours,

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

Captain B. F. SANDS,  
Commanding Third Division, off Western Bar.

*Report of Commander Macomb, U. S. Navy, regarding the disposition of vessels of the Fourth Division.*

U. S. S. SHAMROCK,  
Albemarle Sound, North Carolina, August 31, 1864.

SIR: I have the honor to report the following disposition of the vessels of the Fourth Division:

*In Albemarle Sound.*—The *Shamrock*, *Wyalusing*, *Otsego*, and tug *Martin*, *Chicopee*, *Valley City*, and tug *Belle* being at the picket station. The anchorage of the vessels in this sound is off Bluff Point, 10 miles from the picket station.

At New Berne, N. C.—The *Louisiana*, *Hetzell*, *Lockwood*, *Commodore Hull*, and *Whitehead*, the last two repairing. The *Hull* will soon be ready for service, and the *Whitehead* has been ordered to Norfolk, through the canal, to repair, by your permission. The *Bombshell* is also at New Berne. Her condition will be reported in another letter.

At Roanoke Island.—The ordnance schooner *Carstairs*.

At Hatteras Inlet.—The sloop *Granite*, acting as guard vessel and superintending the supplying of coal for this division. The coal schooner *E. S. Biven* is at this station, and the schooner *Ocean Wave* has this day left here for Hatteras Inlet.

The schooner *Maggie Van Dusen* is at Roanoke Island (full).

The steamer *Tacony* left the sounds, as I stated in a previous communication, in obedience to your orders of the 6th of August.

Changes of officers.—Acting Master's Mate John Woodman has been detached from the *Ceres* and ordered to take command of the tug *Bazely*, to relieve Acting Ensign John Conner, who is sick and being examined by a medical survey.

Very respectfully, your obedient servant,

W. H. MACOMB,

Commander, Comdg. 4th Div. North Atlantic Blockading Squadron.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Telegram.]

HALIFAX, August 31, 1864.

(Received 11:35 p. m.)

British blockade-running iron steamer *Owl*, 330 tons, has just cleared for Nassau with large valuable cargo, real destination, doubtless, Wilmington. Steamer, schooner-rigged; has two pipes, one abaft the other. Is long and low and painted light-red color. Takes nearly 100 seamen, probably to supply another vessel at Wilmington.

M. M. JACKSON,

U. S. Consul.

HON. W. H. SEWARD,

Secretary State.

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

FLAGSHIP MALVERN,

Off Western Bar, North Carolina, September 1, 1864.

SIR: The following is the disposition of vessels composing the North Atlantic Blockading Squadron:

Name.	Station.	Remarks.
Malvern .....	Beaufort, N. C., headquarters of squadron.	Flagship off Western Bar.
Shokokon .....	do .....	Harbor defense.
Nansemond .....	do .....	Boiler in very bad condition; now surveying Bogue Sound and waiting for new boiler, making at Baltimore.
Lilac .....	do .....	Harbor defense and to move colliers.
Cohasset .....	do .....	Do.
Harcourt .....	do .....	Pilot tug.



Name.	Station.	Remarks.
Arletta .....	Beaufort, N. C., headquarters of squadron.	Ordnance.
Release .....	do	Do.
William Badger .....	do	Stores.
Santiago de Cuba .....	First division off New Inlet, North Carolina.	
Governor Buckingham .....	do	
Dumbarton .....	do	
Monticello .....	do	
Keystone State .....	do	Run down; will be sent north in a few days for extensive repairs; is a chaser and will be much missed on blockade.
Isonomia .....	do	Moderate speed; her upper story of houses, guards, and sponsons impede her greatly.
Acutney .....	do	New double-ender, in very bad condition; condemned by survey; will be sent north in a few days for extensive repairs and strengthening; at Beaufort since Aug. 28.
Quaker City .....	do	Have held survey on her to improve her trim, but can not get her to chase effectually.
Gettysburg .....	do	Just out of dock, and being clean now chases well.
Mercedita .....	do	Must soon be sent in for repairs; hull in bad condition.
Nippon .....	do	
Britannia .....	do	
Cherokee .....	do	
Fort Jackson .....	Third division off Western Bar, North Carolina.	
Maratanza .....	do	
Cambridge .....	do	Needs repairs; will hold survey; will leave to go north very soon.
Eolus .....	do	
Tristram Shandy .....	do	Not strong enough for the Gulf in rough weather; strained badly when tried lately; shall keep her inshore in bad weather.
Alabama .....	do	
Vicksburg .....	do	
Emma .....	do	
Fort Donelson .....	do	Left Beaufort Aug. 26, to go to Norfolk for repairs and docking on expiration of cruise.
Montgomery .....	do	Needs docking; arrived at Beaufort for coal Aug. 26.
Victoria .....	do	Needs considerable repairing; will be sent to Norfolk soon as other bar tenders come.
Mount Vernon .....	do	
Fahkee .....	do	Coal transport for both divisions.
Minnesota .....	Second Division, Hampton Roads and James River.	Hampton Roads.
Poppy .....	do	Do.
Young Rover .....	do	Guard ship, Hampton Roads.
Charles Phelps .....	do	Coal hulk, Craney Island.
Heliotrope .....	do	
Clinton .....	do	
Unit .....	do	
Onondaga .....	do	James River.
Saugus .....	do	
Canonicus .....	do	
Dawn .....	do	
Pequot .....	do	
Sassacus .....	do	Needs extensive repairs to boiler.
Young America .....	do	
Commodore Morris .....	do	
Mendota .....	do	
Agawam .....	do	
Stepping Stones .....	do	
General Putnam .....	do	
Miami .....	do	In very bad condition; to be sent to Philadelphia when services can be spared.
Hunchback .....	do	
Mackinaw .....	do	
Delaware .....	do	
Commodore Perry .....	do	Boiler very weak.
Commodore Barney .....	do	
Cactus .....	do	
Alert .....	do	
Tug No. 1 .....	do	
Tug No. 3 .....	do	
Tug No. 4 .....	do	
Tug No. 5 .....	do	
Tug No. 6 .....	do	
Mount Washington .....	do	Transport.
Wilderness .....	do	Supply steamer; ordered to fit as gunboat and join blockade.

Name.	Station.	Remarks.
Mystic.....	York River and Chesapeake Bay.	
Morse .....	do .....	Ordered to Baltimore for new boilers Sept. 1, 1864.
Crusader .....	do .....	
Samuel Rotan .....	do .....	
Glance .....	do .....	Tug.
Wyandotte .....	Norfolk, Va.....	Guard ship.
St. Lawrence .....	do .....	Ordnance.
Ben Morgan .....	do .....	Do.
Roman .....	do .....	Do.
Shamrock.....	Fourth Division, Sounds of North Carolina.	
Chicopee.....	do .....	
Otego.....	do .....	
Wyalusing .....	do .....	
Valley City .....	do .....	
Ceres.....	do .....	
Hetzel.....	do .....	Worn out.
Granite.....	do .....	Sloop.
Louisiana .....	do .....	
Lockwood .....	do .....	
Albemarle .....	do .....	
Commodore Hull .....	do .....	
Whitehead.....	do .....	Ordered to Norfolk for repairs, Aug. 20.
Renshaw .....	do .....	Ordnance.
Bazely, or No. 2 .....	do .....	Tug.
Martin.....	do .....	Torpedo tug.
Hoyt.....	do .....	Do.
Belle.....	do .....	Do.
		A number of vessels of this division are worn out, or nearly so, and need extensive repairs.
Eutaw.....	Norfolk navy yard, Virginia.	Repairing, Aug. 8, 1864.
Shenandoah .....	do .....	Repairing, Aug. 12, 1864.
Daylight.....	do .....	Repairing, Aug. 4, 1864.
Zouave.....	do .....	Do.
Howquah .....	do .....	Repairing, July 21, 1864.
Aries.....	do .....	Repairing, July 15, 1864.
Calypso.....	do .....	Repairing, July 21, 1864.
Tacony.....	do .....	Repairing, Aug. 23, 1864.
Atlanta.....	do .....	Repairing, July 18, 1864.
Osceola.....	do .....	Repairing ordered Aug. 6, 1864.
Henry Brinker .....	do .....	Repairing, July 1, 1864.
Grand Gulf .....	Repairing at Northern ports.	New York since July 31, 1864.
Nereus.....	do .....	New York since Aug. 17, 1864.
Florida.....	do .....	New York since Aug. 19, 1864.
Dacotah.....	do .....	Boston, Aug. 1, 1864.
Mattabesett .....	do .....	Washington, Aug. 23, 1864.
State of Georgia .....	do .....	Philadelphia, Aug. 25, 1864.
Kansas.....	do .....	Philadelphia, Aug. 23, 1864.
R. R. Cuyler .....	do .....	Philadelphia, Aug. 26, 1864.
Glauce.....	do .....	Philadelphia, June 4, 1864.
I. N. Seymour .....	do .....	Baltimore, July 10, 1864.
Banshee.....	do .....	At Norfolk Aug. 16, and on the 19th to Baltimore.
New Berne .....	do .....	Supply steamer of the squadron.

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

S. P. LEE,

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

HON. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

*Letter from Captain Smith, U. S. Navy, to Lieutenant-General Grant, U. S. Army, regarding the search for torpedoes in the James River.*

U. S. SHIP ONONDAGA,  
*James River, September 1, 1864.*

GENERAL: I have respectfully to inform you that since the morning of the 29th ultimo the boats of the U. S. S. *Sassaacus* have been

employed dragging the river with grapnels below City Point to Harrison's Landing for the torpedoes supposed to have been placed in that vicinity, but have not succeeded in finding any. It is thought that their locality is not correctly defined or that the parties reporting them have been misinformed. I have ordered a steamer to patrol the river nightly from City Point to Harrison's Landing to prevent the enemy from indulging in any such diabolical tricks hereafter.

I am, general, very respectfully, your obedient servant,  
 MELANOTON SMITH,  
*Captain and Divisional Officer in James River.*

Lieutenant-General U. S. GEANT,  
*Commanding Armies of the United States.*

*Additional report of Acting Rear-Admiral Lee, U. S. Navy, regarding the chasing ashore of blockade runner near Fort Caswell.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Off Western Bar, Wilmington, N. C., Sept. 1, 1864.*

SIR: A steamer\* ran in on this side on the 26th ultimo at 12:15 a. m. The *Emma* (bar tender) first saw her, with jibs set, heard voices on board her, and following her from 3 to 2 fathoms water, fired 60 shot and shell at her, some of which, delivered at short range, Acting Volunteer Lieutenant Williams thinks took desirable effect. The moon rose at 1:15 a. m., which exposed the *Emma* to the assailing and the blockade runner to the covering fire of the battery, and prevented her being boarded and burned. The fire of the *Emma* drove the runner ashore about  $1\frac{1}{4}$  miles S. W. by W. of Fort Caswell and under the batteries. Next morning two schooners lightened the steamer, and at 2 p. m. she got afloat and passed up slowly, apparently in a damaged condition. She was a side-wheeler, with two stacks and two masts, mainmast apparently shot away. It is to be hoped that, like the *Badger* (reported by the *Lilian*), she is very seriously injured, if not unfitted for further service.

The *Vicksburg*, Lieutenant-Commander Braine (support to the bar boats), assisted in this assault on the runner, and will be provided hereafter with the means to blow up vessels in such cases. The *Vicksburg*, with her 100-pounder pivot, returned with some effect the fire of the battery, causing the enemy to darken some of their lights and slacken their fire. Lieutenant-Commander Braine asserts that the blockade runners are frequently fired at and injured, the consular report from Liverpool to the contrary notwithstanding.

There does not appear to be much blockade running this moon, so far, at least. This is owing to the yellow fever at Nassau and Bermuda, and to the increased and increasing vigilance of the bar tenders.

Watching the bar night after night is extremely severe on the officers of the few small steamers we have here. Steamers for this service should be seaworthy, work quickly, be of as light draft as may afford sufficient size to bear a few effective guns, and have stability to allow of accurate firing. The blockade runner, carrying high steam and being low and swift, soon passes out of sight of the blockaders near the bar, who, to avoid the noise and exposure of blowing off, must carry steam, as they can not move about freely and work off their

\* See pp. 400-402.

steam, being obliged to obtain and retain their positions carefully by the lead.

The fleet engineer has called the attention of the Chief of the Bureau of Steam Engineering to the efficacious English remedy practiced on board the *Lilian*, to have good steam, yet keep position and prevent noise.

The chase, begun near the bar by the *Santiago de Ouba*, reported in my No. 490 of the 13th ultimo, shows, as many other instances do, the necessity for blowers on board blockading steamers.

Captains Glisson and Sands and the commanding officers are now exerting themselves earnestly to make a good blockade of the two difficult and fortified entrances to Wilmington, which, separated by the shoals of Cape Fear, constitute this a double instead of a single port to blockade.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy.*

P. S.—I respectfully recommend that the bar tenders be provided with 24-pounders instead of 12-pounders, as the opportunity to fire is brief and the distance near. The 12-pounder can not produce sufficient effect.

S. P. LEE,

*Acting Rear-Admiral.*

[Endorsement.]

SEPTEMBER 13, 1864.

The Bureau has already ordered the 12-pounders of the *Aster* (the only bar tender named by Admiral Lee) to be changed for a 24-pounder. The change shall be made upon any others that he will name.

R. AULICK,

*Assistant Chief Bureau Ordnance.*

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*Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, regarding the blockading vessels off Western Bar.*

FLAGSHIP MALVEEN,

*Off Western Bar, September 1, 1864.*

SIR: My order of August 5 is recalled and corrected as follows: The blockaders should be painted the lightest lead color, the color used by the blockade runners. The bar tenders should not have any yards, sails, or masts, and all the steamers on the blockade of the bar, except the largest class, are better without yards and masts, and must leave them when they go to Norfolk.

The bar tenders must keep underway all night (see printed General Order of August 10, 1864) and as near to Western Bar Channel as their draft of water and the state of the light and weather will allow. The space extending from Marshall Shoal (Bald Head Channel, which must be closely watched) to about 3 miles west of Fort Caswell must be divided between the bar tenders according to the number of them, and close to this line of bar tenders must be stationed (underway) the

officer in charge of the bar tenders of this division, ready to succor them if required and to direct any boat operations that may be necessary.

The other blockaders should be on a northwesterly and southwesterly line, keeping in from 5 to 6 fathoms water, and moving along this line and dividing this space between them, communicating with each other like sentries on a beat, the limit of each beat to be determined by the divisional office from bearings on Bald Head light. The divisional officer will be outside this line.

The watch must be kept at their guns, ready to fire on blockade runners on the instant, and all hands must be quickly assembled at quarters when any vessel is seen at night not known to be a friendly blockader.

Respectfully, yours,

S. P. LEE,

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

Captain B. F. SANDS,

*Commanding Third Division, off Western Bar.*

*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, in view of the assignment of Commodore Rowan, U. S. Navy, to command in the sounds of North Carolina.*

NAVY DEPARTMENT, *September 1, 1864.*

SIR: The Department has this day appointed Commodore S. C. Rowan to assume command of the naval forces in the sounds of North Carolina, which will form hereafter a separate and distinct command.

You are directed to place him in possession of such information as may, in your opinion, seem to be necessary for the proper discharge of his duties.

Very respectfully,

GIDEON WELLES,

*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

*Order of the Secretary of the Navy to Commodore Rowan, U. S. Navy, assigning him to command the naval forces in the sounds.*

NAVY DEPARTMENT, *September 1, 1864.*

SIR: You are hereby appointed to the command of the naval forces in the sounds of North Carolina.

You will proceed as early as practicable and assume command, with authority to hoist a broad pennant.

This command will be separate and distinct from the North Atlantic Blockading Squadron, of which Acting Rear-Admiral Lee has been advised.

Very respectfully,

GIDEON WELLES,

*Secretary of the Navy.*

Commodore STEPHEN C. ROWAN, U. S. Navy,

*Philadelphia.*

*Report of Commander Macomb, U. S. Navy, regarding the capture of cotton in the Chowan River, September 1, 1864.*

U. S. S. SHAMROCK,  
*Albemarle Sound, September 25, 1864.*

SIR: I have the honor to report that on the 1st instant the steamer *Chicopee*, Commander A. D. Harrell, being sent by my order up the Chowan River to pull the army steamer *Pilot Boy* off some stumps on which she had grounded, captured 7 bales of cotton, which were turned over to Lieutenant [Giles F.] Ward, jr., of General Palmer's staff, who was in charge of the army steamer.

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

W. H. MACOMB,  
*Commander, Comdg. Naval Forces in the Sounds, North Carolina.*

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

*Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, transmitting official information from Halifax, Nova Scotia, regarding blockade runners.*

NAVY DEPARTMENT, *September 2, 1864.*

SIR: I transmit for your information the following extracts from a communication from an official who was recently in Halifax:

While in Halifax I learned that the Confederate blockade runners *City of Petersburg* and *Old Dominion* were expected there about September 1 with a cargo of cotton, which they would discharge and then return direct to Wilmington. Both vessels are very fleet.

I learned from one of the officers of the *Little Hattie* that the swift steamers *Lynx* and *Badger* were being fitted out at Wilmington to make a dash at our blockaders off that port. These vessels will have their machinery protected by compressed cotton. Their bulwarks will also be backed by the same material, and each vessel, having about 200 men, will sally forth early in September, and, by boarding, attempt the capture of one or more of our vessels. If precautions are not taken this plan will certainly succeed.

The *Edith* (counterpart of the *Tallahassee*) was to be fitted out as a war vessel at Wilmington immediately on her return from Bermuda. Expected to be ready for sea by September 20, and is to destroy our West India trade.

A regular line of blockade runners is to be immediately established between Halifax and Wilmington. This line will run until the fever subsides at Bermuda.

The foregoing information was procured principally from employes of the rebel Government, and is considered reliable.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.*

*Letter from the U. S. consul at Glasgow, Scotland, to the Secretary of State, correcting inaccuracies contained in previous dispatch.*

U. S. CONSULATE,  
*Glasgow, September 2, 1864.*

In my dispatch No. 98, of date August 31 1864, there are several inaccuracies, which I hasten to correct.

I then informed you that a blockade runner named *Charles* had sailed for Nassau under the command of Captain McHare. The vessel referred to and described is named the *Charlotte* instead of the *Charles*, is commanded by Captain McNeven instead of Captain McHare, whilst the *Julia*, another vessel spoken of in the same dispatch, is commanded by Captain McHare. Owing to the sickness prevailing at Nassau, which I mentioned, the *Charlotte* has changed her voyage from Nassau to Halifax, thus demonstrating that every British port in America is open to the contraband approaches of the enemies of the United States.

W. L. UNDERWOOD,  
U. S. Consul.

Hon. WM. H. SEWARD,  
Secretary of State, Washington, D. C.

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*Report of Lieutenant Cushing, U. S. Navy, regarding the boarding of the British brig Hound.*

NAVY DEPARTMENT,  
Washington, D. C., September 2, 1864.

SIR: The communication of the Department in reference to the British brig *Hound*, with the enclosures,\* has been received, and in reply I would state that at the time the *Monticello* was on her station off Wilmington, N. C., a small brig was reported in sight, and as usual directions were given to board her and overhaul her papers. I did not go on deck, but my executive officer, Acting Ensign Charles A. Pettit, carried the ship within hail and demanded name, destination, cargo, etc. By this time the steamer had forged ahead so as to be out of convenient hail, and two or three musket shots were fired well across the bow to bring her to. All the great guns were loaded with shell, and it was not deemed necessary to fire one. There was nothing dangerous or improper about the musket firing, but merely a notification that we wished to board. The captain of the *Hound*, however, hailed my ship in the most insulting manner, using oaths to emphasize his language, and my boarding officer, Acting Ensign Joseph Hadfield, reported on his return that the language and manner of the Englishman had been in the last degree improper both on deck in the presence of his men and below in the cabin. The brig was not too large for a blockade runner and was in my cruising limits; and I thought proper to overhaul her again and examine the papers myself, and in order to do so at my leisure I sent a boat to bring the captain and his papers. I have directed my officers to bring captain and papers on board in all cases where a spirit of malice is to be perceived, as I deem it a trick by which a captain might cause the boarding officer to overlook any informalities in the ship's papers.

The captain of the brig came aboard, and I took his papers, telling him I would look them over at my leisure, and he could remain or go aboard his ship, as he pleased. He informed me that he would remain, with my permission. I enquired what his conduct had been, and he answered by lame excuses and final retraction. I told him that he should see the propriety of apologizing to the boarding officer, and he expressed his willingness to do so. I then examined his papers, and finding them correct, told the captain to proceed.

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\* Not necessary to publish.

It would have made no difference in my action had the ship been American, or of other nationality, for a national ship must be treated with respect.

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

W. B. CUSHING,  
*Lieutenant, Commanding U. S. S. Monticello.*

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

[Telegram.]

NAVY DEPARTMENT, *September 3, 1864.*

Just returned. Does the fall of Atlanta make any change in your views—especially as to the time October 1?

G. V. FOX,  
*Assistant Secretary.*

Lieutenant-General GRANT,  
*City Point.*

[Telegram.]

CITY POINT, *September 3, 1864—6:30 p. m.*

It is impossible at this time to say what effect Sherman's victory may have on the time of undertaking the enterprise you speak of.

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

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

[Telegram.]

NAVY DEPARTMENT, *September 3, 1864.*

The *Onondaga* and the *Atlanta* will be the only ironclads retained in James River. Prepare the *Saugus* and *Canonicus* to go south. Convoy will be sent from the north. Answer.

GIDEON WELLES,  
*Secretary.*

Captain M. SMITH,  
*Senior Naval Officer, James River, City Point, Va.*

Operator at City Point, send this message to Captain Smith.

*Order of the Secretary of the Navy to Lieutenant-Commander Upshur, U. S. Navy, transmitting a communication to be forwarded to Acting Rear-Admiral Lee.*

NAVY DEPARTMENT, *September 3, 1864.*

SIR: I transmit herewith an important communication for Acting Rear-Admiral Lee, and it is desirable that it should reach him at the earliest moment. If there is no safe conveyance going to Beaufort by



sea at once, you will send any one of the vessels that may be available to Beaufort with the dispatch.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Lieutenant-Commander JOHN H. UPSHUR,  
*Commanding U. S. S. Minnesota, Hampton Roads.*

[Enclosure.]

NAVY DEPARTMENT, *September 3, 1864.*

SIR: The following enquiries are propounded to you:

1. Lockwood's Folly Inlet; depth of water, and what defenses.
  2. Character of Oak Island; feasibility of landing an army force on its beach; what batteries, and their distance from Fort Caswell.
  3. Number of channels and depth of water of each between Fort Caswell and Bald Head; whether any obstructions or torpedoes are laid down in these channels.
  4. Character and location of the enemy's works on Smith's Island; character of the south and east shores thereof, and the best points thereon for landing an army force.
  5. What is the character of the works of the enemy erected on Zeek's Island, and is the beach dry at low water from that island to Smith's Island?
  6. Describe the New Inlet channels.
  7. Is there an inside channel due north from Zeek's Island, close to Federal Point? If so, describe it.
  8. Character of the works on Federal Point and to the northward, as far as and including Masonboro Inlet.
  9. Character of the shore from Federal Point to Masonboro Inlet; the best place thereon for landing troops; whether there is any opening in said beach in which boats can enter, and if so, their depth; width of the narrowest strip of land between Myrtle Sound and high-water mark on the seashore opposite; give the height of the land north of Federal Point.
  10. Any information you can obtain as to the character of the defenses erected to prevent the approach of any army force toward Wilmington from Masonboro Inlet.
  11. Can monitors drawing  $11\frac{1}{2}$  feet of water enter Cape Fear River? If so, by what channel or channels?
  12. Can monitors drawing  $12\frac{1}{2}$  feet of water enter Cape Fear River? If so, by what channel or channels?
  13. Can vessels of the *Wabash*, *Brooklyn*, and *New Ironsides* class get near enough to Federal Point to use shells effectively in driving the enemy from any open works that are there?
  14. Are there any wooden vessels belonging to the Navy that could run the batteries, provided an army force cooperated on the land?
- The Department requires this information in full as early as possible, presuming that most of it is already in your possession.
- In addition to the answers to these specific enquiries, the Department will be glad to be furnished with any other items pertinent to the subject, as well as your views with regard to operations to close Cape Fear River to blockade runners.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,  
*Commanding North Atlantic Blockading Squadron, Beaufort, N. C.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Glisson, U. S. Navy, making a change in the instructions for blockading vessels.*

FLAGSHIP MALVERN,  
*Off New Inlet, Wilmington, September 3, 1864.*

SIR: All that portion of my instructions to you of August 3, beginning with the words "Station one blockader in position underway near Big Hill," is revoked and the following directions substituted:

The small vessels or bar tenders must watch the bar and its approaches to prevent blockade runners or armed vessels from getting into or out of Wilmington, keeping as close in as the light, the weather, and their draft will allow. A curve line extending from the opening north of Buzzard Bay to the first hill north of Big Pond should be divided between these bar tenders, according to their number and to the best advantage, having regard to the necessities of the service and to the qualities of the vessels and their commanders. Detail an attentive officer to move along and just outside these bar tenders, ready to succor them if necessary, and to direct any boat expeditions that may be required to participate in, which every vessel should be prepared for.

The other blockaders should move along just outside of these bar tenders in a N. N. E. and S. S. W. line, curving inshore at each end, dividing this space between them and communicating with each other like sentries on a beat, the limit of each beat to be determined by the divisional officer from bearings on the light houses.

The watch must be kept at their guns ready to fire on the instant on violators of the blockade, and all hands must be quickly assembled at quarters when any vessel is seen at night not known to be a friend.

Respectfully, yours,

S. P. LEE,

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

Captain O. S. GLISSON,

*Comdg. Division off New Inlet, N. Atlantic Blockadg. Squadron.*

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*Report of Captain Glisson, U. S. Navy, regarding the escape of a blockade runner.*

U. S. S. SANTIAGO DE CUBA,  
*Off New Inlet, September 3, 1864.*

SIR: I have the honor to report that at daylight this morning I discovered at anchor, under the guns of Fort Fisher and near an old wreck, a two piped side-wheel steamer. Seven or eight shot were fired from the shore batteries at us, and several shot were returned by the squadron at the steamer, all of which fell short, and the shot from the batteries falling short of the squadron. At 5 p. m. the steamer got underway and steamed into the river. I saw nothing of the strange steamer during the night. About 2 a. m. a rocket was thrown up from the direction of Bald Head light, in a S. E. direction, we heading S. S. W. in 8 fathoms water. I waited for a second rocket to be fired before I started in chase, which was the signal agreed upon that a vessel had escaped from port, and, not seeing the second rocket, I came to the conclusion that it was a false alarm. Enclosed you will find the reports\*

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\* Not necessary to publish.

of Commander [J. F.] Nickels, Samuel Huse, J. B. Breck, marked "A," "B," "C".

I am, very respectfully, your obedient servant,

O. S. GLISSON,  
*Captain and First Divisional Officer.*

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

[Endorsement.]

Respectfully forwarded for information of Navy Department. Acting Volunteer Lieutenant Nickels thinks the strange steamer is the one turned back by the *Cherokee* at 2 a. m. this morning.

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

[Telegram.]

CITY POINT [VA.], *September 4, 1864.*  
 (Received 5:40 p. m., 7th.)

SIR: Telegram\* received 12 m. Vessels ordered to prepare for sea and report when ready.

I have the honor to be, very respectfully,

MELANCTON SMITH,  
*Captain and Divisional Officer.*

Hon. GIDEON WELLES,  
*Secretary of Navy.*

[Telegram.]

FORT MONROE, *September 4, 1864.*  
 (Received 5:35 p. m.)

The U. S. S. *Glaucus* arrived here to-day from Delaware Breakwater.

J. H. UPSHUR,  
*Lieutenant-Commander, Senior Officer.*

Hon. GIDEON WELLES,  
*Secretary Navy.*

*Capture of the British steamer Elsie, September 4, 1864.*

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

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Beaufort, N. C., September 7, 1864.*

SIR: The *Elsie* ran out of Wilmington at 7:50 p. m. on the 4th instant and was captured at 10:30 a. m. next day, in latitude 32° 53' N., longitude 76° 40' W., by the *Keystone State* and *Quaker City*.

\* See p. 418.

The *Elsie* was seen and fired upon when she ran out by the *Nippon* and *Britannia*, and was chased off by the *Santiago de Cuba* until lost in the darkness. At 10:30 a. m. next day, the 5th instant, she was seen and captured as above mentioned, without papers or flag.

A shell from the *Quaker City* exploded in the forehold of the *Elsie* and destroyed about 150 bales of cotton. Part of the cargo was thrown overboard in the chase, and there are now about 250 bales on board. The prize will be sent to Boston.

Some of the statements of those captured on the prize should be received with reserve.

The *Elsie* is a new steamer, of light draft and fair speed, of the *Rothersay Castle* class, and this her first trip. She would be useful on the blockade if supplied with one 20 pounder Parrott and two 24-pounder howitzers. I recommend avoiding all attempts to fit her up as a man-of-war, but to use her pretty much in the condition in which she now is.

At 1:40 a. m. of the 5th instant a steamer ran into New Inlet, though seen and fired at by the *Nippon* and *Britannia*.

The blockade is closely and vigilantly kept, but it is impossible to prevent its violation on dark nights by steamers built for the purpose.

The enclosed reports give further particulars, viz:

1. Report from the *Santiago de Cuba*, dated September 5, 1864, of the chase of the *Elsie*.
2. Report from the *Britannia*, same date, of seeing and firing at a steamer running out on the night of the 4th instant.
3. Same from the *Nippon*.
4. Report from the *Keystone State*, same date, of the capture of the *Elsie*, enclosing prize list.
5. Same from the *Quaker City*, September 6, with particulars.
6. Report of Acting Master T. C. Dunn, *Malvern*, of examination of the master and chief engineer of the *Elsie*.

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

S. P. LEE,

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

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

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Report of Captain Glisson, U. S. Navy, commanding U. S. S. *Santiago de Cuba*.

U. S. S. SANTIAGO DE CUBA,  
*At Sea, September 5, 1864.*

SIR: I have the honor to report to the admiral that last evening, the 4th September, at 7:45 p. m., several rockets were thrown up from the bar tender in a S. E. direction, and several guns were fired. At this time the *Santiago de Cuba* was heading N. N. E., in 8 fathoms water, Federal Point light W.  $\frac{1}{2}$  S., with a full head of steam on; beat to quarters and cleared ship for action, and hauled in toward the light-house on Federal Point. Seeing another rocket thrown to the southward and eastward, stood out S. S. E.; at 8:15 p. m. steering S. E. At 8:30 p. m. the lookouts discovered black smoke S. E.  $\frac{1}{2}$  S. Started ahead under a full pressure of steam. Soon the chase was on our port bow. At 8:40 p. m. kept away S. E. At 8:45 p. m. kept away again S. E.  $\frac{1}{2}$  E to bring the black smoke ahead. At 9 a. m. kept away E. S. E. to keep

the chase ahead. At midnight the black smoke in sight ahead, steering E. S. E. At 1 a. m. chase edging to the eastward, kept away E. by S.  $\frac{1}{2}$  S. At 2 a. m. lost sight of the black smoke in a heavy rain squall from S. S. E. At daylight discovered a sail E. N. E., steered for her and soon discovered it to be a brig standing to the northward and eastward. At 5:50 a. m. discovered her to be a sailing brig beating to the southward and westward. At 6 a. m. wore ship and stood for New Inlet, W. by N.

I am, very respectfully, your obedient servant,

O. S. GLISSON,

*Captain and First Divisional Officer.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

Report of Acting Volunteer Lieutenant Huse, U. S. Navy, commanding U. S. S. *Britannia*.

U. S. S. BRITANNIA,

*Off New Inlet, North Carolina, September 5, 1864.*

SIR: In obedience to your order I submit the following report of last night's occurrences:

At 7:50 p. m. saw two rockets thrown toward us by a ship to southward, followed by four guns. Went to quarters. At 8:05, ship heading south in 5 fathoms of water, Mound bearing W. S. W., saw a vessel nearly ahead, standing toward us. Ran for her, when she changed her course to E. Put the helm hard-astarboard and commenced firing as soon as the starboard guns would train on her, when, seeing that we would cut her off, she turned again, and ran across our stern, and stood to the northward and eastward. Continued turning and ran for her, throwing up two rockets, but owing to our low speed and the space this ship requires to turn in, soon after, at 8:10 p. m., lost sight of chase. Fort Fisher and battery north of it fired four shell, exploding very near us. Exchanged signals with three ships south and east and one ship to northward. Having reached 8 fathoms of water, turned back. At 9:15 p. m. were spoken by *Malvern* in 7 fathoms of water, after which resumed our station. At 1:20 this morning, ship on station in 5 fathoms of water, saw four guns fired by a ship to southward. Went to quarters. Fort Fisher and batteries to southward of it fired at intervals about twenty heavy guns. At 1:40 exchanged signals with the *Buckingham* to northward. Sent watch below. At 4:45 commenced running out. At 4:25 Fort Fisher opened, firing about fourteen shells, some of which passed over, while others exploded close under the counter. Saw a side-wheel steamer with two smokestacks near the Mound. Found the fighting socket for starboard 24-pounder howitzer started. At 5:30 a. m. came to with kedge near flagship. Accompanying this I send a diagram showing the positions.

Very respectfully, your obedient servant,

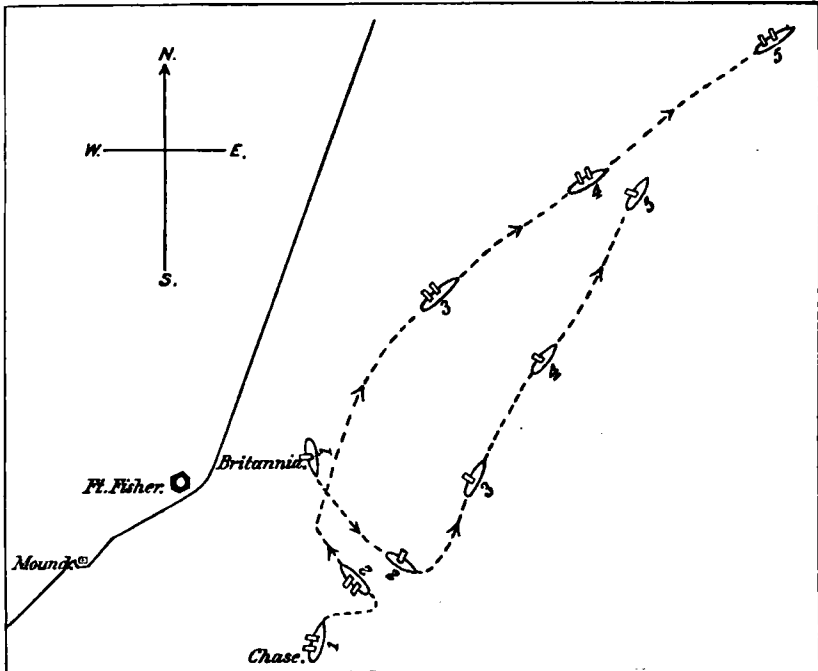
SAMUEL HUSE,

*Acting Volunteer Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

[Enclosure.]



This diagram shows the movements and relative positions of the two ships, No. 1 signifying their positions when chase was first seen from *Britannia*. Both courses and distances are estimated; not drawn to scale.

Report of Acting Volunteer Lieutenant Breck, U. S. Navy, commanding U. S. S. *Nippon*.

U. S. S. *NIPPON*,  
Off New Inlet, North Carolina, September 5, 1864.

SIR: I have the honor to forward reports of Executive Officer H. S. Borden, I being on the sick list, but on deck, at the time of sighting both blockade runners. The steamer that we sighted at 8 o'clock (last evening) was a side-wheel, double smokestack, two low masts and top mast, and steering about E. or E. by N., this ship heading southwest at the time. We fired at her and then threw rockets as long as she was to be seen, some of our shots taking effect, as we heard the screams of those on board. Soon after we lost sight of her, we heard firing at N. E., no doubt from the *Britannia*. We returned to our station after losing sight of her. While on our station (at 1:30 a. m. this morning), in 5 fathoms of water, Mound light bearing W. by N., this vessel heading about E. S. E., saw a steamer going rapidly toward the bar. Immediately opened fire upon him with all our guns, nearly all, I am confident, taking effect. Fort and batteries immediately opened fire upon us.

Several shots striking within a few feet of us, deemed it prudent to haul off, but soon after returned to our station.

Very respectfully, your obedient servant,

J. B. BRECK,

*Acting Volunteer Lieutenant, Commanding U. S. S. Nippon.*

Acting Rear-Admiral S. P. LEE, U. S. Navy,

*Commanding North Atlantic Blockading Squadron.*

[Enclosure A.]

U. S. S. NIPPON,

*Off New Inlet, North Carolina, September 5, 1864.*

SIR: I have the honor to report that about 1:30 a. m. this morning, in 5½ fathoms of water, Mound bearing W. by N., discovered a steamer coming from the N. E. Immediately challenged, but received no answer; beat to quarters and commenced firing. Fired 2 12-pounder howitzer shells, 2 20-pounder Parrott shells, 1 stand of grape, 1 5-second shell, and 1 solid shot from the 32-pounder; 2 howitzer shells, 1 stand of grape, and 1 32-pounder shell taking effect. The steamer got over the bar and steamed up to the Mound. The fort and batteries immediately opened fire, several shells coming in close proximity to us.

Very respectfully, your obedient servant,

H. S. BORDEN,

*Acting Ensign and Executive Officer.*

Acting Volunteer Lieutenant J. B. BRECK,

*Commanding U. S. S. Nippon.*

[Enclosure B.]

U. S. S. NIPPON,

*Off New Inlet, North Carolina, September 5, 1864.*

SIR: I have the honor to report that on the night of the 4th, about ten minutes before 8 p. m., discovered a steamer coming over the bar of New Inlet, this vessel being in 5½ fathoms of water and Mound bearing W. ¼ S. Upon discovering the steamer, beat to quarters and fired 2 12-pounder howitzers, 3 32-pounder shells, and 2 20-pounder Parrott shells, using 7 rockets, 1 howitzer shell taking effect. The steamer after leaving the bar steered to the N. E. Losing sight of her, I returned to my station.

Very respectfully, your obedient servant,

H. S. BORDEN,

*Acting Ensign and Executive Officer.*

Acting Volunteer Lieutenant J. B. BRECK,

*Commanding U. S. S. Nippon.*

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Report of Lieutenant Casey, U. S. Navy, commanding U. S. S. Quaker City.

U. S. S. QUAKER CITY,

*Beaufort, N. C., September 6, 1864.*

SIR: I have the honor to report the capture of the British steamer *Elsie* on the morning of the 5th instant, under the following circumstances:

At 6 a. m. of that morning, while cruising in latitude 33° 47' N., longitude 76° 04' W., black smoke was discovered bearing S. Chase was immediately made, the *Keystone State* accompanying us. A two-funneled side-wheel steamer was soon discovered steering to the southward. At 8:40 a. m., finding that we had gained sufficiently to bring

the steamer within range, both vessels opened a continuous fire upon her, the suspicious steamer simultaneously hoisting English colors. At 10:30 a. m. she suddenly stopped and hauled down her ensign. The *Keystone State* being a little the nearest vessel, boarded her followed immediately by the boats of this ship, commanded by myself. On boarding her, I was informed that she was the British steamer *Elsie*, with a cargo of cotton from Wilmington, having run the blockade of Eastern Bar the night previously under a heavy fire from the blockading fleet. Some of the crew also informed me that a shell from the gun (30-pounder Parrott) of the *Quaker City* had struck the vessel on the starboard side, abreast the forehatch, penetrating the hull about 18 inches from the water line, and, exploding, had set fire to the cargo. Perceiving a dense smoke issuing from the fore part of the vessel, the crews of both ships were at once set to work to stop the shot hole and put out the fire. After the most unremitting exertions for six hours, and with the aid of the steam pumps of both this vessel and the *Keystone State*, the fire was extinguished. I then took her in tow for this port. I have been unable to ascertain the exact amount of cotton on board at the time of sailing, but I am told there were about 400 bales, of which about 150 had been thrown overboard during the chase. Nearly all the cotton in the forehold is more or less damaged by fire, but that in the main hold is uninjured. It became necessary, in order to extinguish the fire, to cut away a portion of her main deck forward; otherwise little damage was sustained by the vessel. I have caused an examination of the captured crew to be made in accordance with general order of May 9, 1864. The *Elsie* registered 169 tons, and was built in Greenock, Scotland. I learn from the master that this was the first voyage of this vessel, and that she is just fresh from the hands of the builders. Scarcely any papers were found on board, the only ones of any importance being the agreement or shipping articles of the vessel when bound from Greenock to Bermuda, and a letter supposed to be written by the master, which has been enclosed to the judge of the United States district court at Boston, accompanied with engineer's log book, also account book containing letters and accounts belonging to the captain.

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

SILAS CASEY,

*Lieutenant, Commanding.*

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

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Report of Acting Volunteer Lieutenant Dunn, U. S. Navy, commanding U. S. S. *Malvern*.

U. S. S. MALVERN,

*Beaufort, N. C., September 6, 1864.*

SIR: In obedience to your verbal order of this date, I have examined the captain and chief engineer of the prize steamer *Elsie* and beg leave to report the following statements as made by them:

Captain LAKE, being questioned, stated as follows:

I am a native of England. Was formerly a lieutenant in the British naval service. This is my first attempt at running the blockade. I was late in command of the British steamer *Elsie*, owned by parties in London and Wilmington. Carried no cargo; only coals for return trip. I went into Wilmington about the 2d of August. Laid at Smithfield (Smithville) thirty days in quarantine. I went in over the Western Bar about 4:30 a. m. I passed several blockading vessels as I went in; one so close that I could distinguish the men on her fore-castle.



I got ashore near Fort Caswell and did not get off until about 10 a. m. of same day. The same night I went in three other vessels went in by the western and one by the eastern channel. I decline giving any information about vessels in Wilmington. The *Hawk* is not there and never has been. She draws 13 feet water, which is too much to run the blockade with. I came out about 8 p. m. the night of the 4th instant over the Eastern Bar; was fired at by three or four vessels, but was not hit. Saw a number of rockets fired. One vessel was seen to chase us close for about an hour, then lost sight of her. Steered a number of courses in the night with a view to baffle pursuit. At daylight in the morning was seen and chased by two steamers. At 10 a. m., having received a shell in my starboard side, which penetrated into the hold and set the cargo on fire, I surrendered my vessel to the U. S. S. *Keystone State*.

DUNCAN COLQUHOUN, chief engineer of prize steamer *Elsie*, being questioned, made the following statement:

I left Greenock in the *Elsie* in July last, bound to Havana. We got short of coals and put into Bermuda; from there we ran into Wilmington in the early part of August. We carried in no cargo. We were quarantined for thirty days. The vessel is new and cost £13,800. On her passage out she averaged about 9 knots. Her best speed is about 12 knots in the river. Her draft, cotton loaded, is 7 feet 6 inches. While in Wilmington I saw several vessels loading. Among them was the *City of Petersburg*, *Florrie*, *Coquette*, and some others whose names I do not know. The *Coquette* was a three-masted propeller, and was loaded with cotton ready for running when we came out. The *Hawk* I saw in Bermuda. I understood she was to load with cotton for London. She is not in Wilmington and never has been. She can not steam over 10 knots. I saw the *Tallahassee* in Wilmington. She was lying at anchor in the river. She did not appear to be having anything done to her. I heard that her machinery was much injured by hard usage during her cruise. We came out over the Eastern Bar; were fired at by a number of vessels, but were not hit. The *Falcon*, *Flamingo*, and *Plarmigan* are owned by the Confederate Government, and are said to be very fast, from 14 to 15 knots. The *Flamingo* and *Plarmigan* are laid up in Bermuda waiting for crews, on account of yellow fever. The *Falcon* is running between Wilmington and Halifax. They all have smokestacks.

The vessels now in Wilmington loading are the *City of Petersburg*, *Florrie*, and *Let Her Be*. Some others are lying at quarantine whose names I do not know.

The above statement was certified to on oath.

Very respectfully, your obedient servant,

THOS. C. DUNN,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

SEPTEMBER 7, 1864.

JOHN MCKEEN, quartermaster, being examined, stated as follows:

I was quartermaster on the blockade-running steamer *Elsie*. Came out from Greenock in her. We went into Wilmington in the early part of August by the western channel. The *Florrie* went in the same night by the eastern channel.

The *Coquette*, *Old Dominion*, *Florrie*, *City of Petersburg*, *A. D. Vance*, *Hope*, and *Let Her Be* were in Wilmington when we came out. The *Tallahassee* was there also. I heard it said that she would start on another cruise in a day or two. The river is full of obstructions and torpedoes, but I do not know where they are placed. When we came out the pilots went in boats to the bar and showed lights by which we ran out. We were seen and fired at by several vessels, but were not hit. We ran some 6 miles along the coast to the N. E. before we hauled off to the eastward. After losing sight of the blockading vessels off the bar we saw no others till daylight. On the same night that the *Tallahassee* went into Wilmington the *A. D. Vance* was chased when going in the western channel, and got ashore some distance outside of Fort Caswell. The blockaders fired at her and one shell burst on her decks, upon which her crew all left her. After the firing ceased they returned on board and got her afloat again as the tide rose. The vessel was somewhat injured by getting ashore.

This is my first trip in running the blockade.

This statement was made to me by the said John McKeen, who testified to the same on oath.

THOS. C. DUNN,

Acting Volunteer Lieutenant, Commanding.

*Report of Acting Volunteer Lieutenant Trathen, U. S. Navy, commanding the U. S. S. Mount Vernon, regarding the chase of a blockade runner, September 4, 1864.*

U. S. S. MOUNT VERNON,  
Beaufort, N. C., September 14, 1864.

SIR: I have the honor to report that I left the inner blockade station off the Western Bar, Cape Fear River, on the 29th ultimo, and on the 4th instant, at 1:20 p. m., in latitude 33° 23' N., longitude 77° 15' W., we discovered black smoke bearing S. E. by S. We immediately started at full speed in chase, and at 3 p. m. made her out to be a propeller, painted light lead color, with one smokestack and two masts. We were now gaining on her. At 4 p. m. we discovered the chase to be throwing overboard what appeared to be heavy packages, after which she left us very fast, and at 7 p. m. she was entirely out of sight. After steering the same course until 7:30 p. m. and seeing nothing of her, we slowed down and stood to the N. E. We were now in latitude 31° 28' N. and longitude 77° 53' W. During the whole of this chase the *Mount Vernon* averaged 11½ knots per hour. The above is the only vessel that we have seen during the cruise that looked like a blockade runner.

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

JAMES TRATHEN,  
*Acting Volunteer Lieutenant, Commanding.*

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

*Report of Commander Macomb, U. S. Navy, giving information regarding the Confederate ram building at Halifax, N. C.*

U. S. S. SHAMROCK, September 4, 1864.

SIR: I am informed by citizens of Edenton, [N. C.], that the rebel ram building at Halifax is ready for service and is expected to attack this division in about fifteen days.

Refugees have reported that the *Albemarle* was waiting at Plymouth until the second ram should be completed before again venturing into the sound.

Very respectfully, your obedient servant,

W. H. MACOMB,  
*Commander, Comdg. 4th Div. North Atlantic Blockading Squadron.*

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

P. S.—If the *Mattabesett* and *Tacony* can be sent back here soon, I should like to have them before the fall freshet, as the ram in the Neuse may come down at that time.

Respectfully,

W. H. MACOMB.

*Report of Captain Smith, U. S. Navy, transmitting report regarding the removal of the wreck of the bark Greenland.*

HAMPTON ROADS, VIRGINIA, September 5, 1864.

SIR: I herewith transmit a report of Mr. Hayden in relation to the removal of so much of the wreck of the bark *Greenland* as was con-

sidered dangerous to navigation, and is again employed on Elizabeth River obstructions.

Very respectfully, your obedient servant,

MELANCTON SMITH,  
*Captain and Divisional Officer in James River.*

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

[Endorsement.]

SEPTEMBER 14, 1864.

On September 3, 1864, Mr. Hayden removed the masts of the *Greenland*.

I never authorized Mr. Hayden to touch the obstructions in Elizabeth River.

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

[Enclosure.]

U. S. S. DAWN,  
*Hampton Roads, Virginia, September 3, 1864.*

SIR: Captain Jackaway, of the U. S. S. *Dawn*, brought your instructions on the 2d instant for me to proceed with him outside of Cape Henry to search out and remove the spars, etc., belonging to the wreck of the late bark *Greenland* (sunk at sea), as previously described by Acting Rear-Admiral Lee's dispatch of July 25.

I accordingly embarked on board the *Dawn* with Mr. Brown, my assistant, with submarine apparatus, and reported on board U. S. S. *Minnesota*, and was there furnished by Captain Upshur with the necessary powder, and same evening proceeded to sea.

Soon after daylight of this date Captain Jackaway discovered the spars in question. They presented a dangerous obstruction to navigation, head of the maintopmast being broken off at the sheavehole, standing erect 6 feet above the surface of the water; maintopmast attached, one end above water, with a portion of the topsail remaining along the leech rope; mainyard cockbilled; yardarm 3 feet above water, with boomiron remaining (fore and mizzenmasts gone). Sea rough, yet I managed to fire one effective charge of 110 pounds powder 35 feet below the sea's surface, breaking the lowermast in several pieces down to the deck. The masts, etc., had been considerably burned.

The *Dawn* towing the debris some distance and breaking away some rigging that held it to the hull, by further search it was apparent that no further impediment remained.

Captain Jackaway finds the position nearly corresponds with that given by Captain Ridgely, of the *Shenandoah*.

I proceed again to resume my duties on the Elizabeth River obstructions.

Very respectfully,

LEVI HAYDEN,  
 Of MAILLEFERT & HAYDEN,  
*Submarine Engineers.*

Captain M. SMITH,  
*Divisional Officer, James River, Virginia.*

*Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding a proposed joint attack upon the defenses of Cape Fear River.*

NAVY DEPARTMENT,  
Washington, September 5, 1864.

SIR: It has been the endeavor of the Navy Department since the winter of 1862 to get the consent of the War Department to a joint attack upon the defenses of Cape Fear River, but they have decided that no troops could be spared for the operation. Lieutenant General Grant has recently given the subject his attention, and thinks an army force can be spared and ready to move by the 1st day of October. Upon consultation, he is of the opinion that the best results will follow the landing of a large force under the guns of the Navy on the open beach north of New Inlet, to take possession and intrench across to Cape Fear River, the Navy to open such fire as is possible upon the works on Federal Point, in conjunction with the Army, and at the same time such force as can run the batteries to do so, and thus isolate the rebels. At ordinary high water the chart gives 12 feet on New Inlet bar, but Lieutenant Cushing, who has sounded it, says there is 14; this, however, requires verification. The double-enders and small screw gunboats are the only wooden vessels that can go in, and possibly the monitors of the *Passaic* class.

The lieutenant-general considers that much of the success of this plan will depend on its secrecy, and it is agreed that most of the naval force shall assemble at Port Royal, and indications be thrown out that a naval attack is meditated upon Charleston.

You are selected to command the naval force, and you will endeavor to be at Port Royal by the latter part of September, where further orders will await you. Bring with you to the rendezvous at Port Royal all such vessels and officers as can be spared from the West Gulf Squadron without impairing its necessary efficiency, and when you leave, turn over the command of the squadron to the officer next in rank to yourself until the pleasure of the Department shall be known.

I send you by this mail a sketch showing our present knowledge of the ground. Fort Fisher is a casemated work of sand. All the others are 2 and 4 gun batteries en barbette. There is one ironclad finished in the river and in commission.

The *Colorado*, *Wabash*, *Minnesota*, *New Ironsides*, *Susquehanna*, *Canandaigua*, *Juniata*, about a dozen of the double-enders and screw gunboats, three or four monitors of the *Passaic* class, one light-draft monitor, one new double-turreted monitor, built of wood, at the Boston navy yard, and the whole of Acting Rear-Admiral Lee's squadron, besides such vessels as you may bring up from the Gulf, are at your disposal.

If the captured *Tennessee* is brought around to Port Royal, it will relieve a monitor there, and then she can be brought to Philadelphia and coppered and put in thorough repair.

The Department will thank you to indicate your views and wishes in regard to the matter, and authorizes you to call for any or all of the naval force available at that time to the Department. The operation is an important one, as closing the last port of the rebels, and destroying their credit abroad, by preventing the exportation of cotton, as well as preventing the reception of munitions and supplies from abroad.

The whole subject is committed to your hands so far as this Depart-

ment is concerned, in the confident expectation that success may attend our arms.

Very respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary of the Navy.*

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

[Telegram.]

WASHINGTON, *September 5, 1864—6 p. m.*

Launches ordered by telegraph from here, Philadelphia, and New York. Vessels beginning to arrive at Hampton Roads. Admiral Porter returns from the West to-morrow, and will go direct to you. The information and maps I sent you some time since were furnished by a Northern man who left the South very lately, and he has resided at W. [Wilmington!] thirty years. He knows the sentiments of people on the coast, and has other information, and as Governor Andrew vouches for him I will send him down in the boat that carries Admiral Porter.

G. V. FOX,  
*Assistant Secretary of the Navy.*

Lieutenant-General GRANT.

*Order of the Secretary of the Navy to Captain Smith, U. S. Navy, regarding the U. S. steamers Juniata and Glaucus.*

NAVY DEPARTMENT, *September 5, 1864.*

SIR: The *Juniata*, Captain William Rogers Taylor, and the *Glaucus*, Commander C. H. B. Caldwell, have been directed to report to you for duty. Both of them are at Hampton Roads.

Send the *Canonicus* and *Saugus* to Port Royal, S. C., under convoy and towage of the *Juniata* and *Glaucus*, with instructions to the *Juniata* to return to Hampton Roads, and the *Glaucus* to join the blockade off Wilmington, on completing the special duty assigned to them.

GIDEON WELLES,  
*Secretary of Navy.*

Captain MELANCTON SMITH,  
*James River.*

*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, regarding division of prize money in case of a capture by the supply vessel.*

FLAGSHIP MALVERN,  
*Off New Inlet, September 5, 1864.*

SIR: The transport steamer *New Berne*, supply vessel of the two blockading divisions off Wilmington, is attached to both, in order, as requested by Captain Glisson, that the divisional officer's share of prize money, in case of any capture by her, may be divided equally between you.

Very respectfully, yours,

S. P. LEE,  
*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*  
Captain B. F. SANDS,  
*Comdg. 3d Division, North Atlantic Blockading Squadron.*

*Report of Acting Master Johnson, U. S. Navy, regarding a search for torpedoes in the Roanoke River.*

U. S. S. COMMODORE HULL,  
*Albemarle Sound, September 5, 1864.*

SIR: In obedience to your order I this morning took two boats from this ship, namely, first and second cutters, and proceeded to the mouth of the Roanoke River, in order to raise the torpedoes placed there by boats from this vessel in May last. On my arrival at the spot they were placed, I found two of them floating on the surface of the water, near the right bank of the river, being attached by a small rope to a weight at the bottom. I then made fast to them and took them inshore, disconnecting the wires so as there would be no danger of an explosion. I then commenced to drag the river from one side to the other for the other two, four being the number placed there. After dragging the river for nearly three hours, I succeeded in finding three of the weights belonging to them, but did not succeed in finding the torpedoes. In order to better satisfy myself that the torpedoes were not attached to the weights, I requested two of my men to dive and see if they could discover anything connected with them, which they did, but could find nothing. I then came to the conclusion that they had broken adrift, the line they were moored with being only 15-thread ratlines, and about four months in the water had become rotten. I then took the two torpedoes and towed them alongside the *Shamrock*, in obedience to your orders.

Respectfully,

J. O. JOHNSON,  
*Acting Master, U. S. Navy.*

Commander WM. H. MACOMB,  
*Comdg. Third Division, North Atlantic Blockading Squadron.*

[Endorsement.]

This report, it will be seen, confirms what the man from the *Southfield* says in relation to these torpedoes, *i. e.*, that the rebels have got two of them.

*Report of Acting Rear-Admiral Lee, U. S. Navy, requesting Department's authority for a conference regarding a joint attack upon the defenses of Cape Fear River.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Beaufort, N. C., September 6, 1864.*

SIR: Notwithstanding that the blockade of Wilmington is now as close as it is practicable to make it with the means at command, and is without doubt the best blockade ever known, yet it is impossible to prevent violations of it, owing to the facilities afforded by the use of steam on dark nights.

The only effectual remedy is to take possession of Cape Fear River, and now that troops are available under the draft, I respectfully suggest to the Navy Department the expediency of allowing me an opportunity to communicate in person with Lieutenant-General Grant on this important subject. The approaching light nights will readily admit of my leaving this vicinity for that purpose, and the authority of the Navy Department to do so will reach me in a few days if sent through

Lieutenant-Commander Upshur, of the *Minnesota*, at Hampton Roads, with appropriate directions.

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

S. P. LEE,

*Acting Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*

HON. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

*Report of Captain Glisson, U. S. Navy, of the entrance of a blockade runner.*

U. S. S. SANTIAGO DE CUBA,

*Off Wilmington, September 6, 1864.*

SIR: I have the honor to report to the admiral that another side-wheel steamer, with two pipes and one mast, passed into this harbor about 9:45 p. m. of last evening, in a heavy squall of wind and rain from the northward and westward, and only one of the squadron (the *Nippon*) seeing her. Enclosed you have the report, marked "A." We are doing all in our power to stop this blockade running, but I am fearful that all the sleepless nights that we are passing will not stop this blockade running, and the sooner a force is landed the better. The taking of Fort Fisher is perfectly feasible with 20,000 men, and the port of Wilmington is the only hope of rebeldom. I feel convinced that if this port is taken the rebellion will not last three months.

I am, very respectfully, your obedient servant,

O. S. GLISSON,

*Captain and First Divisional Officer.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

[Endorsement.]

SEPTEMBER 9, 1864.

Approved as to stopping blockade running by taking Wilmington.

S. P. LEE,

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

[Enclosure.]

U. S. S. NIPON,

*Off New Inlet, North Carolina, September 6, 1864.*

SIR: I have the honor to report that about 9:45 p. m. of the 5th, in 7 fathoms water, steaming S. W., Mound bearing W. S. W., discovered a steamer coming in from the eastward, steering about W. by S., crossing our stern, immediately put the helm to port, bringing the vessel parallel to the blockade runner, trained the howitzer upon him, pulled the lock string, the primer failing to go. At the same time, the runner discovering us, kept off about W. N. W., which caused us to change our position, and before getting our guns to bear upon him he disappeared under the land, not being in sight more than two minutes at the most.

I am, respectfully, your obedient servant,

H. S. BORDEN,

*Acting Ensign and Executive Officer.*

Captain O. S. GLISSON,

*Comdg. First Division, North Atlantic Blockading Squadron.*

*Report of Acting Volunteer Lieutenant Williams, U. S. Navy, commanding U. S. S. Emma, regarding the chase of a blockade runner.*

U. S. S. EMMA,  
Off Wilmington, N. C., September 6, 1864.

SIR: I very respectfully report that at 10 o'clock p. m. of the 6th instant, this ship being then at her station off Western Bar, in 4 fathoms of water, with Bald Head light bearing E. by S., the report of a gun was heard in a S. E. direction, immediately followed by a rocket thrown in an easterly direction. I immediately steamed toward Marshall Shoal, the direction indicated by the rockets; meantime had crew called to quarters. During the next half hour saw several rockets thrown up in different directions from E. to S. E. and heard the report of guns to the S. E.

The state of the atmosphere was such that it was difficult to distinguish objects near the land.

When returning to our station we saw U. S. S. *Victoria*.

At daylight saw a small steamer near Fort Caswell.

Very respectfully, your obedient servant,

JAMES M. WILLIAMS,  
Acting Volunteer Lieutenant, Commanding.

Captain B. F. SANDS,

Comdg. Division Western Bar, off Wilmington, N. C.

*Report of Acting Volunteer Lieutenant Dennison, U. S. Navy, commanding U. S. S. Eolus, regarding the chase of a blockade runner.*

U. S. S. EOLUS,  
Off Western Bar, Wilmington, N. C., September 7, 1864.

SIR: Having the N. W. station off the Western Bar, Wilmington, N. C., I have the following report to make: At 10 p. m. of the 6th instant, Bald Head light bearing E. by S., and being in 4 fathoms of water, I saw three flashes and heard the report of several guns bearing S. E. During the firing there were five rockets thrown, two tending to the westward and three to the southward. At the time I heard the first gun, I ordered the steam to be run up, went to quarters, and steamed in the direction of the firing. Finding it would take me off my station and leave that part of the bar open to the runners, I turned to the northward and ran into 3½ fathoms of water to prevent anything going between me and the shore. At 10:20 p. m. all firing ceased. At 11 p. m., not seeing any of the runners, I worked steam down and took station near the wreck of the *Georgiana McCave*. The night being very dark and the weather thick to the southward of me, I could not have seen a vessel offshore more than 200 yards.

Very respectfully, your obedient servant,

WM. E. DENNISON,  
Acting Volunteer Lieutenant, in Command.

Captain B. F. SANDS, U. S. Navy,

Senior Officer off Western Bar, Wilmington, N. C.



*Report of Captain Sands, U. S. Navy, transmitting reports regarding chase of blockade runners.*

U. S. S. FORT JACKSON,  
*Western Bar, Off Wilmington, September 7, 1864.*

SIR. I enclose herewith reports of commanding officers of the *Victoria*, *Tristram Shandy*, and *Alabama* of the escape of one blockade runner and the driving back of another on the night of the 6th instant.

They evidently made the attempt in couples; one trying the bar channel, as seen by the *Victoria*, and driven back by her, probably disabled; the other pursued and fired into by the *Tristram Shandy*, coming out by Bald Head channel.

In the obscurity of the squally weather the *Alabama* probably saw both the *Tristram Shandy* and her chase, confounding one with the other. The vessel she saw with a light was the *Tristram Shandy*, with a light over her stern to show she was chasing (the signal I have adopted to distinguish chaser from chased, if more than one join the chase).

At the firing my crew were called to their quarters, and steam run up, and steamed S. S. E., but showing so much luminous water under her paddle wheels that I stopped to await events and not expose my whereabouts to the runner and [be] ready to run for her should she be seen. We saw the light mentioned by the *Alabama's* commanding officer, and there being a cessation of firing, we stood for it, but soon lost it in the black rain squall to the southward and eastward, and returned to our station.

It was a night most advantageous to blockade running, a heavy squall from N. and E. just as the moon set, which soon darkened the horizon so as to entirely obscure a vessel that could get it for a background, and it was profited by, enabling one of them to escape, though both of them seen to be well hammered in the gantlet they had to pass.

Respectfully, etc., your obedient servant,

B. F. SANDS,  
*Captain, U. S. Navy, Commanding Division Western Bar.*

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

[Enclosures.]

U. S. S. TRISTRAM SHANDY,  
*Off Western Bar, Cape Fear River, September 7, 1864.*

SIR: I would respectfully make the following report in regard to a blockade runner seen by me last night:

About 9:30 p. m. saw a steamer close to us on the port bow and steering S. S. E. directly for us (at the time we were heading east); immediately after she passed very close to us and across our bow. I challenged her as soon as possible after sighting her, and not receiving an immediate answer I fired into her with the forward howitzer, striking her on the starboard side. I heard the shell strike the vessel; it being percussion, exploded, and must have done some damage. I gave chase immediately, kept her in sight for two hours, gaining on her the whole time. The weather being very dark and squally, lost sight of her soon after passing the end of the shoal, when I returned, and at 7 a. m. anchored close to day station. She was a double smokestack side-wheel steamer and a small vessel. She passed so close to this vessel that cotton could be seen on her decks.

During the chase the log was thrown several times. Twenty minutes after starting we were going  $13\frac{1}{2}$  knots; after we had run one hour I hove the log myself twice from the paddle box, and we were running  $14\frac{1}{2}$  knots. At the time we were carrying 25 pounds of steam, and if this steamer had been in good order we could have carried 10 pounds more, and might have made at least 15 knots, and I am sure, sir, the blockade runner would not have escaped, but that I would have captured him.

I am, sir, very respectfully, your obedient servant,  
 EDWARD F. DEVENS,  
*Acting Volunteer Lieutenant, Commanding.*

Captain B. F. SANDS, U. S. Navy,  
*Senior Officer Commanding Third Division.*

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U. S. S. VICTORIA,  
*Off Western Bar, North Carolina, September 7, 1864.*

SIR: I have the honor to report that on the 6th instant at 9:45 p. m., being in 4 fathoms water with Bald Head light bearing E.  $\frac{1}{2}$  N. and Bug light N. E.  $\frac{3}{4}$  N., saw a steamer pass Bug light; went to quarters and awaited her approach. At 9:50 she crossed the bar and changed her course to the S. E. (our head being in the same direction). I waited until she was abeam and then at 9:55 fired the port broadside gun at her and a rocket in the direction she was going. At the same time started ahead at full speed, and as soon as bow pivot gun would bear, fired it; and continued to load and fire. Still chasing to S. E., fired two more rockets in that direction. At about 10:15 saw a gun fired to the southward and eastward of us and a rocket toward us. Soon after saw another gun and rocket in the same direction. We also saw that the chase had turned and was standing back toward Marshall Shoal; we endeavored to intercept her and continued firing at her, but owing to her superior speed she escaped inside the shoals by the southern channel. We fired one shot at her after she got outside the channel, and at 10:25 saw her pass Bald Head light, bound in. We stood back to our station. Fired in all 10 shots from pivot gun and 3 from broadside gun.

At 2:45 a. m. of 7th saw a steamer off Fort Caswell; kept her in sight until about 5, when she steamed in toward Smithville.

I am, very respectfully, your obedient servant,  
 E. S. KEYSER,  
*Acting Master, Commanding.*

Captain B. F. SANDS,  
*Divisional Officer, off Western Bar, North Carolina.*

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U. S. S. VICTORIA,  
*Off Western Bar, North Carolina, September 7, 1864.*

SIR: In addition to my report of this date I respectfully beg leave to state that at the time the blockade runner was coming out a small balloon was let up with a string for a few yards (say 50), and above Bald Head light-house, in a few minutes pulled down again.

The night previous I saw the same thing. At 9:50 (about high water) it was let up about 200 yards above the light-house and a half point to northward of it, or E. by N. from us, and swayed

about by the wind for the space of ten minutes or more, then let up about 100 yards higher and carried along the island to the southward and eastward until it bore E. by S. from us, or one and one-half points to the southward of the light-house, and then pulled down on the beach. I think it might have been shown to draw our attention that way in order to favor the escape of a blockade runner along the northern shore, which was at that time shaded by a dense, black cloud, making it impossible to see a vessel in that direction except in the flashes of lightning.

After returning to my station from the chase on the night of the 6th I steamed into 4 fathoms 2 feet, with Bald Head light bearing E. by N. A large fire was suddenly kindled behind the woods to southward and eastward of the light-house, which threw a strong glare of light a great distance offshore, illuminating the whole space of water between Smith's Island and the northern shore and showing up the blockaders near us so plainly that they must have been seen easily from shore. It was so light on our deck that I could have read by it. Being within easy range of the batteries, I steamed offshore to 5 fathoms. They continued to light the fire up brightly at intervals until near four a. m. of 7th, especially when either of us were moving.

I am, very respectfully, your obedient servant,

E. S. KEYSER,

*Acting Master, Commanding.*

Captain B. F. SANDS,

*Divisional Officer, off Western Bar, North Carolina.*

U. S. S. ALABAMA,

*Off Western Bar, North Carolina, September 7, 1864.*

SIR: I have the honor to report that last night at 9:50 p. m., while on my station in 5½ fathoms, with Bald Head light bearing N. E. ¼ N., the bar tenders fired guns and a signal rocket to the southward and eastward. I immediately beat to quarters and spread fires, and while in the act of turning from N. W. to S. E., with head to the eastward, observed a steamer passing to the southward with a perfect halo of white foam around her. As she was just in the direction of the *Tristram Shandy*, and running as she would have been expected to if in chase, I withheld my fire until I challenged her. In a moment after she shot to the eastward, and we lost sight of all except her wake. I immediately gave chase at full speed to S. S. E. ¼ E., with a view to intercepting his track along the shoal about 6 miles off. I reached there in about thirty minutes, and turned to the eastward toward the shoal, but saw no more of him. It is proper to observe that the runner was very much favored by a black squall cloud which overhung and closed in the horizon to the eastward and southward. While I was in chase the bar tenders still kept up the firing of guns and rockets. I ran back to my station with the hope of encountering another runner, but saw nothing except a vessel with a light astern running to the southward in chase, which I took for granted to be the *Tristram Shandy*.

I reached my station at 11:20, and nothing further transpired during the night worth noting.

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

FRANK SMITH,

*Acting Volunteer Lieutenant, Commanding.*

Captain B. F. SANDS,

*Divisional and Senior Officer, off Western Bar.*

*Report of Acting Ensign Borden, U. S. Navy, regarding the escape of a blockade runner off New Inlet.*

U. S. S. NIPHON,  
Off New Inlet, North Carolina, September 7, 1864.

SIR: I have the honor to report that at 11 p. m. of the 6th, Mound bearing W. by S., being as close as the weather would permit, discovered a vessel on our starboard quarter going into New Inlet, the watch being at their guns at the time. It was impossible to bring the guns to bear before losing sight of her.

I am, respectfully, your obedient servant,

H. S. BORDEN,  
*Acting Ensign and Executive Officer.*

Captain O. S. GLISSON,  
*Comdg. First Division North Atlantic Blockading Squadron.*

[Endorsement.]

SEPTEMBER 10, 1864.

In transmitting this report Captain Glisson observes: "Everything has been done that officers and men could, and yet it is impossible to stop these blockade runners."

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

*Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, giving telegraphic information from Halifax, Nova Scotia, regarding blockade runners.*

NAVY DEPARTMENT, September 7, 1864.

SIR: The U. S. consul at Halifax communicates the following information by telegraph:

*September 5.*—British iron side-wheel steamer *Falcon*, which cleared some days ago and returned from sea, cleared again for Nassau Saturday, with a valuable cargo, real destination doubtless Wilmington. Sloop-rigged, 285 tons, and 45 men; has three smokestacks, one abaft the other; is long and low, with straight stern; hull painted white.

*September 6.*—British blockade runner, iron steamer *Condor*, 300 tons, 40 men, arrived here to-day from Ireland via Bermuda, with very large and valuable cargo. Will take on coal and doubtless proceed to Wilmington with steamer *Flamingo*, already reported.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.*

*Letter from the U. S. consul at Liverpool to the Secretary of State, regarding the movement of blockade runners from that port.*

U. S. CONSULATE,  
*Liverpool, September 7, 1864.*

SIR: The steel steamer *Bat* cleared on the 5th instant for Halifax, in command of the old blockade runner, A. Hora. Fraser, Trenholm & Co. cleared her. This steamer was built on purpose to run the blockade and goes out for this business; she sailed yesterday, I fancy, for Bermuda. You have a description.

Enclosed (No. 1) is a description of the new steel steamer *Colonel*

*Lamb*, just finished at this port. This is one of the largest and best built steamers that has been constructed in this country for running the blockade, if this, in reality, is to be her business. I understand this vessel has been built for the Confederacy and now belongs to them, but no doubt Fraser, Trenholm & Co. will take out a British register for her.

Colonel *Lamb*, after whom she is named, I understand, is an officer in the Confederate Army, from South Carolina. I regard her as a very superior steamer. If armed with one or two guns, she would be able to do much mischief as a privateer.

The schooner *Majestic*, of 120 tons burden, commanded by A. Tregarthen, was cleared from here on the 5th instant by J. Glynn & Son for Nassau, with a general cargo for the rebels.

The brig *Driving Mist*, commanded by R. J. S. Hore, was cleared from here on the 22d instant for Bermuda by Widdecombe & Bell. She is 165 tons burden, and takes out a large quantity of machinery, blankets, and clothing intended for the rebels.

The bark *Dumfries*, commanded by J. W. Wright, was cleared from here on the 2d instant by C. D. Watson & Co. for Bermuda. She is 275 tons burden, and carries out a cargo of steam coal.

I am, etc.,

THOMAS H. DUDLEY,  
U. S. Consul.

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

[Enclosure.]

*Colonel Lamb* (built by Jones, Quiggin & Co., Liverpool, in 1864), steel plated, two funnels, paddle steamer, fore-and-aft schooner, of Liverpool, 1,200 tons register, 1,800 tons burden; length over all, 281 feet; breadth of beam, 26 feet; marked draft of water, 11 feet; fore-and-aft engines, 350 horsepower, nominal, with four boilers. Her hold consists of 5 water-tight compartments, measuring from stern to after bulkhead, 20 feet; from after bulkhead to bulkhead abaft engine room, 51 feet; bunkers, 20 feet; engine room, 91 feet; from engine room to bulkhead, 71 feet; from bulkhead forward of engine room to stem, 20 feet. Hull, slate color; plain stem; round, plain stern; two deadlights in port and starboard sides aft, and four each side forward; masts, companions, mastheads, etc., slate color; funnel black, and inside of the paddle boxes.

THOMAS H. DUDLEY,  
U. S. Consul.

*List of vessels comprising the naval force in sounds of North Carolina.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Beaufort, N. C., September 7, 1864.*

Shamrock .....	Ram-fitted double-ender.	Belle .....	Torpedo tug.
Wyalusing .....	Double-ender.	Martin .....	Do.
Otaego .....	Do.	Hoyt .....	Do.
Chicopee .....	Do.	Bazely .....	Tug.
Valley City .....		Clinton .....	Do.
Louisiana .....		Charles Carataira ..	Ordnance schooner.
Hetzel .....		Susan Ann Howard ..	Coal schooner hulk.
Lo kwood .....		Ann S. Davenport ..	Do.
Commodore Hull ..		C. W. Flusser .....	Do.
Whitehead .....		Tacony .....	Double-ender, fitting for XI-inch guns at Wash- ington, D. C.
Cores .....			Do.
Renshaw .....		Mattabesett .....	
Albemarle .....	Ordnance.		
Granite .....	Sloop.		

*Report of Commander Macomb, U. S. Navy, giving information obtained from an escaped prisoner regarding the Confederate rams.*

U. S. S. SHAMROCK, September 7, 1864.

SIR: I have the honor to submit the following statements, made by William Reed (colored), who shipped at Elizabeth City on board the *Southfield* in March, 1862, as first-class boy. He has been recognized by one of the men, who was also on board the *Southfield*. His story, which he told in answer to questions put to him by Lieutenant-Commander English and myself, seems very clear.

He was taken prisoner in a boat during the action with the ram at Plymouth, in company with Acting Ensign T. B. Stokes and seven men. After this he was kept on duty at Plymouth by the rebels, and then put on board the steamer *Dolly*, where he worked as fireman, and finally was put in jail at ———.

He was back in the country at the time of the action between the ram and the gunboats in the sound. He has seen the ram since, and says that she was much battered in that engagement, one shot (100-pounder Parrott) having passed completely through her side, and several others (100-pounder Parrott also; the IX-inch, he says, only indented the plating) having penetrated nearly through, but that she was not at all injured by the blow inflicted by the *Sassacus* when she rammed her.

He reports that he saw the ram last Friday (2d instant), and that she was lying alongside a dock near the heart of the city, surrounded by logs lashed together at the ends; that she lies head down the river, and that she only gets up steam when intending to move. He also says that Captain Maffitt is still in command, and that Commodore Piukney is at Kinston. He states that the rebels have been at work trying to raise the *Southfield* for a month past; that they have two schooners and two barges there with hydraulic screws, and they have got chains under her bottom, and commenced raising on Thursday (1st), and that on Friday, the day he left, the vessels on which the screws were had sunk 2 feet.

He says that he has seen the vessel at Halifax and that she is not ironclad, but intended as a tender to the *Albemarle*. They have also got a floating battery at Halifax, which, he says, is square. There are about thirty men working on the battery and the other vessel, which latter, he says, is 85 feet keel.

The rebels, he says, have taken a good deal of ammunition to Salisbury. The rebels have got two of our torpedoes from the mouth of the river.

Very respectfully, your obedient servant,

W. H. MACOMB,

*Comdr., Comdg. Fourth Div. North Atlantic Blockading Squadron.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

[Telegram.]

HALIFAX, September 8, 1864—1 p. m.

(Received 7 p. m.)

British blockade-running steamers *Helen* and *Owl*, which left, as reported, some days ago for Wilmington, are expected to return here

as soon as they can take in cargo, heavily laden with cotton. *Helen* took pilot from here to pilot her back along the coast into this harbor.

M. M. JACKSON,  
U. S. Consul.

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

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*Order of the Secretary of the Navy to Rear-Admiral Gregory, U. S. Navy, regarding picket boats.*

NAVY DEPARTMENT, *September 8, 1864.*

SIR: You will send Lieutenant Cushing with his picket boats to Hampton Roads as soon as ready.

Send the other picket boats to Hampton Roads as fast as completed.  
Very respectfully,

GIDEON WELLES,  
Secretary of the Navy.

Rear-Admiral F. H. GREGORY, U. S. Navy,  
New York.

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*Report of Acting Rear-Admiral Lee, U. S. Navy, responding to enquiries made by the Department regarding naval and military operations against the defenses of Cape Fear River.*

Confidential.]

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Beaufort, N. C., September 8, 1864.*

SIR: I received yesterday by the *Glaucus* the Department's confidential communication of September 3, propounding to me fourteen specific enquiries respecting naval and military operations against the defenses of Cape Fear River, and asking my views with regard to operations to close that river to blockade runners.

I submit the reply to the enquiries in the order of their number:

To No. 1. No visible defenses. Small transports can anchor in the outer part of the inlet. I presume a landing could be effected there or in the neighborhood without difficulty. I suppose the Coast Survey Office has the necessary data to show the minute topography and hydrography.

To No. 2. For the character of Oak Island (which I suppose is about  $2\frac{1}{2}$  nautical miles long) I respectfully refer to the original Coast Survey maps, which must give better information than I have had any means of obtaining. Since the coast survey was made the sand hills on Oak Island have been leveled by the rebels, and two earthworks have been erected; the largest, Fort Campbell, is about halfway the island, and appears to be a heavy casemated battery; the other, a redoubt, between this and the fort and near the Bug lights. At the wooded point, about  $2\frac{3}{4}$  miles W. of Fort Caswell, is a battery, probably movable, which fires on the blockaders at night. I suppose a landing is not feasible on Oak Island proper. Thence to Lockwood's Folly Inlet the Coast Survey map will show the topography better than I can sketch or state it. From Oak Island to Folly Inlet the sand hills overlook the beach, along which beach the enemy moved his artillery to attack me when I captured the blockade runner *Bendigo* at Folly Inlet.

To No. 3. There are two of these channels shown on the large-scale Coast Survey chart. Night soundings (always unreliable because their position can not be fixed), taken eighteen months ago, show less water on Marshall Shoal (old Bald Head Channel) than the Coast Survey chart gives. It is thought that light-draft blockade runners have come out that way, and it is now watched at night by the blockaders. I have no better information respecting the channel bar and the rips under Fort Caswell than the Coast Survey chart gives. There is probably no difficulty about the bar, but a great deal about the rips, which, I am informed by a Wilmington pilot (named John Sayres, who came off as a refugee in March last), shift badly and frequently. I know not what obstructions or torpedoes there are in the channel, but the shallow water is so favorable for the use of obstructions that it is reasonable to suppose that they have not been or will not be overlooked by the enemy, particularly on the rips under Fort Caswell.

The latest information from refugees about torpedoes is that there are none in the water, but a large number ready to be put down at a moment's warning.

To No. 4. There is a heavy earthwork on the extreme point of Bald Head. No other battery visible on Smith's Island. Fieldpieces have been used on the south side of the island to annoy the blockaders. The enemy have recently been clearing and burning in the center of Smith's Island woods. I suppose a landing might be effected in favorable weather on either side near Cape Fear, if properly prepared for, choosing the sheltered side, but the shoals interfere with moving conveniently from side to side.

To No. 5. There is an earthwork on Zeek's Island, a small open battery mounting two or three guns, and a swash between the two islands. The Coast Survey field map will show the topography.

To No. 6. See large Coast Survey chart. Some of the refugees say that the ironclad that came out of New Inlet channel, and which when returning was for some cause grounded and lost on New Inlet rips, drew 12 feet of water. Pilot Sayres says that he never understood that she drew more than  $9\frac{1}{2}$  or 10 feet. The blockade runners are generally of very light draft; the two just captured, the *Lilian* and *Elsie*, drew about 7 feet. They were built expressly for the business. It is conjectured that the use of these channels by blockade-running steamers has deepened the water in the shoalest places. New Inlet channel was buoyed out for the *Elsie* by lights in three boats, which lights showed inward and not seaward. The two surveys made by the Coast Survey show the variability from gales of the channel over New Inlet shoals. Some of the blockade runners are known to use the northern channel under Fort Fisher. New Inlet channel is very intricate.

To No. 7. Our Wilmington pilots say there is a channel over New Inlet rips, N. of Zeek's Island and S. W. of the S. W. part of Federal Point. It was here that the rebel ironclad was lost. These rips are reported to be very difficult to cross.

To No. 8. Fort Fisher, on the site of the old light house, is a very large work, casemated seaward. I have no accurate account of the guns in it, but by all the information received there are a large number there. From forty to fifty is the usual account. On the elbow S. W., about one-half mile from Fort Fisher, is the artificial Mound, with two open lights and two guns visible on its top. These are heavy guns and have a plunging fire. Between these two works are two small earthworks, said to contain two guns each, and which were the first works erected on Federal Point at the beginning of the war. At 2 miles and



at 4 miles north of Fort Fisher, near the beach, are two small earthworks, said to contain two guns each; the northern one is called Gatlin's battery, and the southern Flag Pond Hill battery. These often fire on the blockaders. Between these batteries and Masonboro the enemies have occasionally used fieldpieces, two of which, placed to protect the wreck of the *Hebe*, were captured by me a year ago. There are no works visible at Masonboro, except that recently two of the blockaders fired on and drove off a small company of men that seemed to be intrenching there, and captured nine muskets left behind by them.

To No. 9. The shore is clear and rather bold from Federal Point to Masonboro Inlet. Several of the blockade runners have chosen to run ashore between Flag Pond Hill and Dick's Bay, one, the *Beauregard*, about a mile south of Gatlin's battery, and two, the *Hebe* and *Venus*, from 1 to 2 miles north of it. The best place for landing troops would depend upon the topography, which may be seen in the Coast Survey office, and which will give the width and height of the ridge of sand, on which there are several hills. There are no openings in the beach for boats. I suggest landing north of Masonboro.

To No. 10. Accounts are conflicting. A Wilmington pilot named Savage, formerly employed on the *Monticello*, told Lieutenant-Commander Braine that there was an earthwork at the intersection of the roads between Wilmington and Masonboro and Wilmington and Fort Fisher. The wife of this man, now here, who left Wilmington about a month ago, says there was then but one company of men, and one of boys from 4 to 4½ feet high, in Wilmington. Pilot Sayres, from that locality, says there is no such work as that above mentioned, but that there is a field battery at Masonboro. Pilot Bowen (a Wilmington pilot, who has served faithfully in this squadron since the war broke out, when he was decoyed out by the *Gemsbok*, one of the first blockaders, thinking she was a trader) says there are light earthworks and some fieldpieces on the roads near Masonboro, and the pond there is dammed, but thinks that a party could land and take one of the roads easily. There is a company with a field battery at Wrightsville. There is a military road from Fort Fisher to near Topsail Inlet. An officer of the *Nippon*, who has had considerable intercourse with the refugees in that vicinity, has offered to go ashore to get information there, and I propose to send him, though the person whom he relied on to accompany him, named Davis, an officer of the Masonboro Home Guard, and refugee to the *Nippon*, left here, as I learned to-day, a few weeks since in the *Dacotah* (formerly the prize steamer *Juno*), bound to Havana.

To No. 11. I have no doubt that monitors of this draft could in time of peace enter Cape Fear River easily, especially by Western Bar, at high tide with good pilots, and with the use of buoys or marks, and the lead line. The shoal water and shifting sands in the entrances to Cape Fear River constitute the great but not insurmountable difficulty to the success of naval operations inside. It is the want of water at Wilmington that makes the great difference between it and the prominent ports of the South—Charleston, Mobile, and New Orleans. Invisible obstructions are easily placed in these shoal and narrow channels, capable of stopping a monitor under the batteries, and exposing her below her armor at low water. Pilot Bowen says he would be unwilling to take in, at this time, anything over 10 feet draft. Pilot Sayres says that in a flat-bottomed vessel he would not attempt to carry over 10 feet over Fort Caswell rips, or 9 to 9½ feet over New Inlet, under existing circumstances, there being no buoys and no opportunity to take good soundings. I prefer the light-draft monitors.

To No. 12. I think not, under hostile batteries, owing to the shallow entrances.

To No. 13. Vessels of the class named could easily dispose of the open batteries to the northward of Fort Fisher, Flag Pond Hill, and Gatlin's batteries; they would hardly attempt any resistance. The *Wabash* class could not approach near enough to Federal Point to fire with effect, or to reach the open batteries to the westward of Fort Fisher, which is casemated. The *Richmond* class could not get near enough to it to fire into its ports with effect. The *New Ironsides* class could cooperate advantageously in an attack on Fort Fisher.

To No. 14. Yes. There is water enough for the double-enders and some of the smaller gunboats, if there are no sunken obstructions. Good provision of pilots would be necessary in these shallow, shifting, and crooked channels. There is an ironclad in the river, and another building since March.

*Remarks.*—I suppose Wilmington can only be absolutely closed to blockade runners by taking possession of it, or of Cape Fear River below it. The occupation of Smith's Island could not effect the object, it being at least a mile from the channel under Fort Caswell, unless from it Zeek's Island can be approached, taken, held, and well fortified. A good battery there would control both channels.

I formerly thought that Fort Caswell was the key to the position, and that before Oak Island was otherwise fortified it might be easily taken, which would have given us access to, by Western Bar, and control of Cape Fear River. Northerly winds prevail in the fall and winter months, making the coast south of Oak Island most sheltered and suitable for a landing. It is a question of engineering, depending on the topography, whether the works on Oak Island can be advantageously approached on the land side.

New Topsail Inlet is about 20 miles from Wilmington, and about 10 feet water can be carried into it, according to the statement of Pilot Sayres, made on what he has always understood, although the Coast Survey memoir says that only 5 feet can be taken in.

A land march from Beaufort or New Berne of about 100 miles, with a river or two to cross, to take Masonboro or New Topsail Inlet, or surprise Wilmington, would perhaps take a week. A better surprise could be effected by landing in good surfboats, provided with good anchors and lines, and experienced helmsmen, from seaworthy transports, which could keep off, waiting for a favorable opportunity. Owing to the sounds and the difficult character of the adjacent marshes, this landing on the coast could only be effected where fixed land and a road could be readily reached from the boats, or by shallow fords, of which there are some in the sounds at low water. Upon this subject further information is necessary, which I will endeavor to obtain and forward as speedily as possible to the Department.

I suppose no operations will be undertaken against Wilmington until a military reconnoissance is made. It will afford me pleasure to accommodate and furnish with every facility in my power the officer or officers coming on this duty.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

*Report of Acting Volunteer Lieutenant Williams, U. S. Navy, regarding a suspicious object which approached the U. S. S. Emma from the land.*

U. S. S. EMMA,  
Off Wilmington, N. C., September 8, 1864.

SIR: I have the honor to report that at 10:30 p. m. of the 7th instant, the ship in 3½ fathoms of water, heading S. E., saw a dark object about 1½ feet above the surface approaching the stern of the vessel from the land very fast. I immediately rang for all speed, and, in turning the vessel to train the guns upon the object, lost sight of it.

I am, very respectfully, your obedient servant,  
JAMES M. WILLIAMS,  
Acting Volunteer Lieutenant, Commanding.

Captain B. F. SANDS,  
Commanding Division Western Bar, off Wilmington, N. C.

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the canal across Dutch Gap, James River.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
Beaufort, N. C., September 9, 1864.

SIR: Captain Smith informs me under date of 25th ultimo that Major Ludlow had informed him that the canal across Dutch Gap would be ready for navigation in twenty days.

I request to be informed if the Department has any instructions to give me in connection with this matter.

I have, sir, the honor to be, very respectfully, yours,  
S. P. LEE,  
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the chase of a steamer supposed to be the C. S. S. Tallahassee.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
Beaufort, N. C., September 9, 1864.

SIR: I have received reports from the *Ascutney* and *Quaker City*, on 6th instant, of a chase on the 25th ultimo of a steamer, which is supposed to have been the *Tallahassee*. She was sighted by the *Ascutney* in latitude 34° 08' N., longitude 75° 06' W., at 4:30 a. m. on the 25th, to the eastward, standing W. by S., distant about 7 miles, and on pursuit being given altered her course to S. S. E. The chase was continued until 8 a. m., when, from the condition of the engine, it was discontinued. At 7 a. m., being about 10 miles from the *Ascutney*, whose machinery had got out of order, she apparently stopped for a short time, but on the *Quaker City's* coming in sight, at 7:15, continued on her course.

Lieutenant Casey, temporarily commanding the *Quaker City*, reports that the chase was continued but about two hours, the strange steamer running entirely out of sight in that time, although the *Quaker City* was making 12 knots an hour. She was a large propeller, with two smokestacks and a foremast, the mainmast apparently being broken off a little

above the rail. From this description and the locality where she was seen, there is little doubt that this was the *Tallahassee*.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

*Report of Captain Sands, U. S. Navy, transmitting reports regarding the chase of a blockade runner.*

U. S. S. FORT JACKSON,  
*Western Bar, September 9, 1864.*

SIR: I herewith enclose reports of the *Emma*, *Victoria*, and *Eolus* of the escape of a blockade runner last night. Rockets were thrown, but without guns at first, which led us to think they were thrown from the shore, as has been the case in some instances by the enemy, to mislead us; and the commanding officers refrained from firing until they could get a sure shot, as the bright flash often causes them to lose sight of the runner in the obscurity of the haze that hangs over the horizon, which last night prevented the line of the horizon being defined, although clear overhead. The runner was one of the fast ones, as she was soon lost to the *Emma* and *Victoria*, and even the *Eolus* could not keep her in sight. We saw nothing of her, although we must have been very nearly in her course. It is another of the many instances of the difficulty of arresting them when once they are fairly pointed for sea—our blockaders only getting a glimpse of them before they are out of sight.

The suspicious affair, supposed to be a torpedo boat, made its third appearance last night, as will be seen by report of commanding officer of the *Victoria*. I had warned the commanding officers yesterday to look out for and endeavor to destroy it, if possible, or at least make it dangerous to the enemy to approach our vessels in this way, and show them the risk to them of such adventures.

The officers of these vessels are very vigilant and are well used to the work they are engaged upon as bar tenders.

I send the *Eolus*, agreeably with your directions, to grind valves and repair, having detained her a day over the time specified by you, as I could not well spare her before.

Very respectfully, your obedient servant,

B. F. SANDS,

*Captain, Commanding Division, Western Bar.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.*

[Enclosures.]

U. S. S. EMMA,

*Off Wilmington, N. C., September 9, 1864.*

SIR: I have the honor to report that a few minutes past midnight, while lying in 3½ fathoms of water, saw a blockade runner coming out past Fort Caswell and head in a westerly direction. I immediately gave chase, throwing up two rockets in the direction of her course. After chasing about twenty minutes lost sight of the vessel under shade

of the land, the night being very unfavorable for seeing a vessel at any great distance.

In returning to station at thirty minutes past midnight, heard the report of a gun fired in a southeast direction, and saw a rocket thrown in an easterly direction. At 2:50 a. m. heard report of several guns to the southeast of us.

Very respectfully, your obedient servant,

JAMES M. WILLIAMS,

*Acting Volunteer Lieutenant, Commanding.*

Captain B. F. SANDS,

*Commanding Division, Western Bar.*

U. S. S. VICTORIA,

*Off Western Bar, North Carolina, September 9, 1864.*

SIR: I have the honor to report that at about 12.15 a. m., of this date, being in  $4\frac{1}{2}$  fathoms water, with Bald Head light E.  $\frac{3}{4}$  N. and Bug light N. E. by N., I saw two rockets fired to northward and westward of us, one toward the bar and the other to the southward. I started ahead full speed N. N. W., with a view to intercept any vessel bound in. After steaming about  $1\frac{1}{2}$  miles and seeing no guns fired, I thought they must have been fired from the beach. I turned and steamed back toward the bar; when about halfway back discovered a large side-wheel steamer close under the land, bound out to westward. I turned and gave chase; she was leaving us very fast; fired bow pivot gun at her and a rocket to the westward; when we fired, lost sight of her. I supposed she had doubled upon us. I turned back again and steamed full speed toward our station, but saw nothing more of her.

At 2 a. m., being in  $4\frac{1}{2}$  fathoms water, with Bald Head light bearing E.  $\frac{1}{2}$  N. and Bug light N. E.  $\frac{3}{4}$  N., saw a suspicious-looking, very small dim bluish white water crossing our stern to westward. We soon made it out to belong to something that looked like a large whale, with the water washing over either end of it. I supposed it to be the torpedo boat, then on our starboard quarter and to westward of us, standing toward us. I started ahead on one bell to bring our starboard broadside gun to bear upon him (the pivot can not be used in broadside) and fired as soon as possible; then started full speed in order to change our position and avoid his blow under cover of the smoke. I then stopped and looked for him again. He soon after made his appearance upon our starboard quarter, as before. Not having room to turn my broadside to him, I started, as we headed E. S. E., full speed to gain room, but he ran parallel to us and as fast as we could go. I then rang one bell, which soon brought him abeam, fired starboard gun again, and went full speed. Having more steam by this time, we easily distanced him and got, as I thought, offshore of him in the smoke and lost sight of him. I then stopped and watched for him. In about fifteen minutes he appeared upon our starboard side, two points forward of the beam. We then started full speed, fired our starboard gun at him, put our helm hard aport, and in the smoke got to westward of him by crossing his stern. (I did expect to strike him before we got around.) I stood off in 6 fathoms in order to have more room if he tried us again; stopped and set red and blue light at the peak. In about twenty minutes saw him again on port quarter, turned the ship toward him until he was abeam, and fired port broadside gun at him. I think, and so did all of the officers, that the last shot struck him, as he was very near, say 40

yards, and the gun was fired with an aim. All the others were pointed with the helm, as he could not be seen from main deck, it being very dark. We stood to S. W. a short distance and sighted a vessel on port beam at 3 a. m., going same way with us; we challenged six times at long intervals, and, receiving no answer, fired port broadside gun across his bow. He stopped, but did not answer. We stopped also and lay some time with him in sight. I did not fire again, as I believed it to be one of our vessels. At about 3:30 was spoken by U. S. S. *Fort Jackson*. In a short time steamed back to our station, but saw nothing more.

Fired in all five shots; our guns were loaded with shell and grape over them. Wind N. N. E., very light, and water very smooth.

I am, very respectfully, your obedient servant,

E. S. KEYSER,

*Acting Master, Commanding.*

Captain B. F. SANDS,

*Divisional Officer, off Western Bar, N. C.*

U. S. S. EOLUS,

*Off Wilmington, N. C., September 9, 1864.*

SIR: I make the following report of a chase made last night by this steamer:

At 12 m., being in 4 fathoms water and 1 mile to the west of the *Georgiana McCaw*, the weather clear overhead, with light haze on the horizon, I saw two rockets bearing S. E. and E., and sent to the northward and westward.

I ordered steam run up, and stood in 3½ fathoms water to prevent anything from going out by the north shore. At 12:11 a. m. saw what appeared to be a steamer with two smokestacks heading to the westward. I immediately turned and stood for him, having 30 pounds steam and making 13 knots. The runner then headed to the southward. I fired a rocket in that direction, the light of which caused me to lose sight of him. In a few minutes saw him again on the starboard bow, bearing S. W. and going in that direction. Hauled up S. W. for her and chased until 2:30 a. m., when I gave up the chase, as the runner had been out of sight for half an hour. I did not fire my guns, as it would diminish the speed of this vessel and the flash would cause me to lose sight of her, as I could just make her out with a good glass. From the time I headed S. W. until I gave up the chase the *Eolus* was making 14 knots with 32 pounds steam. When I started I had every confidence of getting him within range before daylight.

Most respectfully, your obedient servant,

WM. E. DENNISON,

*Acting Volunteer Lieutenant, in Command.*

Captain B. F. SANDS, U. S. Navy,

*Senior Officer, off Wilmington Bar.*

*Report of Lieutenant Oushing, U. S. Navy, regarding picket boats.*

U. S. HOTEL,

*New York, September 9, 1864.*

SIR: Can I send the picket boats through the canal to Chesapeake Bay in charge of their officers, and go myself by the usual route and

meet them there? The torpedo is all that detains them now, and that will soon be completed.

Very respectfully,

W. B. CUSHING,  
*Lieutenant, U. S. Navy.*

Hon. G. V. FOX,  
*Assistant Secretary of the Navy, Washington, D. C.*

*Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, to cooperate by diverting attention from the defenses of Cape Fear River.*

NAVY DEPARTMENT,  
*Washington, September 9, 1864.*

SIR: Rear-Admiral Farragut will be at Port Royal near the end of this month with a force which will probably attack the defenses of Cape Fear River. Place yourself under his orders whilst he remains and assist in creating the impression that Charleston is to be attacked by a naval force. Have four monitors of the *Passaic* class ready to accompany Rear-Admiral Farragut, and give him the *Canandaigua* also. The *Canonicus*, *Mahopac*, and *Saugus*, new monitors, are under orders for Charleston and will reach you probably by or before the 1st instant to relieve those withdrawn. It is very important that this contemplated operation should be kept secret, and have every appearance of being intended for Charleston.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

Rear-Admiral JOHN A. DAHLGREN,  
*Comdg. South Atlantic Blockading Squadron, off Charleston, S. C.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Macomb, U. S. Navy, to deliver enclosed instructions to Commodore Rowan, U. S. Navy, assigned to command in the sounds of North Carolina.*

FLAGSHIP MALVERN,  
*Beaufort, N. C., September 9, 1864.*

SIR: The Department informs me, under date of September 1, that Commodore S. C. Rowan was that day ordered to assume command of the naval forces in the sounds of North Carolina, which will constitute hereafter a separate and distinct command, and directs me to furnish him with such information as may be necessary.

I desire, therefore, that you deliver the enclosed communications\* to Commodore Rowan on his arrival, and furnish him in addition with such information as he may desire and you may be able to communicate.

Respectfully, yours,

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

Commander W. H. MACOMB,  
*Divisional Officer, Sounds of North Carolina.*

\* Not necessary to publish.

*Letter from Lieutenant-General Grant, U. S. Army, to the Assistant Secretary of the Navy, regarding the cooperative movement against the defenses of Cape Fear River.*

HDQRS. CITY POINT, VA., *September 10, 1864.*

Your letter\* of the 9th instant, enclosing copy of instructions to Admiral Farragut, was received by last night's mail. I have no suggestions to make different from what those instructions contain. As soon as the land forces can be spared and the Navy is ready to cooperate, I will send an expedition of sufficient force quietly down the coast, not even allowing the command (with the exception of the commanding officer) to know where they are going. The details for landing a force can be best arranged by Admiral Farragut and the commander of the land forces. So soon as all is arranged I will acquaint you with what is done on my part.

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

HON. G. V. FOX,  
*Assistant Secretary of the Navy.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, of his intended departure for the blockade off Wilmington, for the purpose of reconnoissance.*

Confidential.] FLAGSHIP N. ATLANTIC BLOCK. SQUADRON,  
*Beaufort, N. C., September 10, 1864.*

SIR: Arrangements are in progress here and off Wilmington for obtaining more full information in answer to the Department's enquiries, contained in its confidential communication of the 3d instant. I leave here to-morrow for the blockade off Wilmington, taking with me some refugees from that vicinity, who have been employed in the squadron, for the purpose of making a reconnoissance to ascertain where the landing of an army can best be accomplished. Having obtained this information, I shall at once forward it to the Department.

A personal interchange of views with the commanding army officer will be desirable and beneficial to the public interests.

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

S. P. LEE,

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

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

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, regarding torpedo boat seen by the U. S. S. Victoria.*

FLAGSHIP MALVEEN,  
*Beaufort, N. C., September 10, 1864.*

SIR: Yours of the 9th, enclosing reports of a chase on the night of the 8th, is received.



The torpedo boat seen by the *Victoria* should have been run down by her, and I desire that in case of its reappearance every effort may be made to accomplish this.

Very respectfully, yours,

S. P. LEE,

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

Captain B. F. SANDS,

*Divisional Officer, off Western Bar.*

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*Report of Acting Volunteer Lieutenant Huse, U. S. Navy, regarding the chase of a blockade runner.*

U. S. S. BRITANNIA,

*Off New Inlet, North Carolina, September 10, 1864.*

SIR: At 12:20 a. m. of this day, wind light from N. N. W., weather pleasant, ship in 5 fathoms water, Mound bearing W. S. W., saw a blockade runner coming out of channel, standing northward. Went to quarters and gave chase. Threw up four rockets and fired at her from port battery. Chase repeatedly tried to cross our bow and run eastward, but being headed off followed coast line. Having run our steam down to 5 pounds, and the chase rapidly leaving us, and having two guns disabled, after an hour's chase, at 1:20 a. m. put about and returned to our station off the bar. Expended four rockets and 23 shell. The chase was a side-wheel steamer, with one smokestack and two masts, and was not going apparently over 8 knots per hour.

Very respectfully, your obedient servant,

SAMUEL HUSE,

*Acting Volunteer Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

[Endorsement.]

Respectfully forwarded for the Department's information. I believe that nearly every violation of the blockade is seen and reported.

S. P. LEE,

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

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*Letter from the Secretary of the Navy to Lieutenant-Commander Cushing, U. S. Navy, censuring him for his action in the case of the British brig Hound.*

NAVY DEPARTMENT, September 10, 1864.

SIR: I have received your report of the 2d instant in explanation of your proceedings on the 1st of July last at sea, in the case of the British brig *Hound*, against which complaints have been justly made.

Your own statement and that of the master of the brig concur in the following particulars:

That, in the exercise of the belligerent right of search, you fired musket shots across the bow of the *Hound* to bring her to; that she was boarded and her papers examined and found correct by the boarding officer, and the vessel ascertained to be on a legitimate voyage; that the vessel was permitted to proceed on her course, was subsequently overhauled again and boarded, but the captain, with his papers,

was brought on board the *Monticello*, unlawfully and unnecessarily detained, and then permitted to resume his voyage.

The Department fails to find in your explanation any excuse for your disregard of international law and courtesy, but regrets to perceive in your conduct a disregard of either, and a flagrant violation of its oft-repeated instructions.

The customary notice of your desire to speak the *Hound* by showing your colors and firing a blank cartridge was not, in the first instance, observed. The use of musketry was a departure from the recognized practice. After the right of search had been exercised, no ground for detention or seizure discovered, and the vessel allowed to proceed, she was again brought to and unwarrantable and unjustifiable measures adopted.

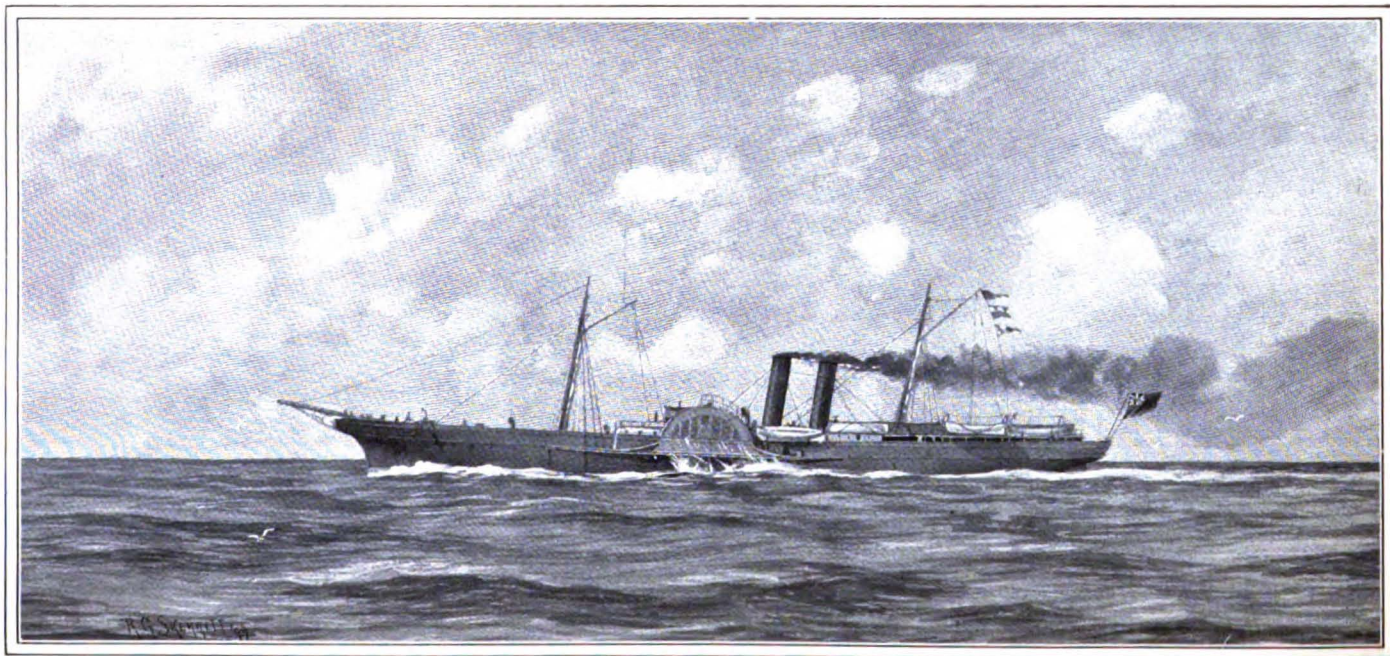
What was your object in again overhauling the brig? You state that your boarding officer reported on his return from the first examination that the language and manner of the master of the brig had been in the last degree improper, both on deck in the presence of his men and below in the cabin, and that you thought proper to overhaul her again and examine the papers yourself, and in order to do so at your leisure, you brought the captain and his papers on board the *Monticello*, which is your custom where a spirit of malice is perceived, which is a trick that might cause a boarding officer to overlook any informalities in the ship's papers.

If on hearing the report of the boarding officer there had been anything in it to induce you to believe that the vessel was not all right, it would not have been improper in you to overhaul the vessel for the purpose of making a personal examination of the papers or the vessel itself. But there was impropriety in taking the master out of his ship, carrying him on board your own, and there detaining him some hours, with a view to examining the papers at your leisure. Something more than the verification of the vessel's papers is apparent in your procedure; a disposition was exhibited, if the object was not actually accomplished, to punish the master of the brig for an offense against courtesy, and a manifestation of authority, assumed rather than rightful, over him and the vessel in his charge. In adopting this course of correcting a discourtesy on the part of the master of the brig, you inflicted injury on the owners of the vessel in unnecessarily detaining her, and abused the belligerent right of search.

Were this the first occasion the Department has had to remind you of the necessity of rigidly observing the customary rules on the high seas, it might have been induced to express in milder terms its disapprobation of your proceedings in the case of the *Hound*. I enclose herewith a copy of the circular instructions of the Department to our cruisers, issued August 18, 1862, and trust that you will give them attention, considering well their injunction to "exercise great forbearance with great firmness, and manifest to the world that it is the intention of our Government, while asserting and maintaining our own rights, to respect and scrupulously regard the rights of others."

The Department is not upholding the master of the brig in his discourteous and offensive manner to the boarding officer of the *Monticello*, but can not allow his conduct to shield you against an earnest expression of its disapprobation.

In conclusion, I must enjoin upon you to be more cautious in future. Such proceedings repeated can not fail to bring upon you the serious displeasure of your Government and result to your regret and injury. While the Department is always ready to accord to officers of the



**BLOCKADE RUNNER A. D. VANCE.**

service, as it has in several instances in your own case, due credit for valor and efficiency in the discharge of duty, it is not the less so to disapprove and punish when disapprobation and punishment are deserved.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Lieutenant WM. B. CUSHING, U. S. Navy,  
*New York.*

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*Capture of the steamer A. D. Vance, September 10, 1864.*

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Santiago de Cuba.

U. S. S. SANTIAGO DE CUBA,  
*Hampton Roads, September 11, 1864.*

SIR: I have to report to the honorable Secretary of the Navy that on Saturday, the 10th, while on my way to Hampton Roads for coal, at 10:40 a. m., steering north, we discovered black smoke N. E. by N. Steered for it and immediately gave the ship full steam and started in chase. At 1 p. m. we had neared smoke sufficiently to know that it was a blockade runner. Ran all the guns aft and sent the men aft to trim ship. At 4 p. m. the hull of the vessel in sight and we gaining on the chase. At sunset we were heading N. E. by E., chase plain in sight ahead, about 4 miles distant, and we coming up with him very fast. At 7:40 p. m. we fired a shot across his stem, and she surrendered without any further resistance. Sent a prize crew on board and took charge of her. She proved to be the English blockade runner *A. D. Vance* (late *Lord Clyde*), from Wilmington, N. C. No log book nor papers found on board. She is an iron side-wheel steamer, 2 years old, and very fast. Has on board 410 bales of cotton and some turpentine; her full cargo can not be known until she is broken out in Boston. As soon as the necessary accounts and papers can be made out and she gets her coal in, she will sail for Boston in charge of Acting Ensign E. C. Bowers. The prize list will be forwarded to the Department as soon as it can be made. This vessel has been one of the most successful blockade runners, and they say she was only caught in consequence of the bad coal on board.

I am, very respectfully, your obedient servant,

O. S. GLISSON,  
*Captain and Divisional Officer.*

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

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Additional report of Captain Glisson, U. S. Navy.

U. S. S. SANTIAGO DE CUBA,  
*Norfolk, September 14, 1864.*

SIR: I herewith enclose to the honorable Secretary of the Navy the muster roll of the prize steamer *A. D. Vance*, captured on the 10th instant by this ship. William Muse, third steward on board of the prize, is a son of Captain Muse, formerly of the U. S. Navy. He

refuses to take the oath of allegiance. I have sent him to New York as a prisoner of war. William E. Mayo is a citizen of North Carolina, and is willing to take the oath, but refuses to serve the United States. I have sent him also to New York as a prisoner of war. T. G. Binum refuses to take the oath, and he is sent to New York as a prisoner of war. Cyrus Neel was the signal officer on board of the *A. D. Vance*; is an Englishman, he says, but I have reason to think he is a citizen of Richmond, Va. I have sent him to New York, as a prisoner of war.

Since my letter of the 11th instant I have to inform the honorable Secretary of the Navy that we have found the log book and papers and some letters belonging to the *A. D. Vance*, all of which have been sealed up and sent in charge of the prize master to the judge of the district court at New York.

I am, very respectfully, your obedient servant,

O. S. GLISSON,  
*Captain and First Divisional Officer.*

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

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

FLAGSHIP MALVERN,  
*Beaufort, N. C., September 15, 1864.*

SIR: Commander Frailey, of the *Quaker City*, reports that on the afternoon of the 10th instant, being in latitude  $34^{\circ} 45' N.$ , longitude  $75^{\circ} 45' W.$ , saw black smoke bearing S. E., and on chasing it one hour, raised the bridge of a large two-stack, schooner-rigged steamer. One hour later discovered this blockade runner to be chased by a large side-wheel steamer with walking beam. Commander Frailey continued the chase until 8 p. m., when he lost sight of the chase in latitude  $35^{\circ}$ , longitude  $74^{\circ} 15'$ .

On the 12th instant I forwarded the report of *Britannia* of her ineffectual chase and firing at a steamer out of New Inlet at 12:20 a. m. of the 10th instant, on which report I endorsed that I believed nearly every violation of the blockade is seen and reported. On the 14th I received Captain Frailey's report of the 11th instant, of the foregoing chase by the *Quaker City*, between capes Lookout and Hatteras on the afternoon of the 10th instant. There is no doubt in my mind that this was the runner which escaped from the *Britannia* (owing to her bad condition) off New Inlet, early on the morning of that day, and the steamer seen by the *Quaker City* on that day was the *Santiago de Cuba*.

Exaggerated reports are in circulation respecting the violations of the blockade of Wilmington. Reported arrivals at English ports from Wilmington doubtless refer in many cases to arrivals from other points on the coast. The blockade of the bars of Wilmington is now, I sincerely believe, as close as human agency can make it with the means at my command.

Though the list of blockaders appears to be considerable, yet when it is considered that there are, as it were, two difficult ports to blockade (owing to the entrances to Wilmington being 40 miles apart, around the extensive shoals of Cape Fear), and the number of vessels required to make the two lines of blockades close to each bar, apart from the third or offshore line of chasers which make the captures; when it is further considered the duration of the blockade, the wear and tear of

the steamers employed on it, the number absent for repairs and supplies, and the number remaining on the blockade needing repairs, and therefore inefficient, as in the case of the *Britannia*, just illustrated; also the facilities afforded for violation of the blockade on dark nights by low, light-draft, swift steamers, built expressly for the purpose, with the aid now and lately of light-houses and range lights, and when all the difficulties are fairly estimated, the present blockade of the bars of Wilmington will, I trust and believe, be acknowledged by every impartial naval mind as highly creditable to those who have this arduous and trying duty to perform.

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

S. P. LEE,

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

HON. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

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Additional report of Acting Rear-Admiral Lee, U. S. Navy.

FLAGSHIP MALVERN,

*Beaufort, N. C., September 19, 1864.*

SIR: Captain Glisson has reported to the Department his capture of the *A. D. Vance* on the evening of the 11th instant.

In my No. 581 I reported the escape of the *A. D. Vance* from Wilmington by New Inlet on the night of the 10th instant; that she was chased and fired upon by the *Britannia*, but escaped, owing to the bad condition of this blockader (bottom very foul, engine department in great need of repairs, and two guns broke loose); and in my No. 581 I reported that the *Quaker City*, on the afternoon of the 11th, saw and chased this blockade runner between Capes Lookout and Hatteras, and gave up the chase at night, leaving the runner pursued by a steamer answering to the description of the *Santiago de Cuba*, which I knew was to leave New Inlet on the night of the 10th instant for Norfolk to coal, and which I then supposed had taken up the chase off the bar. But Captain Glisson informs me that he left an hour or two before the *A. D. Vance* came out and kept under easy steam. This prevented his over-running at night the position I had pointed out to him for intercepting at daylight runners from New Inlet for Halifax.

I am informed by Captain Glisson that the master of the *A. D. Vance* first attempted to come out of New Inlet with a deck load of cotton and drawing 12 feet of water, but had to put back and leave her deck load, and that she came out drawing 11 feet of water. This, if true, is interesting, and shows more water than I previously believed any runner drew in the Wilmington trade. Of course this runner had the facility of good pilots and of lights showing inland only to mark the channel.

Captain Glisson states that the master of the *A. D. Vance* admits that she has been eight times turned back by the blockaders. The facility afforded by the Norfolk dry dock for keeping clean the bottoms of iron vessels makes the conversion of such of the blockade runners as possess strength and speed into blockaders advantageous, except for bar tenders, for which they do not do well, as they are too long and turn too slowly, and it is difficult to distinguish them, owing to the similarity of their appearance to the steamers trying to run the blockade. These

converted vessels, when fleet, do best for chasers on offshore cruising and on separate blockade of the adjacent inlets.

I respectfully recommend, therefore, that the *A. D. Vance* may be taken into this service, and if the Department approves this suggestion I trust that her engine department may immediately be put in perfect order, her bottom cleaned, and that no time shall be lost or expense incurred for accommodations or other uses than for the secure working of her battery and care of her ammunition and fuel.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

Additional report of Captain Glisson, U. S. Navy, commanding U. S. S. Santiago de Cuba.

U. S. S. SANTIAGO DE CUBA,

*Off New Inlet, September 20, 1864.*

SIR: In relation to the capture of the *A. D. Vance*, I have to say that Captain Willie, of that vessel, informed me that he had attempted to run out nine times, and was driven back by our fleet the eighth time. On going back on the seventh time he took out his deck load of 300 bales of cotton, determined to get out on the eighth time, but was driven back on that occasion. She was the vessel that Captain Nickels reported that he had driven back, and the one that you saw at anchor under the fort, and that you thought was too light to attempt to run out; and you mentioned to me that you thought Captain Nickels was mistaken, and that she had gone in, instead of attempting to go out. Captain Willie acknowledged to me that she was the vessel, and that this occurred on the night of the 2d of September, and if you refer to Captain Nickels' letter you can see if the dates correspond. Captain Nickels' letter should be dated on the 3d of September. On the 9th of September and the ninth time, she made her escape a little after midnight and was captured by me on the evening of the 10th instant, at 7:40 p. m., having chased her from 10:30 a. m. up to that time.

After her capture Captain Willie informed me that I had captured the fastest blockade runner that they had; that his vessel had cost \$175,000 in gold two years since, and that since that time the owners had put on her in repairs \$15,000, and to show me how highly he valued her he said he would give \$100,000 in gold for her. He also stated if she was placed on the blockade she would be a great terror to the blockade runners. I think this statement will show you how vigilant we are in keeping up an efficient blockade.

There are nights when it is impossible for us to see them going in or coming out. Be assured that everything that men and officers can do will be done.

I am, very respectfully, your obedient servant,

O. S. GLISSON,

*Captain and First Divisional Officer, off New Inlet.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron, Beaufort, N. C.*

*Joint expedition to Elizabeth City, N. C., in search of the captors of the U. S. mail boat Fawn.*

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

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Beaufort, N. C., September 15, 1864.*

SIR: Commander Macomb reports, under date of 13th instant, that he was informed on the 10th instant by letter from Colonel Wardrop, commanding Sub-Division of Albemarle, that the mail boat *Fawn*, from Norfolk, had been burned by the rebels in the canal [Albemarle and Chesapeake] on the night of the 9th, and naval assistance was requested to capture the party. He accordingly sent the *Wyalusing*, Lieutenant-Commander English, to Elizabeth City, on the Pasquotank, thinking that the rebels would probably retreat inland and might be found at that point, and directed Lieutenant-Commander English to bring off some of the principal citizens of that place to be detained until investigation was made into the affair, as he had heard (unofficially) that an understanding existed that the citizens of Elizabeth City and vicinity should protect vessels passing through the canal in consideration of communication being permitted them with Roanoke Island and New Berne ("and trade with Norfolk," Lieutenant-Commander English adds).

Lieutenant-Commander English proceeded to Elizabeth City, having on board the marines from the *Shamrock* and *Chioopee* and some men from the *Wyalusing*, picketed the place, and arrested 7 prominent citizens. He learned that the rebels had at least eight hours' start and thought it useless to continue the pursuit. He ascertained that the *Fawn* was burned by about twenty men from the *Albemarle*, commanded by one of her officers named Hopkins, who, before the rebellion, had run a boat on this canal. They fired on demanding surrender, killing and wounding 7 persons; 29 prisoners were taken, including 1 colonel and 2 majors; the rest soldiers, Government employés, and citizens. A Major Jenney and Mr. [George W.] Julian, M. C., were released at Elizabeth City and went to Roanoke Island.

Commander Macomb turned over the 7 hostages to Colonel Wardrop, and they were sent by him to General Shepley at Norfolk.

I enclose the reports of Commander Macomb (1) and Lieutenant-Commander English (2), dated, respectively, 13th and 12th instant.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

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Report of Commander Macomb, U. S. Navy, commanding U. S. S. *Shamrock*.

U. S. S. SHAMROCK, *September 13, 1864.*

SIR: I have the honor to report that on the morning of the 10th instant I received a letter from Colonel D. W. Wardrop, commanding Sub-Division of Albemarle, stating that the mail boat *Fawn*, from Norfolk, had been burned by the rebels in the canal on the night of the 9th instant, and asking me to assist him in endeavoring to capture the rebel party.



In compliance with this request I sent the *Wyalusing*, Lieutenant-Commander Earl English, up the Pasquotank River to Elizabeth City, thinking that, as the rebels would probably retreat inland after they had accomplished the destruction of the boat, this would be the point at which they would most likely be found.

I instructed Lieutenant-Commander English to bring off as hostages from Elizabeth City some of the principal citizens, to be detained until some investigation had been made into this affair. I gave this order because I had heard (unofficially) that the citizens of this city were responsible for the safety of the boats passing through the canal, a responsibility which they undertook in consideration of being allowed the privilege of communication with Roanoke Island and New Berne.

My directions were promptly carried out by Lieutenant-Commander English, as will be seen by his report, which I herewith enclose.

On the return of the *Wyalusing* I sent the seven citizens from Elizabeth City to Roanoke Island, to be delivered to Colonel D. W. Wardrop, commanding. They have been delivered, and Colonel Wardrop informs me this morning that he has sent them to General Shepley at Norfolk. The colonel also tells me that there were seven men killed and wounded on the mail boat by the rebels, who fired the moment they demanded her surrender.

Very respectfully, your obedient servant,

W. H. MACOMB,

Commander, Comdg. 4th Div., North Atlantic Blockading Squadron.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

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Report of Lieutenant-Commander English, commanding U. S. S. *Wyalusing*.

U. S. GUNBOAT WYALUSING,  
*Albemarle Sound, September 12, 1864.*

SIR: In obedience to your order of the 10th instant, I received on board this vessel the marines from the *Shamrock* and *Chicopee*, with a company of men under command of Lieutenant Duer, and proceeded to Elizabeth City. Immediately upon my arrival landed a strong force under command of Lieutenant Duer, of the *Shamrock*, and Acting Master Hathaway, of this vessel, picketed the place, and arrested seven of its most prominent citizens. Ascertained from them that the mail steamer *Fawn* had been captured and burned by a party from the rebel ram *Albemarle*, numbering about twenty, commanded by a person named Hopkins, an officer of the ram, who previously to the rebellion had been employed in running a boat on the same canal. The prisoners numbered 29, consisting of 1 colonel, 2 majors, one or two citizens, the rest soldiers or employes of the Government. Two persons\* were released at Elizabeth City, who left immediately for Roanoke Island. One small mail bag only was seen in their possession. I thought it useless to attempt pursuit, as they had all of eight hours' start, which, at moderate traveling, would have brought them quite to the Chowan River, where they were to cross. Having understood that the citizens of Elizabeth City and the adjoining counties had had an understanding with the Government that they would protect the canal from all assaults, providing they were allowed the privilege of trading with Norfolk, I have brought these seven citizens with me and now deliver them to you in order that a more thorough investigation may be made.

If there was the least desire on the part of the inhabitants to guard against such raids they could all be checked or suppressed by their giving timely notice, which they have ample means of doing. I am satisfied that should the people of this district understand that they will be assessed and forced to pay the full value of this loss, hereafter the Government property passing through would be cared for with the same interest with which they cherish their own. I have discovered that the people in this section of country are as fond of the almighty dollar as the Chinese and possess about the same amount of patriotism.

I am, very respectfully, your obedient servant,

EARL ENGLISH,  
*Lieutenant-Commander.*

Commander W. H. MACOMB,  
*Comdg. Fourth Division, Sounds of North Carolina.*

\*NOTE.—Major Jenney, U. S. Army, and Senator Julian, as I have since been informed by Colonel Wardrop, U. S. Army.

W. H. MACOMB.

Letter from Colonel Wardrop, U. S. Army, to Commander Macomb, U. S. Navy, acknowledging his cooperation.

HEADQUARTERS SUB-DISTRICT OF ALBEMARLE,  
*Roanoke Island, North Carolina, September 12, 1864.*

SIR: I am under great obligation to you for your prompt attention to my request for a boat to be sent to Elizabeth City.

Your hearty cooperation is fully appreciated, and I only need the opportunity to reciprocate.

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

D. W. WARDEOP,  
*Colonel, Commanding.*

Commander W. H. MACOMB,  
*Comdg. Fourth Division, North Atlantic Blockading Squadron.*

[Telegram.]

NAVY DEPARTMENT, *September 11, 1864.*

Send the boats on. You can come yourself by rail.

G. V. FOX,  
*Assistant Secretary of Navy.*

Lieutenant W. B. CUSHING, U. S. Navy,  
*United States Hotel, New York.*

*Report of Captain Sands, U. S. Navy, giving additional notes in view of joint operations against the defenses of Cape Fear River.*

HARBOR OF BEAUFORT, N. C., *September 11, 1864.*

SIR: I have carefully read the confidential communication of the Department to you, dated September 3, 1864, in regard to operations to close Cape Fear River, etc., and also your replies to the enquiries therein contained, and I respectfully submit some additional notes to your answers.

To No. 2. Between Fort Campbell (the traversed battery next west and near Bug light) there is a one-gun square redoubt, about midway between Caswell and Campbell; and Campbell has six or seven traverses.

To No. 3. Within the week ending September 9 a suspicious object in the water has been seen by three of the bar tenders, at three different times, supposed to be a torpedo boat, and which was fired upon four times on the night of the 8th instant or morning of the 9th by the *Victoria*; on the other occasions it disappeared upon the turning of the wheels or propeller of the vessels from which it was seen.

To No. 4. There also seems to be a covered way, or ditch, or rifle pit leading from the battery at Bald Head to and behind the sand hill of Bald Head; and refugees have stated, when the battery there was being constructed, that roads were being cut across the island. In regard to vessels running the batteries, there are other serious obstacles not mentioned by you. On the right bank of the river are two traversed batteries in course of construction and near completion (in which we see no guns as yet), one at Reeves' Point and one at Fort Johnstou, near Smithville. These I have seen with my glass from my masthead, where I have been in the habit of constant observation for the twenty months that I have been on the blockade off Wilmington. What I mention I have myself seen.

Besides the bar, where are 9 feet at low tide, with a rise of from 3 feet 8 inches to 5 feet, there is the obstacle of the rip, where 8 feet at low water is found, and which is so narrow (80 to 100 yards) and the current so strong on each tide that its navigation is a most delicate operation; as a trader to this port once told me, it was like shooting the arches of London Bridge, the least deviation of the helm throwing a vessel on one side or the other of shoals. This also occurs at the rip at Zeek's Island, but the current not so strong. A channel has (since the publication of the Coast Survey chart) cut out near Federal Point, as I have heard, and is used by blockade runners now, but the ironclad that came out at New Inlet got aground there in returning and broke in two.

The Mound battery, while in course of erection, seemed to us intended purposely for a plunging fire into monitors. These obstacles I mention in view of an attempt to pass in by monitors drawing as much as 11½ or 12½ feet water.

With reference to depth of water, the only wooden vessels that could run the batteries at the inlets would be the light-draft double-enders or small gunboats.

Very respectfully, etc., your obedient servant,

B. F. SANDS,  
*Captain, U. S. Navy.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.*

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*Letter from the Secretary of the Navy to the Secretary of State referring to the case of the British brig Hound.*

NAVY DEPARTMENT, *September 12, 1864.*

SIR: I had the honor to receive your letter of the 28th of July last, enclosing a copy of a note of the 25th of that month from Lord Lyons in reference to the proceedings of the commanding officer of the U. S. S. *Monticello* toward the British brig *Hound*.

There has been an unavoidable delay in replying to your communication, arising from the fact of the first letter addressed by the Department to Lieutenant Cushing, who had command of the *Monticello*, calling for an explanation, not having reached him. His explanation has recently been received, and the Department finds little in it to justify his conduct in the case of the brig *Hound*. I enclose a copy of the letter\* I addressed to him on the 10th instant on the subject.

Lieutenant Cushing is quite young, which fact may be pleaded in extenuation of his improper conduct. The Department regrets the occurrence and hopes it may not find cause again to censure one of its officers for failing to observe international law and courtesy, and that the action it has taken may be satisfactory to the injured parties.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

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

(Telegram.)

NAVY DEPARTMENT, *September 13, 1864.*

Use the *Augusta* for towing monitors instead of the *Juniata*.

GIDEON WELLES,  
*Secretary of the Navy.*

Captain MELANCTON SMITH.  
(Care Lieutenant-Commander J. H. Upshur, U. S. S. *Minnesota*, Hampton Roads.)

*Letter from the Assistant Secretary of the Navy to Lieutenant-General Grant, U. S. Army, transmitting interrogatories and answers regarding the defenses of Cape Fear River.*

NAVY DEPARTMENT,  
*Washington, September 14, 1864.*

SIR: Enclosed are certain interrogatories† propounded to Acting Rear-Admiral Lee, and his answers.‡ The water seems too scant for the ironclads to enter, but the wooden ones can enter if the fire of the forts can be kept under. The Hatteras fort was reduced in August, 1861, with the *Minnesota*, frigate, 2 miles distant; therefore I think the admiral is mistaken in saying that that class of vessels can render no assistance.

The particular and last information we require is this: Will the army force and its commander go to Port Royal? It is necessary to know this, as Farragut goes there to await orders. It seems to me it would be advisable to let them settle the details at that point together, as no other point is so fit in all respects as a rendezvous.

In my letter of the 12th instant I should have said that it was high water on the 15th of September instead of the 30th.

Very respectfully, your obedient servant,

G. V. FOX,  
*Assistant Secretary of the Navy.*

Lieutenant-General U. S. GRANT, U. S. Army,  
*City Point, Va.*

\* See p. 451.

† See p. 419.

‡ See p. 441.

*Report of Acting Volunteer Lieutenant Green, U. S. Navy, regarding a request of Brigadier-General Harland, U. S. Army, urging the presence of a gunboat in Neuse River.*

U. S. S. LOUISIANA,  
*Off New Berne, September 15, 1864.*

SIR: Information having reached Brigadier-General [Edward] Harland, commanding the forces here, that the enemy are concentrating about 800 men at Greenville, intending to cross the Neuse River in the vicinity of Wilkinson's Point and cut the railroad from Morehead City, he has requested that a gunboat might, for the present, patrol that part of the river.

The *Lockwood* has accordingly gone down there, with orders to search for and seize any boats which would be of service to the rebels in trying to cross the river.

Very respectfully, sir, your obedient servant,

F. M. GREEN,

*Acting Volunteer Lieutenant and Senior Officer Present.*

Commander W. H. MACOMB,

*Comd. Fourth Division North Atlantic Blockading Squadron.*

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

FLAGSHIP MALVERN,  
*Beaufort, N. C., September 16, 1864.*

SIR: The following is the disposition of vessels composing the North Atlantic Blockading Squadron:

Vessel.	Station.	Remarks.
Malvern .....	Headquarters, Beaufort, N. C.	Flagship.
Shokokon .....	do .....	Harbor defense.
Lillao .....	do .....	Harbor defense and to move colliers.
Cohasset .....	do .....	Do.
Harcourt .....	do .....	Pilot tug, needing repairs, to be made at Norfolk.
Arietta .....	do .....	Ordnance.
Release .....	do .....	Do.
William Badger .....	do .....	Stores.
Santiago de Cuba .....	First division, off New Inlet, North Carolina.	Coaling at Craney Island.
Alabama .....	do .....	
Monticello .....	do .....	
Isonomia .....	do .....	Requires extensive alterations to make her efficient and seaworthy.
Quaker City .....	do .....	
Mercedita .....	do .....	Must soon be sent in for repairs; hull in bad condition.
Nippon .....	do .....	
Britannia .....	do .....	Inefficient; needs overhauling, etc.
Keystone State .....	do .....	Repairing and coaling at Beaufort.
Governor Buckingham .....	do .....	Do.
Minnesota .....	Second division, James River and Hampton Roads.	Reported in bad condition and in much want of repairs.
Young Rover .....	do .....	Guard ship, Hampton Roads.
Hellotrope .....	do .....	Tug, Hampton Roads.
Unit .....	do .....	Do.
Poppy .....	do .....	Do.
Charles Phelps .....	do .....	Coal hulk, Craney Island.
Onondaga .....	do .....	James River.
Mendota .....	do .....	Do.
Agawam .....	do .....	Do.

Vessel.	Station.	Remarks.
Sasacus	Second division, James River and Hampton Roads.	Needs extensive repairs to boilers; will be sent to receive them when relieved by the Eutaw.
Mackinaw	do	
Pequot	do	James River.
Commodore Morris	do	Do.
Hunchback	do	Do.
Commodore Perry	do	Boiler very weak.
Commodore Barney	do	
Miami	do	In very bad condition; to be sent to Philadelphia when services can be spared.
Dawn	do	
Delaware	do	
Stepping Stones	do	
General Putnam	do	
Cactus	do	
Young America	do	
Alert	do	
Tug No. 1	do	Fitted as torpedo boat.
Tug No. 3	do	Do.
Tug No. 4	do	Do.
Tug No. 5	do	Do.
Tug No. 6	do	Do.
Mount Washington	do	Transport.
Mystic	York River and Chesapeake Bay.	Guard.
Cruader	do	
Samuel Rotan	do	
Glance	do	
Fort Jackson	Third division, Western Bar, North Carolina.	Tug. Coaling at Craney Island.
Vicksburg	do	
Emma	do	
Maratana	do	
Cambridge	do	Needs repairs.
Dumbarton	do	
Montgomery	do	Needs docking.
Victoria	do	Needs considerable repairing; will be sent to Norfolk as soon as other bar tenders come.
Mount Vernon	do	Repairing and coaling at Beaufort.
Eolus	do	Repairing at Beaufort; recently came to the blockade of Wilmington badly fitted and equipped for this service.
Fahlee	do	Coal transport for first and third divisions, coaling at Beaufort.
Wynadotte	Norfolk, Va.	Guard.
St. Lawrence	do	Ordnance.
Ben Morgan	do	Do.
Raman	do	Do.
Shenandoah	Norfolk navy yard, Virginia.	First division, repairing.
Gettysburg	do	Do.
Howquah	do	Do.
Cherokee	do	Do.
Daylight	do	Do.
Fort Donelson	do	Third division, repairing.
Aries	do	Do.
Calypso	do	Do.
Tristram Shandy	do	Do.
Aster	do	Do.
Canonicus	do	Second division, repairing.
Saugus	do	Do.
Atlanta	do	Do.
Eutaw	do	Do.
Henry Brinker	do	Do.
Clinton	do	Do.
Zouave	do	Do.
Oceola	do	Repairing and fitting for blockade.
Wilderness	do	Do.
Grand Gulf	Repairing at Northern ports	First division, July 31, 1864, New York.
Nereus	do	Third division, Aug. 17, 1864, New York.
Florida	do	Third division, Aug. 19, 1864, New York.
Ascataney	do	First division, Sept. 10, 1864, Washington.
Dacotah	do	Aug. 1, 1864, Boston.
Connecticut	do	Boston.
State of Georgia	do	First division, Aug. 25, 1864, Philadelphia.
Kansas	do	First division, Aug. 23, 1864, Philadelphia.
R. E. Caylor	do	Third division, Aug. 26, 1864, Philadelphia.
Nansemond	do	Sept. 1, 1864, Baltimore.
L. E. Seymour	do	July 10, 1864, Baltimore.

Vessel.	Station.	Remarks.
Banshee .....	Repairing at Northern ports	Third division, sent to Norfolk Aug. 16, and on the 19th to Baltimore.
Morse .....	do .....	Second division, Sept. 10, 1864, Baltimore.
New Berne .....	do .....	Supply steamer from New York.

I have the honor to be, sir, very respectfully, yours,  
 S. P. LEE,  
*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*  
 Hon. GIDEON WELLES,  
*Secretary of the Navy, Washington, D. C.*

*Report of Captain Smith, U. S. Navy, transmitting sketch showing positions of the vessels at the barricade, James River.*

U. S. S. ONONDAGA,  
*James River, September 16, 1864.*

SIR: I transmit herewith a sketch of the position of the vessels at the barricades. They are connected by double booms, which support a 1½-inch chain, running the entire distance.

The obstructions are now completed.

Very respectfully, your obedient servant,

MELANCTON SMITH,  
*Captain and Divisional Officer in James River.*

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

[Enclosure.]

*Obstructions in Trent's Reach, James River, Virginia.*

[From a survey by J. S. Bradford, sub-assistant, Coast Survey, completed July 26, with additions from a report of Captain M. Smith, U. S. N., of September 16, 1864.]

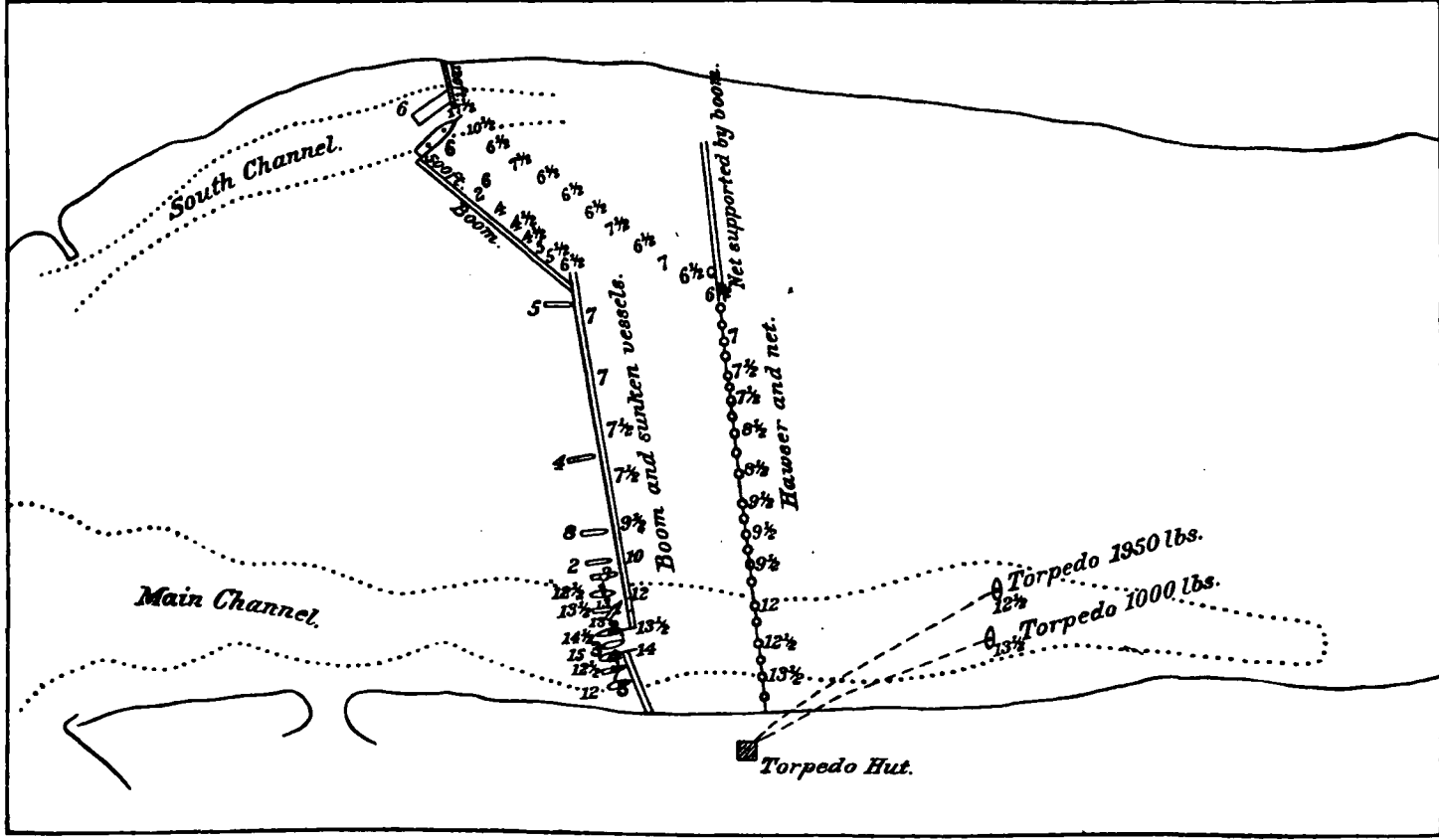
[NOTES.—Table I contains descriptions of vessels sunk.

Table II contains the distance of the sunken vessels from each other.

The soundings are in feet at low water, and were reduced from tidal observations taken during the survey. The torpedoes have been removed.

Correct up to September 16, 1864.—J. S. BRADFORD, sub-assistant, U. S. Coast Survey.]

I.				II.			
No.	Name.	Class.	Sunk by—	No.	Distance.	To—	Class.
					<i>Feet.</i>		
1	Whitford .....	Schooner	Army.	5	18	7	Bark-canal boat.
2	Benton .....	do	Do.	7	.....	4	Canal boat-schooner.
3	Mist .....	do	Do.	4	6	3	Schooner-schooner.
4	Haxall .....	do	Do.	3	25	2	Do.
5	Franklin .....	Bark	Do.	2	10	1	Schooner-canal boat.
6	Satterly .....	Schooner	Do.	1	16	1	Canal boat-schooner.
1	Canal boat .....		Navy.	1	24	3	Schooner-canal boat.
2	do .....		Do.	3	24	2	Canal boat.
3	do .....		Do.	4	320	5	Do.
4	do .....		Do.	5	500	6	Canal boat-schooner.
5	do .....		Do.	6	120	Shore.	Schooner.
6	do .....		Do.				
7	do .....		Do.				
8	do .....		Do.				





*Report of Captain Smith, U. S. Navy, transmitting statement of Henry P. Roach, regarding the bridges and obstructions in the James River.*

U. S. S. ONONDAGA,  
*James River, September 16, 1864.*

SIR: \* \* \* I enclose herewith a copy of a statement made by H. P. Roach, carpenter, recently employed by the Confederate Government, and sent me by order of General Grant.

Very respectfully, your obedient servant,

MELANCTON SMITH,  
*Captain and Divisional Officer in James River.*

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

[Enclosure.]

OFFICE OF THE PROVOST-MAERSHAL-GENERAL,  
ARMIES OF OPERATION AGAINST RICHMOND,  
*City Point, Va., September 13, 1864.*

Henry P. Roach, a native of Charles City, Va., and a carpenter by trade, has been employed by the Confederate Government for the past two years in the vicinity of Drewry's Bluff as engineer and pile driver. He was conscripted about the 10th of September, 1862, and immediately detailed as above. His information in regard to the bridges and obstructions in the James is as follows:

About a mile and a half below Rocketts is a stationary bridge, called Tree Hill Bridge, which is about 16 feet wide, and extends directly across the river. At Warwick Bar is a pontoon bridge, composed of five schooners in the center, the remaining portion of piling. There is a draw on the bridge through which steamers pass daily. About 400 yards below the pontoon bridge on the left bank of the river is Gaines' Bluff, on which is a battery for two guns. Informant does not know the caliber, but thinks they are at least 64-pounders. The guns are not in position, but are at hand ready to be run in when needed.

Under the cover of Gaines' Bluff, and about 400 yards below the pontoon bridge, is one line of obstructions, composed of sunken vessels, and one line of cribs and stones, the two being within 20 yards of each other and each line extending from shore to shore.

In the line composed of timbers are 8 rows of piles, the tops of which are bare at low water, and about 4 feet under when the tide is in. The piling used will average 15 inches in diameter and will average about 4 feet into the bed of the river. There is a dried passage through these obstructions in the center (or the channel of the river), about 80 feet wide.

There is a stationary bridge at the mouth of Falling Creek, called Wilton Bridge, and about 350 or 400 yards below is a bridge made of pontoon boats extending from Drewry's Bluff across to the Wilton farm, and about 200 yards below the pontoon bridge is a wharf and about the same distance below another, both on the right bank. There is also a wharf opposite them on the Wilton side. There is a draw through this bridge about 15 feet in width. About three-fourths of a mile below this pontoon bridge are two rows of obstructions composed of cribs and stones, and between them a line of sunken vessels, the *Curtis Peck*, *Jamestown*, *John Roach*, *Damascus*, and the *Northampton*. The distance between the two rows of cribs is about 80 yards. The number of rows of piling, distance below water, average diameter of piles, is the same as the obstructions at Gaines' Bluff.

There is an opening between the obstructions about 120 feet in width, but very careful navigation is required in passing through it.

Very respectfully, your obedient servant,

GEORGE H. SHARPE.

*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, to assume command of the West Gulf Blockading Squadron.*

NAVY DEPARTMENT, *September 17, 1864.*

SIR: Rear-Admiral D. G. Farragut having been ordered to the North Atlantic Blockading Squadron, you are designated to relieve that distinguished officer in command of the Western Gulf Blockading Squadron. You will not leave your station until the arrival of your relief, but will continue your duties and especially obtain all possible information in reference to the confidential communications which have been addressed to you touching Cape Fear River. Have all the papers and drawings connected with this subject and all unexecuted orders prepared and copied, to hand over to your successor.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.*

*Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, regarding the blockade.*

FLAGSHIP MALVERN,  
*Beaufort, N. C., September 18, 1864.*

SIR: Employ as many blockaders as practicable for a close line and vigilant watch of the bar. Just outside this line of bar tenders have as close and thick a line as practicable of larger blockaders, and just outside and along this second line keep moving your ships, ready to chase.

The bar tenders must not leave their stations to chase; chasing must only be done by those of the second line who see the runner and while seeing it.

Less than two-fifths of the available force of the blockade should be assigned to outside cruising, when the number present will not admit of forming two sufficient lines close to the bar, as above directed.

Great activity may be expected from the enemy, especially during the approaching dark of the moon and that succeeding it, and every effort will be made by them to get their armed vessels out to destroy our commerce.

Yourself, the commanding officer, and the officers and men of your division must exert the most devoted vigilance to prevent such a catastrophe.

Very respectfully, yours,

S. P. LEE,

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

Captain B. F. SANDS,

*Third Divisional Officer, off Wilmington, N. C.*

[Same to Captain Glisson.]

*Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, forwarding information from the U. S. consul at Halifax, Nova Scotia, regarding the movements of blockade runners.*

NAVY DEPARTMENT, *September 18, 1864.*

SIR: The U. S. consul at Halifax, Nova Scotia, has communicated to the State Department the following information:

*September 10.*—Steamer *Mary*, reported as formerly the *Alexandra*, arrived here last night. Reported at custom-house as mercantile vessel from Liverpool via Bermuda in ballast. Is 120 tons and has 24 men. Was built at Liverpool in 1863; registered there in 1864; owned by Henry Lafone, of Liverpool. She is bark-rigged, has one smokestack, rakish masts, rather high above water, round stern, and very straight stem. Will ascertain and report if she carries guns.

*September 12.*—Steamers *City of Petersburg* and *Old Dominion* mentioned in previous dispatches as expected here, passed yesterday with 2,000 bales of cotton, which will be transferred to steamer *Asia* and sent to England. Cotton belongs to Confederate Government; steamers will soon return to Wilmington.

*September 12.*—Blockade running steamers *North Heath*, *Little Hattie*, *Constance* (which went to sea and returned), *Flamingo*, *Condor*, *Lady Sterling*, *Old Dominion*, and *City of Petersburg*, all now here, will leave for Wilmington, some with valuable cargoes, as soon as moon changes and nights become dark. Blockade runners on leaving this port usually cruise along the shore from St. George's Island to Sambro and then go south and southeast.

*September 16.*—Blockade runner arrived here from Wilmington reports that the *Tallahassee*, fully repaired and fitted for sea, was expected to leave daily, together with privateers *Edith* and *Coquette*, both fully armed.

*P. S.—September 15.*—British blockade running steamer *Annie* arrived here yesterday from Wilmington direct, with 566 bales of cotton. Will return to Wilmington in four days.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Simpson, U. S. Navy, commanding U. S. S. Isonomia, to proceed to Key West.*

FLAGSHIP MALVERN,  
*Beaufort, N. C., September 18, 1864.*

SIR: The Navy Department, under date of 8th instant, directs you to proceed with the *Isonomia* to Key West and report to Captain Theodore P. Greene, temporarily commanding East Gulf Squadron, for duty in that squadron, especially for cruising in the vicinity of Nassau and Bahama Banks. If the yellow fever still prevails at Key West, the *Isonomia* will not go in, but report by letter, as above indicated, and proceed to her cruising ground.

You will accordingly proceed to carry out this order as early as practicable

Respectfully, yours,

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

Lieutenant-Commander E. SIMPSON,  
*U. S. S. Isonomia.*

[Telegram.]

NAVY DEPARTMENT, *September 19, 1864.*

Direct the *Mahopac* to proceed with her tows to Hampton Roads and report arrival there to the Department.

GIDEON WELLES,  
*Secretary of Navy.*

Rear-Admiral HIRAM PAULDING,  
*Commandant Navy Yard, New York.*

[Telegram.]

NAVY DEPARTMENT, *September 19, 1864.*

Do not send off the *Canonicus* and *Saugus* until further orders. Try them in the bay as to their speed.

GIDEON WELLES,  
*Secretary of Navy.*

Captain MELANCTON SMITH,  
*Commanding James River Division, James River.*

*Report of Commander Spicer, U. S. Navy, transmitting report of the commanding officer of the Victoria, regarding a supposed ram vessel seen off Western Bar.*

U. S. S. QUAKER CITY,  
*Western Bar, North Carolina, September 19, 1864.*

ADMIRAL: There being a sufficient number of vessels in this division of the blockade to render it complete without longer detaining the *Victoria* from going to Beaufort for repairs, the *Eolus* not returning as soon as anticipated, and the condition of the *Victoria* warranting, in my judgment, her removal for the present from service here, I have directed Captain Keyser to proceed with her to Beaufort and report to you for further orders.

Nothing of importance has occurred since your last visit, and I am certain that no runners have passed in or out since the 10th instant.

The captain of the *Victoria* believes that he saw a ram on the night of the 15th instant, but vessels nearer in and others close aboard of him at the time failed to discover the same, and I am induced to believe that he was mistaken. I herewith send a report he handed me of the circumstance.

On the 16th instant I supplied the *Dumbarton* with coal from the *Cambridge*, also with provisions, enabling her to remain for a week longer, in which time the *Fahkee* will no doubt be down and coal herself and several other vessels now getting in need.

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

WM. F. SPICER,  
*Commander.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.*

[Enclosure.]

U. S. S. VICTORIA,  
*Off Western Bar, North Carolina, September 16, 1864.*

SIR: I have the honor to report that on the night of the 15th, at 8:35 p. m., being in 5 fathoms water, with Bald Head light bearing E. by

N.  $\frac{1}{2}$  N., I saw a vessel bearing N. by E. from us. I supposed her to be a blockade runner and started ahead full speed N. W. to intercept her. At 8:45 could see her distinctly without glasses, then bearing N. by W. She was apparently about 250 or 300 feet long, and about 5 feet high in the middle, with low ends, one smokestack and no mast; appeared to be making for the *Emma*.

I turned our head offshore S. W., and burned a blue light. Went to quarters; at about 9 was spoken by the U. S. S. *Montgomery*, and was ordered by her commander to communicate with the U. S. S. *Dumbarton*, then bearing S. E., about 2 miles distant. As we approached her she steamed away from us, and we did not succeed in speaking her till 9:45. Returning toward our station, fell in with and spoke U. S. S. *Maratanza* at 10 p. m. At 10:30, being on our station in  $5\frac{1}{2}$  fathoms water, saw same vessel return inside the bar and steer toward Fort Caswell; being very hazy, lost sight of her before she reached the fort.

I am, very respectfully, your obedient servant,

E. S. KEYSEE,  
*Acting Master, Commanding.*

Commander W. F. SPICER,  
*Senior Officer off Western Bar, North Carolina.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the arrival of the U. S. S. Augusta at Hampton Roads.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Beaufort, N. C., September 19, 1864.*

SIR: Commander Corbin, commanding U. S. S. *Augusta*, under date of 12th instant, reports his arrival at Hampton Roads on that day from Pensacola, under orders from Commodore [William] Smith, commanding the Pensacola navy yard, to report to me. The *Augusta* was placed in quarantine at Hampton Roads for ten days, although there was no contagious or infectious disease at Pensacola when she left.

As Commander Corbin reports that the bottom of the *Augusta* is very foul, I have directed him to have her docked and cleaned at Norfolk navy yard when released from quarantine, and then to report to me here for duty on the blockade of Wilmington, unless otherwise ordered by the Department.

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

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

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

*Report of Lieutenant-Commander Davis, U. S. Navy, regarding the capture of Confederates living in the vicinity of Walker's Wharf, James River.*

U. S. S. SASSACUS,  
*Off Harrison's Landing, James River, September 20, 1864.*

SIR: I have the honor to report that at the request of Colonel [J. H.] Holman, commanding at this post, I received on the evening of the 18th instant a detachment of 45 men, landing them at Walker's Wharf, 5 or

6 miles below for the purpose of capturing some citizens living in that vicinity. The expedition was entirely successful and returned to the anchorage at daylight the next day.

Yesterday I ordered the fires hauled to make temporary repairs to the boiler and machinery, which were completed last night.

I have the honor to be, very respectfully,  
 your obedient servant,  
 JOHN L. DAVIS,  
*Lieutenant-Commander.*

Captain MELANCTON SMITH, U. S. Navy,  
*Commanding U. S. S. Onondaga and Divisional Officer.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Crosby, U. S. Navy, commanding U. S. S. Keystone State, designating a cruising ground.*

FLAGSHIP MALVERN,

*Beaufort, N. C., September 20, 1864.*

SIR: Proceed to cruise in the Gulf Stream to intercept armed rebel vessels and blockade runners to and from Wilmington on the track of our commerce and the Halifax route, and at such a distance from Cape Fear as will allow for the run from New Inlet, if begun as soon as it is dark. If the rebel cruiser should come out of Western Bar, you can, after sunrise, look for it nearer to Cape Fear, so as sooner to fall in with it and allow more time for chasing before night, and this will also give you a good position for chasing steamers bound into Wilmington that night.

Keep as ready as possible at night for the instant use of your guns.

Respectfully, yours,

S. P. LEE,

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

Commander PEIRCE CROSBY,  
*U. S. S. Keystone State.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captains Sands and Glisson, U. S. Navy, urging the strictest vigilance in view of the expected movement of the blockade runners from Wilmington.*

FLAGSHIP MALVERN,

*Beaufort, N. C., September 20, 1864.*

SIR: Commander Macomb, commanding the *Shamrock*, in Albemarle Sound, furnishes the following information under date of 17th instant:

A man who was taken from the shore at the mouth of Roanoke River by one of our picket boats, reports as follows:

He is a ship carpenter by trade, and was taken by the rebels at the capture of Plymouth.

He has been employed lately by the rebels at Wilmington in working on vessels belonging to the Confederates, and reports that the rebels are fitting out five blockade runners to cruise as privateers like the *Tallahassee*, and that they are going to go out of the port of Wilmington when the moon becomes dark.

There is every reason to consider this information reliable. Keep both lines of blockaders as close in as possible and every available steamer in one or the other line.

Neither the Department nor the country will accept any excuse if these vessels are allowed to escape from Wilmington for the extensive destruction of our commerce. Officers and men have now the highest incentive to keep a close and faithful blockade of the bars on dark nights, from which they must not then withdraw on account of random firing designed to drive them off and clear the way to sea.

On the one hand is promotion and approval for duty well done, and on the other the distress of conscience and the penalties of courts-martial.

Respectfully, yours,

S. P. LEE,

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

Captains SANDS and GLISSON,  
*Divisional Officers, off Wilmington.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Sheldon,  
U. S. Navy, commanding U. S. S. Shokokon.*

FLAGSHIP MALVERN,

*Beaufort, N. C., September 21, 1864.*

SIR: You will relieve Acting Master Baker in temporary command of the temporary naval station of Beaufort, N. C.

Respectfully, yours,

S. P. LEE,

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

Acting Master W. B. SHELDON,  
*U. S. S. Shokokon.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Baker,  
U. S. Navy, commanding U. S. S. Anemone.*

FLAGSHIP MALVERN,

*Beaufort, N. C., September 21, 1864.*

SIR: Being ready for sea you will proceed with the *Anemone* under your command for Western Bar by daylight to-morrow morning and report to Captain B. F. Sands, divisional officer, for duty.

Respectfully, yours,

S. P. LEE,

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

Acting Master JONA. BAKER,  
*U. S. S. Anemone.*

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*Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy,  
transmitting confidential orders to Rear-Admiral Farragut.*

NAVY DEPARTMENT,

*Washington, September 22, 1864.*

SIR: Enclosed is a confidential order which you will deliver to Rear-Admiral Farragut as soon as he arrives at Port Royal. Send the

*Wabash* to Hampton Roads, to arrive there between the 1st and 5th of October. None of your ironclads will be withdrawn and none sent from the North at present.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

Rear-Admiral JOHN A. DAHLGREN,  
*Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.*

[Enclosure.]

NAVY DEPARTMENT,  
*Washington, September 22, 1864.*

SIR: Your official dispatch No. 372, dated Mobile Bay, August 27, 1864, has been received, stating that your health is giving away. I have also read your note of the 5th of September to the Assistant Secretary in answer to his private note to you intimating that an expedition might be organized to attack the defenses of Cape Fear River.

The Department learns with much regret that your health is shaken by long service in the Gulf and that you must have rest of several months before you can conduct any further operations.

In accordance with the views of the Department and the universal wish of the country, the orders of the 5th instant, were given to you; but a life so precious must not be thrown away by failing to heed the monitions which the greatest powers of physical endurance receive as a warning to rest. The country will again call upon you, perhaps, to put the finishing blow to the rebellion.

On the receipt of this order you will proceed to New York and report your arrival. Send the vessels you may have brought up with you, excepting your own, to Hampton Roads, to report by letter.

Very respectfully, your obedient servant,

GIDEON WELLES,  
*Secretary of the Navy.*

Rear-Admiral D. G. FARRAGUT,  
*Port Royal, S. C.*

*Order\* of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, to relieve Acting Rear-Admiral Lee, in command of the North Atlantic Blockading Squadron.*

NAVY DEPARTMENT,  
*Washington, September 22, 1864.*

SIR: Rear-Admiral D. G. Farragut was assigned to the command of the North Atlantic Squadron on the 5th instant, but the necessity of rest on the part of that distinguished officer renders it necessary that he should come immediately north. You will, therefore, on the receipt of this order, consider yourself as detached from the command of the Mississippi Squadron, and you will turn over the command temporarily to Captain A. M. Pennock. As soon as the transfer can be made, proceed to Beaufort, N. C., and relieve Acting Rear-Admiral S. P. Lee, in command of the North Atlantic Blockading Squadron. Take with you your personal staff; and a number of officers, not exceeding five, may

\* See p. 530, October 7, for modification of this order.



be transferred from the Mississippi to the North Atlantic Blockading Squadron.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

Rear-Admiral D. D. PORTEB,  
*Commanding Mississippi Squadron, Cairo, Illinois.*

*Letter from the Secretary of the Navy to Commodore Rowan, U. S. Navy, revoking orders to the sounds of North Carolina.*

NAVY DEPARTMENT,  
*Washington, September 22, 1864.*

SIR: Agreeably to your request, your orders of the 1st instant to command the naval forces in the sounds of North Carolina are hereby revoked, and you will regard yourself as waiting orders.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

Commodore STEPHEN C. ROWAN, U. S. Navy,  
*Philadelphia.*

*Order of the Secretary of the Navy to Lieutenant-Commander Watmough, U. S. Navy, commanding U. S. S. Kansas.*

NAVY DEPARTMENT, *September 22, 1864.*

SIR: Proceed with the U. S. S. *Kansas* to Beaufort, N. C., and report to Acting Rear-Admiral S. P. Lee for duty in the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Lieutenant-Commander P. G. WATMOUGH,  
*Commanding U. S. S. Kansas, Philadelphia.*

[Telegram.]

NAVY DEPARTMENT, *September 22, 1864.*

Proceed to navy yard, Washington.

GIDEON WELLES,  
*Secretary of the Navy.*

Commander JNO. C. FEBIGER, U. S. Navy,  
*Commanding U. S. S. Mattabesett, Hampton Roads.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Stuart, U. S. Navy, commanding U. S. S. Calypso, giving instructions regarding blockade duty.*

FLAGSHIP MALVERN,  
*Beaufort, N. C., September 22, 1864.*

SIR: The *Calypso* being ready for sea, proceed with her at high water to-day to her station, which will be on the track of Nassau blockade runners to and from Wilmington, and at such a distance

from Cape Fear as will put you at daylight just outside of a runner leaving Wilmington during the first darkness of the previous night. This distance varies according to the age of the moon, so that if the first part of the night is light you will be proportionately near Cape Fear. It is always desirable to be as near in as you can without allowing the runner to be outside of you at daylight. An hour before daylight yourself and your chief engineer should turn out for duty, and you will get the *Calypso* in readiness for swift chasing with high steam, which you can work off and avoid the noise of blowing by continuous turning in short circles, taking care in doing this to avoid collisions. Be watchful, taking all practicable and necessary observations to keep your position and not be swept from it by the Gulf Stream.

Have a loose outside suit of white for your masthead lookouts, who should be picked men, encouraged to vigilance. Always have ready one prize list and one prize crew detailed, with instructions on boarding promptly to guard the hatches and apartments of officers and crew in order to avoid pillage and access to liquor. If floating cargo has been thrown over during the chase, employ both the *Calypso* and the prize as soon as practicable to pick it up. In event of capture, send your prizes to Boston until further orders, with instructions to communicate at Beaufort.

It is understood that there are several swift, light-armed rebel vessels in Wilmington intending to come out during this dark of the moon to prey upon our commerce.

You will keep the most vigilant lookout for these, and make every effort to capture or destroy any of them you may fall in with. Always be prepared to fire quickly with the watch on deck, and assemble the crew at quarters whenever you approach a vessel that you are not sure is unarmed. Do not hesitate to ram at all hazards any armed rebel vessel, firing at the same time your guns and small arms, using sharpshooters on the enemy's officers, helmsmen, and captains and loaders of guns.

Instead of an abstract log as heretofore required, send me a semilunar monthly report, one from the last quarter to the first, the other from the first to the last quarter of each moon, to be kept up daily by yourself, in which give every instructive or interesting fact necessary to show and explain clearly where your command was, what she saw, and what she did respecting her duty as a blockader. Give time of beginning and end of chase and that of chase, your position at both periods, and that of other chasers. Describe chase with diagrams; give state of wind, weather, and sea, especially during chase. Make such a report as would give the essential information which I would have if I were present.

Don't rack your steamer by keeping in the Gulf Stream in heavy weather.

You have a fine command, and I expect you to accomplish good results.

Send a copy of this order to your divisional officer, Captain B. F. Sands.

Respectfully, yours,

S. P. LEE,

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

Acting Master F. D. STUART,

*Commanding U. S. S. Calypso.*

Same to *Quaker City* to cruise on track of Bermuda blockade runners and with this addition: "Cruise till your coal is expended; then return

to Beaufort, take in your coal, and return to the same cruising ground with all dispatch."

[Order of like tenor, dated September 28, to Lieutenant-Commander P. G. Watmough, commanding U. S. S. *Kansas*.]

[Telegram.]

NAVY DEPARTMENT, *September 23, 1864.*

Send the *Colorado* to Hampton Roads.

GIDEON WELLES,  
*Secretary of the Navy.*

Commodore GEO. F. PEARSON,  
*Commandant Navy Yard, Portsmouth, N. H.*

*Report of Captain Kilty, U. S. Navy, commanding U. S. S. Roanoke.*

U. S. S. ROANOKE,  
*Off Point Lookout, September 23, 1864.*

SIR: I have the honor to report that in obedience to your order of the 12th instant, I have this day assumed command of the U. S. S. *Roanoke*.

Very respectfully, your obedient servant,

A. H. KILTY,  
*Captain.*

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

*Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, forwarding information received from the U. S. consul at Halifax, N. S.*

NAVY DEPARTMENT, *September 24, 1864.*

SIR: The following telegrams have been received by the Secretary of State from the U. S. consul at Halifax, [Nova Scotia], viz:

*September 21.*—Blockade running steamer *Flamingo*, heretofore reported, 283 tons, 45 men, heavily laden with merchandise, including 700 bags saltpeter, has sailed; destination, doubtless, Wilmington.

*September 21.*—Steamer *Little Hattie*, heretofore described, cleared to-day in ballast for Nassau, where she will take in cargo and proceed to Wilmington. British side-wheel iron steamer *Condor*, with valuable cargo, including large quantity of clothing for Confederate Army, will leave to-morrow for Wilmington. *Condor* is a new and fast steamer, about 300 tons, schooner-rigged, has 3 smokestacks, is long and low with raking masts and straight stern. Hull painted white.

*September 22.*—British blockade running steamer *Lady Sterling*, heretofore reported, cleared to-day with cargo of provisions and merchandise for Nassau; ultimate destination, Wilmington. Has on board several passengers for Wilmington. Also steamer *Armstrong*, for Nassau, with similar cargo; ultimate destination, doubtless, Wilmington.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

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

*Letter from the U. S. consul at Nassau, New Providence, to the Secretary of State, regarding blockade runners.*

U. S. CONSULATE,  
Nassau, September 24, 1864.

SIR: Since my last dispatch by the steamer in August, the following steamers running the blockade have arrived and departed for Wilmington, Charleston, and Savannah:

*Arrivals.*—August 24, steamer *Agnes Louisa*, formerly *Grape Shot*, from Liverpool, via Madeira; first trip. August 26, steamer *Fox*, from Charleston. August 27, steamer *Siren*, from Charleston; steamer *Will o' the Wisp*, from Wilmington. August 28, steamer *Druid*, from Charleston. September 6, steamer *General Whiting*, from Charleston. September 7, steamer *Coquette*, from Wilmington, 1,140 bales of cotton, formerly belonged to Confederate Government, but now owned by a Richmond company; steamer *Wando*, formerly *Let Her Rip*, from Bermuda. September 8, steamer *Agnes C. Fry*, formerly *Fox*, from Bermuda. September 9, steamer *Chicora*, formerly *Let Her Be*, from Wilmington. September 10, steamer *Ella* (new), from Wilmington. September 12, steamer *Fox*, from Charleston; steamer *Siren*, from Charleston. September 19, steamer *Beatrice* (new), from Glasgow. September 22, steamer *Will o' the Wisp*, from Wilmington. September 23, steamer, one, name unknown.

*Sailed during same time.*—August —, *Prince Albert*, lost entering Charleston Harbor. August 24, *Hope* (new, large), for Wilmington. August 28, steamer *Fox*, for Charleston. August 31, steamer *Siren*, for Charleston; steamer *Star*, for Savannah, brought back disabled. September 1, steamer *Druid*, for Charleston; steamer *Stag*, for Charleston; steamer *Will o' the Wisp*, for Wilmington. September 4, steamer *Agnes Louisa*, formerly *Grape Shot*, sailed for Charleston, but put back after being out, got on reef on Hog Island, will probably be a total loss. September 17, steamer *General Whiting*, for Charleston. September 20, steamer *Siren*, for Charleston. September 21, steamer *Ella*, for Wilmington. September 22, steamer *Wando*, for Charleston.

There is a large number in this harbor now undergoing repairs, and large accessions to their numbers are daily expected. The last steamer brought the news of the capture of two of their vessels, one, the *A. D. Vance*, is said to be their best vessel; the other, called the *Elsie*, taken near Wilmington. They are now organizing a company here for purchasing and equipping a lot of sailing vessels to run the blockade to and from Florida, along its coasts and up its rivers, and they look upon schooners as being [better] calculated and less suspicious than steamers.

I understand that officers of the British navy are now running as blockade runners, and have been. A Captain Roberts, formerly captain of a blockade steamer *Don*, was absent as a post captain in the British navy on a furlough, that when that furlough expired he went to England and had it extended and is now in Bermuda, or about there. His name in the Navy Register is supposed to be Hobert or Herbert.

Very respectfully, your obedient servant,

THOMAS KIEKPATRICK.

HON. WILLIAM H. SEWARD,  
Secretary of State of the United States of America.

*Report of Acting Volunteer Lieutenant Williams, U. S. Navy, regarding the sighting of a supposed blockade runner.*

U. S. S. EMMA,  
Off Wilmington, N. C., September 25, 1864.

SIR: I have the honor to report that at 2 o'clock a. m. of this date, while lying in 3½ fathoms of water off the wrecked steamer *McCaw*, I saw a vessel farther offshore than myself, which looked suspicious, and I accordingly steamed off a short distance to ascertain if it was one of our vessels, and found it to be the U. S. S. *Anemone*, and while returning to station saw foaming of water inshore of us, looking like that made by a steamer under headway, I therefore rang for all speed and when within about a quarter of a mile of the wreck saw a steamer passing between the wreck and water battery, bound in; a vessel, which I suppose was the same, was seen inside Fort Caswell this morning at daylight. At the time of sighting her Bald Head light bore E. S. E., Bug Light, E. by N., but as she was beyond the range of our guns I did not fire at her.

Very respectfully, your obedient servant,

JAMES M. WILLIAMS,  
Acting Volunteer Lieutenant, Commanding.

Captain B. F. SANDS,  
Commanding Division Western Bar, off Wilmington, N. C.

[Endorsement.]

I think this must have been a picket boat of the enemy, as no other vessel saw her, and the sea on the bar was quite rough from strong S. W. wind until near that time.

Respectfully,

B. F. SANDS,  
Captain Commanding Division.

*The driving ashore and destruction of the blockade runner Lynx, September 25, 1864.*

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
Beaufort, N. C., September 30, 1864.

SIR: Referring to Acting Master Kemble's report of the 26th instant, forwarded on the 28th, I transmit enclosed reports from the *Houquah* (1) and *Governor Buckingham* (2), in reference to the destruction of a blockade runner on the night of the 25th, which, as appears from North Carolina papers forwarded in my No. 605 of this date, was the *Lynx*.

The *Houquah* sustained a cross fire from the fort and from our own vessels, and Acting Volunteer Lieutenant Balch thinks that two shots were fired by the *Lynx*. He lost 1 man killed and 4 wounded. The enclosed report gives full particulars.

The main credit of this affair seems to be due Acting Master Kemble of the *Nippon*. I have ordered his examination for promotion to the grade of acting volunteer lieutenant.

Acting Volunteer Lieutenant MacDiarmid, commanding the *Governor Buckingham*, and Acting Volunteer Lieutenant Balch, commanding

the *Howquah*, acted promptly and efficiently as usual. I was present off New Inlet at the time.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy.*

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Report of Acting Volunteer Lieutenant Balch, U. S. Navy, commanding U. S. S. *Howquah*.

U. S. S. HOWQUAH,

*Off Wilmington, N. C., September 26, 1864.*

SIR: I have the honor to submit the following report:

While standing on our station on the night of the 25th instant, saw a rocket and the flash and heard the reports of three guns, Fort Fisher bearing S. W. by W., distant  $1\frac{1}{2}$  miles, ship in  $4\frac{1}{2}$  fathoms of water. Spread fires and called all hands to quarters and wore ship, head to the eastward. Made a side-wheel steamer (with two smokestacks) standing to the northward and eastward, and two of our vessels to the southward and eastward of the steamer, firing rockets and guns toward the steamer. Started ahead full steam, intending to run her down, but the strange steamer was going so fast I found I could not reach her (although we were going a good 10 knots at the time). Put the helm to starboard, which brought the two ships side by side, heading N. N. E., distant about 100 yards. Fired from the starboard battery two percussion shells from the 30-pounder rifles, one of them striking the paddle box and the other forward of the paddle box. The explosion of the shells illuminated the ship so that we could plainly see the parts of the paddle box and ship flying in all directions. During this time (to the best of my belief) the steamer fired two shots at us. Shot and shell were fired at us from the shore batteries, and also a continued fire from our own vessels, coming from a southeast direction, shot and shell passing over and near us. At 7:20 p. m. one 30-pounder percussion shell struck the main rail on the starboard bow, cutting it through, also striking the forward end of the 30-pounder pivot carriage, cutting the breeching in two and disabling the carriage, glancing over, striking the main rail on the port side, and falling on the deck (I have the shot now on board). Fortunately this shell did not explode. This shell in its passage struck Patrick Bagley, ordinary seaman, taking off his right leg and killing him almost instantly; also slightly wounded Martin Glynn, landsman, Thomas Judge, landsman, William Roach, landsman, and George Stevens, coxswain. Owing at this time to the cross fire from the batteries and our own vessels, and with a green crew that had never before been under fire, it was almost impossible to keep them at the guns. Immediately after our shell struck her she hauled up for the beach, we losing sight of her when getting end on. Shortly after made a sail to the eastward, challenged her, and was answered by the night signal. Spoke the U. S. S. *Governor Buckingham* and requested a surgeon to be sent on board. At 7:50 Acting Assistant Surgeon W. S. Parker came on board and did all that could be done for the wounded. At 8:30 p. m. saw the steamer on the beach on fire, where she continued to burn all night. We returned on our station at 8:30 p. m. I beg to call your particular attention to gallant conduct and coolness displayed by Acting Assistant Paymaster E. W. Brooks, Acting

Ensign G. P. St. John, Acting Second Assistant Engineer William G. McLane, Acting Second Assistant Engineer D. B. Wylie, Acting Master's Mate R. B. Smith, Boatswain's Mates William O. Conner and Alex Robinson, for the faithful performance of their duties under trying circumstances.

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

J. W. BALCH,

*Acting Volunteer Lieutenant, Commanding U. S. S. Howquah.*

Acting Rear-Admiral S. P. LEE,

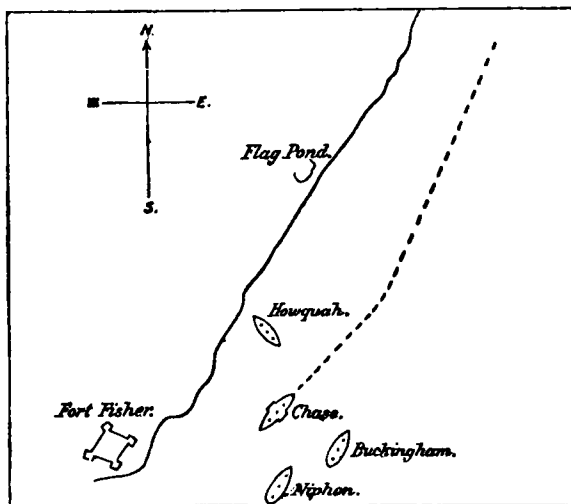
*Commanding North Atlantic Blockading Squadron.*

Additional report of Acting Volunteer Lieutenant Balch, U. S. Navy, giving diagram.

U. S. S. HOWQUAH,

*Off Wilmington, N. C., September 26, 1864.*

Diagram showing the positions of the different vessels when we first made them, Fort Fisher bearing S. W. by W., distant  $1\frac{1}{2}$  miles, side-



wheel steamer S. S. E., *Buckingham* and *Nippon* in nearly the same direction.

Very respectfully, your obedient servant,

J. W. BALCH,

*Acting Volunteer Lieutenant, Commanding.*

Report of Acting Volunteer Lieutenant MacDiarmid, U. S. Navy, commanding U. S. S. Governor Buckingham.

U. S. S. GOVERNOR BUCKINGHAM,

*Off New Inlet, North Carolina, September 26, 1864.*

SIR: I have the honor to report that shortly after 7 p. m. last evening, while lying in 6 fathoms water, Mound light bearing S. W. by S., observed firing from U. S. S. *Nippon*, followed by a rocket thrown up to N.N.E. Stood in full speed N. by W.; saw a long, side-wheel steamer, with two smokestacks and two masts, steering to the northward and going very rapidly. Endeavored to get alongside of her, but found her

too fast; fired five shells at her, two of which struck and one 100-pounder burst over her. The blockade breaker stood for the beach and got out of sight. While standing in after her and to the northward of her, observed one of our steamers making the night challenges very often. Slowed down and were hailed by the U. S. S. *Howquah*, to send the surgeon on board, as she had three men wounded. I immediately dispatched a boat with Acting Assistant Surgeon W. S. Parker, of this vessel. Upon his return he informed me that one of the men was dead, the other two slightly wounded. About 8.30 p. m. saw a fire on the beach; when I got to the northern end of my station, saw that it was the blockade breaker burning on the beach. After daylight this a. m. picked up 20 bales of cotton. I think the 100-pounder and 30-pounder shells that struck the blockade breaker must have set her on fire, as they made a terrific explosion. She was so close that I fired all the charges from my revolver at the men on her bridge.

Very respectfully, your obedient servant,

JOHN MACDIARMID,

*Acting Volunteer Lieutenant, Commanding.*

Captain O. S. GLISSON,

*First Divisional Officer, off New Inlet, North Carolina.*

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Report of Acting Master Kemble, U. S. Navy, commanding U. S. S. *Nippon*.

U. S. S. NIPHON,

*Off New Inlet, North Carolina, September 26, 1864.*

SIR: I have the honor to report that at 7.30 p. m. last evening (25th), while on the northward beat of my station (No. 1), in 4 fathoms water, Mound light bearing W. by S., I discovered a long steamer painted white, with two smokestacks and two masts, coming out of Swash Channel. Immediately gave chase; went to quarters, cast loose port battery, and commenced firing at her. Fired several broadsides, nearly every shot taking effect in the sides of the steamer. Finding that she was leaving us, I immediately steered to head her off, intending to run her down, but her superior speed enabled her to cross my bow at some 20 yards distance. I still continued firing at her and throwing up rockets until she was sighted by the blockaders to the northward. Feeling satisfied that she could not proceed to sea with the damage she received by this vessel, and the vessel to the northward having her in sight, I stood for my station to watch for her return, also to prevent the escape of another steamer, which was lying under the Mound ready to come out. Shortly after arriving on my station, I discovered a dense column of smoke and flame, in the vicinity of Half Moon battery, rising from a steamer's hull, and showing plainly her masts and smokestacks, satisfying me that she was the same steamer that I gave chase to, having been compelled to run on shore through damages received, as no vessel to the northward claims to have run her on shore. The name of the steamer I have not been able to ascertain. The ammunition expended was 8 32-pounder 5-second shell, 1 32-pounder shot, 3 percussion shell, 20-pounder Parrott, and 3 percussion shell, 12-pounder howitzer.

Very respectfully, your obedient servant,

EDMUND KEMBLE,

*Acting Master, Commanding Nippon.*

Lieutenant-Commander M. HAXTUN,

*Senior Officer Present, Commanding First Division.*



[Endorsement.]

SEPTEMBER 28, 1864.

Respectfully forwarded for information of Navy Department.

I take pleasure in calling the Department's attention to the meritorious conduct of Acting Master Kemble, recently transferred from the *Keystone State* to the command of the *Nippon*, Acting Volunteer Lieutenant Breck being on sick leave. He has been very vigilant and discharged his arduous duties well.

S. P. LEE,

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

Additional report of Acting Volunteer Lieutenant MacDiarmid, U. S. Navy, regarding cotton.

U. S. S. GOVERNOR BUCKINGHAM,  
*Off New Inlet, North Carolina, September 30, 1864.*

SIR: I have the honor to report that 34 bales and 2 half bales cotton, marked "G. B. N.," picked up by the U. S. steamers *Governor Buckingham* and *Nippon* on the 26th instant, about 4 miles from Fort Fisher, have been put on board the U. S. S. *New Berne*, to be delivered at New York. This cotton was thrown overboard from the blockade breaker *Lynx*, which was driven ashore the evening previous and destroyed. Acting Master's Mate Silas A. Taber, of this vessel, goes to New York in the *New Berne* in charge of the cotton.

I have the honor herewith to enclose a list of the officers and crew of this ship claiming to be entitled to share in the prize money accruing from the capture of the above cotton. No other vessels to share.

Very respectfully, your obedient servant,

JOHN MACDIARMID,

*Acting Volunteer Lieutenant, Commanding.*

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

*Order of the Secretary of the Navy to Commander Caldwell, U. S. Navy, commanding U. S. S. R. R. Cuyler.*

NAVY DEPARTMENT, *September 26, 1864.*

SIR: Proceed with the U. S. S. *R. R. Cuyler* off Wilmington and report to Acting Rear-Admiral S. P. Lee for duty.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Commander C. H. B. CALDWELL,  
*Commanding U. S. S. R. R. Cuyler, Philadelphia.*

*Order of the Secretary of the Navy to the commandant navy yard, New York, regarding vessels undergoing repair at that station.*

NAVY DEPARTMENT, *September 26, 1864.*

SIR: Send the *Mahopac* to Hampton Roads, weather permitting, on the 1st of October, and do not allow any work to delay her, provided

she has power to move. Let all the vessels possible, now under repairs at the New York yard, be ready for sea on the 5th proximo.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Rear-Admiral HIRAM PAULDING,  
*Commandant Navy Yard, New York.*

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[Telegram.]

NAVY DEPARTMENT, *September 26, 1864.*

Let the *Monadnock* leave, weather permitting, surely on the 2d instant, with *Rhode Island* as convoy and tow, for New York, and the *Brooklyn* on the 6th instant for Hampton Roads.

GIDEON WELLES,  
*Secretary of the Navy.*

Rear-Admiral S. H. STRINGHAM,  
*Commandant Navy Yard, Boston, Mass.*

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[Telegram.]

NEW YORK, *September 26, 1864.*

(Received 6:20 p. m.)

The picket boats left here on Thursday last. Lieutenant William B. Cushing follows to-morrow; he is now at the United States Hotel, New York.

WM. W. W. WOOD.

HON. GIDEON WELLES,  
*Secretary Navy.*

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*Report of Captain Boggs, U. S. Navy, regarding casualties to picket boats Nos. 1 and 2, en route to Hampton Roads.*

NEW YORK, *September 26, 1864.*

ADMIRAL: I respectfully report that picket boats *Nos. 1 and 2* left the navy yard on Thursday last, under orders from Lieutenant Cushing to proceed to Hampton Roads via the canal routes. These boats arrived at New Brunswick, N. J., the entrance to the Delaware and Baritan Canal, on Sunday. Being at my residence at the time, their arrival was reported to me. Acting Ensign Stockholm, commanding *No. 2*, informed me that his boat had been on the rocks near Bergen Point, N. J., sunk for two days, and that boat *No. 1* had been on the rocks for one tide. I considered it prudent to haul them out for examination and found the copping of both boats much damaged; *No. 1* with a hole in her bottom and damaged slightly on her keel. I gave my personal attention to having them properly repaired, supplied them with coal, and a pilot for the Delaware River, and dispatched them through the canal at 6 p. m. on Sunday. The ammunition of *No. 2* having been

damaged at the time she sunk, I directed it to be landed at the Philadelphia navy yard in passing down the Delaware River.

Very respectfully, your obedient servant,

CHAS. S. BOGGS,  
Captain.

Rear-Admiral F. H. GREGORY,  
General Superintendent.

[Telegram.]

PHILADELPHIA, *September 26, 1864.*

(Received 1:30 p. m.)

SIR: I have the honor to report the arrival of this vessel for repairs, in obedience to an order of the 21st instant from Captain M. Smith, divisional officer in James River, Virginia.

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

JOHN L. DAVIS,  
*Lieutenant-Commander, U. S. Navy, U. S. S. Sassacus, Navy Yard.*

Hon. GIDEON WELLES,  
*Secretary Navy.*

*Letter from the U. S. consul at Halifax, Nova Scotia, to the Secretary of State, regarding the British blockade runner Condor.*

U. S. CONSULATE,  
*Halifax, [Nova Scotia], September 26, 1864.*

[SIR:] I have the honor to inform you that the British blockade-running steamer *Condor*, which cleared from this port on the 24th instant, as previously reported, with a valuable cargo, including clothing for the Confederate Army, destined for Wilmington, is commanded by Captain [William N. W.] Hewett, late commander of the British ship of war *Rinaldo*, and still an officer in her Majesty's service on half pay, under the assumed name of Samuel S. Ridge.

The *Condor* is a new and superior vessel of about 300 tons, built expressly for running the blockade. She was built at Glasgow, where she is registered, and is insured by Donald McGregor, of London. She is of a rakish build; very long, narrow in beam, and furnished with three low funnels and two short masts. She is of light draft and great speed. Her hull is painted very light lead-color.

M. M. JACKSON,  
*U. S. Consul.*

Hon. W. H. SEWARD,  
*Secretary of State.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports regarding the chasing of blockade runners, off New Inlet.*

FLAGSHIP MALVERN,  
*Off New Inlet, September 26, 1864.*

SIR: I transmit enclosed reports, dated the 21st instant, from the *Nippon* (1) and *Alabama* (2), of sighting and driving back a steamer

which, on the night of the 20th, made two attempts to run the blockade of New Inlet, with an interval of about two hours between the two, and was driven back each time.

Also reports from the *Nippon*, Acting Master E. Kemble, commanding, dated 23d (3) and 25th (4), the first reporting the turning back of a steamer attempting to come out of New Inlet on the night of the 22d, and the second the entrance of a runner on the night of the 24th, ten shots being fired at her and two apparently striking her.

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

S. P. LEE,

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

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

[Enclosure 1.]

U. S. S. SANTIAGO DE CUBA,  
*Off New Inlet, September 21, 1864.*

SIR: I have the honor to enclose to the Admiral two reports, marked "A" and "B," with their duplicates. When the *Nippon* threw up the rockets E. S. E. I was heading N. N. E. I immediately put the ship at full speed and steered S. S. E. for twenty minutes, then steered S. E. for twenty minutes more, and not seeing anything we returned to our station at 11:40 p. m. The *Alabama* discovered a vessel, supposed to be the same, attempting to run in, and she was again driven off, and without any of the other vessels seeing her. The night was very hazy.

It gives me pleasure to state to the admiral that no vessel has passed in or out since my return on the 18th instant.

I am, very respectfully, your obedient servant,

O. S. GLISSON,

*Captain and First Divisional Officer.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.*

[Subenclosure A.]

U. S. S. NIPHON,  
*Off New Inlet, North Carolina, September 21, 1864.*

SIR: I have the honor to report that a steamer was discovered last night at 10 p. m. by the *Nippon*, bearing N. E., standing inshore (this ship occupying No. 1 station in 4 fathoms water, Mound bearing W.  $\frac{1}{2}$  N.), when she suddenly altered her course to the E. S. E., having apparently sighted the vessel off Swash Channel. I immediately, under full steam, stood to the eastward to cut her off; at the same time challenged her twice; received no answer. I immediately opened fire upon her with 20-pounder Parrott, throwing up two rockets at the same time. She was across our bow in a moment, and lost sight of her, standing to the S. E., as the third and last shot was fired. I have every reason to believe this was a blockade runner trying to run into Wilmington, and finding a vessel at Swash Channel, intended trying the main one, not sighting us until seeing the challenge lights. The steamer was long and low and with difficulty could be seen.

Very respectfully, your obedient servant,

EDM. KEMBLE,

*Acting Master, Commanding Nippon.*

Captain O. S. GLISSON,  
*Commanding 1st Division, North Atlantic Blockading Squadron.*

[Subenclosure B.]

U. S. S. ALABAMA,  
Off New Inlet, North Carolina, September 21, 1864.

SIR: I beg leave to make the following report:

At 11:40 p. m. of the 20th I had just reached the southwestern limit of my station, with Bald Head light bearing W. by N. and Mound light N. by W., and was in the act of turning the ship to N. N. E., when we observed a vessel standing out to the southeastward across our stern. He looked long, low, and in the moon's rays appeared glowing white. I immediately swung my ship to bring him a little forward of the port beam, rung full speed, and beat to quarters. We made him out running and veering his course to the northward as we approached him. As soon as I had him within the observations of the officers of the divisions, I challenged him with the night signal, under my own personal supervision, and waited for his answer for the space of one or two minutes. He made no reply. I, being satisfied that he was a stranger and an enemy, I ordered the first division to point and fire, which was done in quick succession. He made no reply, nor did he show any signal, but turned in toward the shore to the northward. I followed him at full speed, keeping him in obscure view. After running till twenty minutes past midnight we sighted what we took to be the same vessel hove to, a little to the westward of where we had been tracking the chase in dim uncertainty. When near enough we found it out to be the *Mercedita* and not the vessel we had first encountered and fired into. She, it is quite evident, was headed off and forced back. I observed the IX-inch shell from our pivot explode right over his deck.

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

FRANK SMITH,  
*Acting Volunteer Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE,  
*Commanding North Atlantic Blockading Squadron, Beaufort, N. C.*

[Enclosure 2.]

U. S. S. NIPHON,  
Off New Inlet, North Carolina, September 23, 1864.

SIR: I have the honor to report that last evening, the 22d instant, at 11:20 p. m., a steamer was discovered by this vessel coming out of New Inlet (the *Niphon* occupying No. 1 station, in one-fourth less 4 fathoms water, Mound light bearing W. by N.). Immediately went to quarters, cast loose battery, and gave said steamer (at the same time throwing up two rockets to the eastward) our whole port broadside, which had the effect to make him about ship and put back again. Our helm was immediately put to starboard to bring the ship around that our starboard battery might be brought to bear on him. For a few moments only he was lost sight of, when we caught sight of him again near the Mound, broadside toward us. She was brought to bear abeam and our whole broadside battery was trained upon and fired at him. She was seen from the ship at 9 p. m. under the S. W. side of the Mound, and a strict watch kept upon his movements. At 11:35 p. m. she was seen to take up her old position near the Mound, after which Fort Fisher opened fire upon us, firing five shell, which exploded near us. There were also two shots fired from the Mound, which went over us some distance. The steamer was long, high out of the water, having two smokestacks, and whether propeller or side-wheel we could not

tell. One of the percussion shells from the howitzer exploded in line with the steamer; whether it hit the vessel or struck the shore and exploded, I am not able to tell. During the remaining part of the night a careful watch was kept and nothing went out of Wilmington by way of New Inlet. The ammunition expended was 6 32-pounder 5-second shell; 3 percussion shell, howitzer; 2 percussion shell, 20-pounder Parrott.

Very respectfully, your obedient servant,

EDMUND KEMBLE,  
*Acting Master, Commanding Niphon.*

Captain O. S. GLISSON,  
*Commanding 1st Division, North Atlantic Blockading Squadron.*

[Enclosure 3.]

U. S. S. NIPHON,  
*Off New Inlet, North Carolina, September 25, 1864.*

SIR: I have the honor to report that last night at midnight a steamer was discovered by this vessel at the S. W., standing into New Inlet (the *Niphon* occupying No. 1 station, in 4 to 4½ fathoms water; Mound light bearing W. by S.). Immediately went to quarters and prepared battery for action; gave chase to said steamer, giving her our full port broadside. Finding him gaining rapidly ahead of us and shoaling our water, being nearly on the bar, our helm was put to starboard, and as he crossed our bow, received the whole of our starboard broadside. Two percussion shell were seen to strike him. He succeeded, however, in passing our bow and entering New Inlet, greatly to the chagrin of officers and men. The ammunition expended was 6 32-pounder 5-second shell, 3 percussion from howitzer, and 1 20-pounder Parrott.

Very respectfully, your obedient servant,

EDMUND KEMBLE,  
*Acting Master, Commanding Niphon.*

Captain O. S. GLISSON,  
*Commanding 1st Division North Atlantic Blockading Squadron.*

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*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding means for reaching Washington en route to his new command.*

NAVY DEPARTMENT, *September 27, 1864.*

(Received October 1, 7:30 a. m.)

SIR: When your relief arrives you will be directed to come to Washington on your way to the Gulf. The *Malvern*, or some other vessel, will take you to Hampton Roads, whence the *Baltimore* (ordnance vessel) can be sent for you, if you so desire, but the Department does not wish the *Malvern* to come to Washington for repairs, which can not be executed here.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.*

*Order of the Secretary of the Navy to the commandant navy yard, New York, regarding the U. S. S. Maumee.*

NAVY DEPARTMENT, *September 27, 1864.*

SIR: Direct the *Maumee* to proceed to Hampton Roads and report to the Department her arrival there.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Rear-Admiral HIRAM PAULDING,  
*Commandant Navy Yard, New York.*

*Order of the Secretary of the Navy to Lieutenant-Commander Harris, U. S. Navy, regarding the U. S. S. Yantic.*

NAVY DEPARTMENT, *September 27, 1864.*

SIR: Proceed with the U. S. S. *Yantic* to Hampton Roads and await there the further orders of the Department.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Lieutenant-Commander T. C. HARRIS,  
*Commanding U. S. S. Yantic, Wood's Holl, Mass.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding information received from General Weitzel, U. S. Army, in relation to a combined attack upon Wilmington, N. C.*

Confidential.]

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Off New Inlet, September 27, 1864.*

SIR: General Weitzel came here yesterday in the army gunboat *Chamberlin*, from which he viewed the coast above Fort Fisher. He is now on board this vessel with me, and finds himself so fully supplied with important information, especially of the topography of the Federal Point peninsula, from the pilots and guides whom I had previously procured, that he did not even consider it advisable to land at Big Hill below Masonboro, which he could have done with entire safety, and which would have given him an instructive view of the peninsula, which must be the first object of any intelligent plan to capture, as it embraces Wilmington, Masonboro, and Federal Point, and is the key to the position.

A landing on the coast above Fort Fisher and near Masonboro, conducted and covered by the navy, and preceded by a well-devised demonstration above Lockwood's Folly, would give the opportunity of surprising Wilmington and the river defenses just below it, and of reducing the works on Federal Point by a combined army and navy attack.

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

S. P. LEE,

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

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

*Report of Acting Master Kemble, U. S. Navy, commanding U. S. S. Nippon, regarding the escape of a blockade runner.*

U. S. S. NIPPON,

*Off New Inlet, North Carolina, September 27, 1864.*

SIR: I have the honor to report that at 3:15 a. m. discovered a steamer (painted white, with two smokestacks and two masts) bearing E., standing in toward New Inlet, *Nippon* occupying No. 1 station in  $4\frac{1}{2}$  fathoms water, Mound light bearing W.  $\frac{1}{4}$  N. Went to quarters and cast loose battery, the steamer coming toward us, apparently not seeing this vessel until within 50 yards, when the accidental discharge of one of our guns made him acquainted with our whereabouts, which caused him to change his course to the southward. Immediately we opened upon him from our port battery, throwing up rockets at the same time, until he was sighted by vessels to the southward, when I returned to my station off New Inlet, at which nothing passed in or out during the night.

Very respectfully, your obedient servant,

EDMUND KEMBLE,

*Acting Master, Commanding Nippon.*

Captain O. S. GLISSON,

*Comdg. First Division, North Atlantic Blockading Squadron.*

*Report of Acting Master Kemble, U. S. Navy, commanding U. S. S. Nippon, regarding the discovery of a steamer on the shoals at Federal Point.*

U. S. S. NIPPON,

*Off New Inlet, North Carolina, September 27, 1864.*

SIR: I have the honor to state in addition to my report of this morning that there was a steamer discovered by this vessel at 3:45 a. m., bearing about W S. W. from the Mound, on the extreme end of Federal Point, on the shoals, and have every reason to believe that said steamer came up from Smithville during the night, with the intention of running out, as yesterday evening there were lying at Smithville three steamers, behind the Mound two, and at the former place this morning at daylight there were but two in sight, while at the latter place the same two still occupy the same positions.

Very respectfully, your obedient servant,

EDMUND KEMBLE,

*Acting Master, Commanding Nippon.*

Captain O. S. GLISSON,

*Comdg. First Division, North Atlantic Blockading Squadron.*

*Report of Acting Master Phelon, U. S. Navy, commanding U. S. S. Daylight, regarding the chase of a steamer.*

U. S. S. DAYLIGHT,

*Off New Inlet, North Carolina, September 27, 1864.*

SIR: I have the honor to report that this morning at 3:20, Mound light bearing N. N. W., Bald Head light bearing S. W. by W., saw rockets and flashes and heard the report of heavy guns bearing to the N. and E.



Immediately assembled at quarters and steamed in that direction. At 3:35 saw a double smokestack steamer ahead, steering to S. and W. Changed our course and stood inshore for the purpose of cutting her off, at the same time firing at her with 5-second shell. She immediately changed her course to the S. and E. We signalized with a rocket and kept our position close inshore. The vessel was soon lost to view, and was last seen burning black smoke. From all appearances the vessel was endeavoring to run in.

I am, sir, very respectfully, your obedient servant,  
**HENRY A. PHELON,**  
*Acting Master, Commanding U. S. S. Daylight.*

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

*Order of the Secretary of the Navy to Lieutenant-Commander Baker, U. S. Navy, regarding the U. S. S. Huron.*

NAVY DEPARTMENT, *September 28, 1864.*

SIR: Proceed with the U. S. S. *Huron* to Hampton Roads and await there the further orders of the Department.  
 Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Lieutenant-Commander F. H. BAKER,  
*Commanding U. S. S. Huron, Philadelphia.*

*Order of the Secretary of the Navy to Commander Renshaw, U. S. Navy, regarding the U. S. S. Massasoit.*

NAVY DEPARTMENT, *September 28, 1864.*

SIR: Proceed with the U. S. S. *Massasoit* to Hampton Roads and await there the further orders of the Department.  
 Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of Navy.*

Commander R. T. RENSHAW,  
*Commanding U. S. S. Massasoit, Boston.*

*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the command of the naval forces in the sounds of North Carolina.*

NAVY DEPARTMENT, *September 28, 1864.*

SIR: The order of the Department of the 1st instant, appointing Commodore S. O. Rowan to command the naval forces within the sounds of North Carolina, has been revoked by that officer's request, and that portion of the North Atlantic Blockading Squadron will be under your command as heretofore.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

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

*Report of Captain Sands, U. S. Navy, regarding the operations of the Confederates at Fort Caswell.*

U. S. S. FORT JACKSON,

*Off Western Bar, Cape Fear River, September 28, 1864.*

SIR: \* \* \* The rebels have been engaged this morning till noon in the channel near and outside the rip at Fort Caswell with a tug and two large boats, the tug with strong shears rigged forward for lifting purposes, and large bodies like a cask hoisted into the large boats, apparently torpedoes or other obstructions, with which they moved across the channel. The tug is about the size of the *Anemone*, and has arrangement or outrigger at the stem, apparently for torpedoes.

During this morning a large truck with eight span of horses has been transporting heavy guns from Fort Caswell to Fort Campbell, having made three trips before noon.

Very respectfully, etc., your obedient servant,

B. F. SANDS,

*Captain, Commanding Division Three, Western Bar.*

Acting Rear-Admiral S. P. LEE,

*Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.*

*Report of Acting Master Keyser, U. S. Navy, commanding U. S. S. Victoria, regarding the chase of a blockade runner.*

U. S. S. VICTORIA,

*Off Western Bar, North Carolina, September 29, 1864.*

SIR: I have the honor to report that at 12:25 a. m. of this date, being in 4½ fathoms water with Bald Head light bearing N. N. E. ½ E. and Bug light N. ¾ W., saw a side-wheel steamer pass our stern going S. E. We immediately started full speed and as soon as a gun would bear, fired upon her. Also fired a rocket in the direction she was going. We did not keep her in sight long enough to fire a second shot, as her speed was very great, and we could not accomplish more than the rate of 3 knots, owing to the negligence of the engineer of the watch, viz, Acting Third Assistant Engineer F. M. Dykes.

Before losing sight of her, I fired another rocket to S. E. Soon after stopped upon my station.

I am, very respectfully, your obedient servant,

E. S. KEYSER,

*Acting Master, Commanding.*

Captain B. F. SANDS,

*Divisional Officer, off Western Bar, North Carolina.*

[Endorsement.]

SEPTEMBER 29, 1864.

I think this was a vessel endeavoring to run in. It was dead low water. The other vessels watching the bar to the northward and westward of the *Victoria* saw no such vessel near their beat. Neither the *Aries*, close up on N. W. and S. E. line, westward of and in sight of *Victoria*, nor the *Dumbarton*, also close up and S. E. of *Victoria*, saw anything of such runner.

My opinion is, that she must have come up along the reef slowly, showing no wake, to run in, trimming the edge of shoals; passing th-

*Dumbarton* (the eastern vessel on N. W. and S. E. line) unseen, then seeing the *Victoria* (watching Marshall Shoal), then the *Aries* (the next vessel on N. W. and S. E. line), and probably the *Anemone* (watching the Swash eastward of middle ground), and finding the bar so closely guarded, when discovered by the *Victoria* had turned to go out again.

When the signal was made we immediately stood E. S. E. and S. E. and the *Dumbarton* stood over to the reef, but saw nothing. The same vessels seen last evening inside at sunset are there this morning.

Respectfully, etc.,

B. F. SANDS,

*Captain, Commanding Division Three, off Western Bar.*

*Case of the British steamer Night Hawk, destroyed September 29, 1864.*

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting additional reports.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Beaufort, N. C., October 1, 1864.*

SIR: I have the honor to report to the Department the destruction of the blockade runner *Night Hawk* by the *Nippon*, on the night of the 29th ultimo. The enclosed report, dated 30th instant (1), from Acting Master Kemble gives full particulars. I have disposed of the few articles saved, as thereon noted. It also appears from this report that another vessel succeeded earlier in the night in escaping from New Inlet, although fired at by the *Nippon* and apparently struck several times.

I enclose also a report, dated 27th instant, from Acting Master Phelon (2), commanding the *Daylight*, of driving off a blockade runner which was attempting to enter New Inlet on the morning of that day.

In my No. 606, of 30th ultimo, I informed the Department that I had in consideration of Acting Master Kemble's services in the destruction of the *Lynx* ordered his examination for promotion to acting volunteer lieutenant. I now respectfully recommend that this promotion be conferred without the formality of an examination. I also recommend for promotion Acting Ensign E. N. Semon, of the *Nippon*, who, as will be seen by his report, enclosed in Acting Master Kemble's, boarded the *Night Hawk* under a heavy fire from the fort and set her on fire, and who has also rendered valuable services, alluded to in my recent confidential reports to the Department.

The blockade is now as close as it can be made with the means at my command. The smaller vessels are stationed as near the bar and batteries as the state of the weather, light, and their draft will allow. These are pressed in by a line of larger vessels, and these again by the divisional officer, moving along the line. The inner line are not allowed to chase off; those of the second, which see the runner, are. All are kept underway all night.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

Report of Acting Master Kemble, U. S. Navy, commanding U. S. S. *Nippon*.

U. S. S. NIPHON,

*Off New Inlet, North Carolina, September 30, 1864.*

SIR: I have the honor to report that last evening, the 29th instant, at 7:45 p. m., a steamer was discovered by this vessel coming out of New Inlet, the *Nippon* being on No. 1 station, Mound light bearing W.  $\frac{1}{2}$  S. in 4 $\frac{1}{2}$  fathoms water. Stood for the bar at full speed; went to quarters; cast loose starboard battery. Found the steamer to be reaching ahead of us; brought her abeam and opened fire upon her, at the same time throwing up rockets to the S. S. E. Fired two broadsides at steamer (nine shots), four shots of which took effect in her hull, she being distant about 40 yards, causing her to display lights. About this time the fort threw up a rocket to the N. and E., firing three guns at the same time, doubtless with the intention of confusing the fleet. Thinking the steamer had surrendered by her displaying lights, and being at the time to the W. of Sheep Head Rock from us, I stood for her, standing to the W. N. W. in order to clear them. When near her she steamed ahead full speed to the S. and E., and in a few moments was lost sight of, after which I returned to my station on the bar. At 11:15 p. m. saw a steamer at the S. E., standing in toward New Inlet, the *Nippon* being in 5 fathoms water, Mound light bearing W. by S.; gave chase; went to quarters; opened fire upon her, causing her to run ashore on Federal Shoals. At 11:30 sent second cutter with armed boat's crew, in charge of Acting Ensign E. N. Semon and Second Assistant Engineer T. L. Churchill, with orders to see if said steamer could be got afloat, if not, to bring off officers and crew and destroy her. Shortly after his boarding the steamer the fort and batteries opened fire upon both her and this vessel, several of the shell falling in close proximity to us. I enclose the report of Acting Ensign E. N. Semon, who carried out my instructions with great coolness and energy under the severe fire of the batteries. At 1:40 this a. m. the boat returned to this ship, in company with one of the steamer's boats, bringing the captain, officers, and part of the crew; in all, 23. The complement of the vessel was 42, 19 of whom escaped on shore. The vessel proved to be the English steamer *Night Hawk*, with general cargo for Wilmington from Bermuda the 28th instant. The steamer was long and low, side-wheel, two smokestacks, and two masted. Sailed from Liverpool August 27, and was owned in that place. Rate of speed, 14 knots; 300 tons burden; cost £30,000; capacity of carrying, 800 bales cotton.

Very respectfully, your obedient servant,

EDMUND KEMBLE,

*Acting Master, Commanding Nippon.*

Captain O. S. GLISSON,

*Comdg. First Division, North Atlantic Blockading Squadron.*

[Enclosure.]

U. S. S. NIPHON,

*Off New Inlet, North Carolina, September 30, 1864.*

SIR: In obedience to your orders I left this vessel at 11:40 p. m. in charge of second cutter, accompanied by Acting Assistant Engineer T. L. Churchill, and proceeded to destroy the vessel which we caused to run on the Federal Shoals, distant about one-half mile from Fort Fisher. At 12:15 a. m. came alongside the vessel; after firing several rifle shots at a boat which was escaping from the steamer, I succeeded in boarding her safely on the port side, although a heavy surf was running at the time. I immediately sent Acting Second Assistant

Engineer T. L. Churchill to the engine room, and after ascertaining that the steamer could not be got off the shoals, I collected all the combustibles which could be got at, including several cases of spirituous liquors, and set her on fire in the cabin. At the same time Acting Second Assistant Engineer T. L. Churchill, by my order, set her on fire forward. He also threw several shovelful of live coals, taken from the furnaces, into the coal bunkers. After seeing that the fire was progressing favorably, I ordered all hands belonging to the steamer, including the captain and chief engineer, to get into the boat under my charge. I also gave orders to the crew of the steamer to lower their own boats and follow me to the *Nippon*. About this time Fort Fisher opened upon us with shot, shell, and grape, which fell all around us. Not deeming it prudent to remain longer on board, I started for this ship and came aboard at 1:40 a. m.

Very respectfully, your obedient servant,

E. N. SEMON,  
*Acting Ensign, U. S. Navy.*

Acting Master E. KEMBLE,  
*Commanding U. S. S. Nippon.*

*List of articles saved from the English steamer Night Hawk.*

One chronometer, No. 1741, transferred to the *New Berne* (turned over to the U. S. S. *Release* to replace hers, lent *Lilian*).

One boat, transferred to the U. S. S. *New Berne* (turned over to Commander Dove for general service).

One pair night glasses (retained for ship's use).

S. P. LEE,  
*Acting Rear-Admiral.*

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Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, for an investigation regarding the circumstances of the capture, transmitting documents from the British minister.

NAVY DEPARTMENT, *December 5, 1864.*

SIR: The destruction of the steamer *Night Hawk* on the 29th of September last, while endeavoring to enter Wilmington, and the alleged improper treatment of the officers and crew of that vessel has been the subject of a complaint on the part of Lord Lyons, the British minister in Washington.

When this subject was first brought up by Lord Lyons this Department communicated such facts regarding the destruction of the *Night Hawk* as were contained in the report of Acting Ensign E. N. Semon, of the 30th of September last, forwarded to the Department by Acting Rear-Admiral Lee, and sustained the course pursued by him, as therein indicated. Lord Lyons has replied under date of the 26th ultimo, and a copy of his reply, as well as of the papers accompanying it, is herewith enclosed.

The Department wants a full investigation of the circumstances attending the destruction of the *Night Hawk*. You will perceive what stress has been laid upon certain alleged remarks of Captain Glisson, condemning the action of Acting Ensign Semon and reflecting on the official capacity of that officer. The papers transmitted contain matter calling for explanations from both Captain Glisson and Acting Ensign Semon.

In bringing to light all the facts bearing upon this case, the partic-

ular time at which the rebel forts opened upon the *Night Hawk*, the circumstances under which musketry was fired at that vessel by the boarding party from the *Nippon*, the wounding of one of the officers of the *Night Hawk*, and the treatment of those on board, are points requiring particular attention.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of the Navy.*

Rear-Admiral D. D. PORTER,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

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Letter from the British minister to the Secretary of State, enclosing documents.

WASHINGTON, November 26, 1864.

SIR: On receipt of your note of the 1st instant, which only reached me on the 16th instant, relative to the case of the *Night Hawk*, I immediately communicated a copy of it to her Majesty's consul at New York, in order that the two statements, the one from this legation, as reported by Mr. Archibald, and your counter statement, might be confronted, the better to arrive at a clear understanding of the whole of this painful transaction.

You will perceive by the enclosed copy of a dispatch of the 23d instant from Mr. Archibald, that he has been at great pains to sift the whole affair by examining Captain Smiley again for the purpose of ascertaining whether by any chance there was any exaggeration in the first report submitted to you.

I regret to say that on an examination of the paper now submitted to you, I can not look upon your reply as conveying by any means a satisfactory explanation of the occurrences, and must come to the conclusion that there must have been some willful concealment of the facts on the part of the boarding officer, thus obliging the Secretary of the Navy, on his side, to take an erroneous view of these facts.

Ensign Semon's conduct was, as Mr. Burnley had the honor to state in his note of the 20th ultimo, strongly condemned by the commanding officer of the *Santiago de Cuba*, but of this no notice seems to have been taken by the Secretary of the Navy Department; not a single examination of the ship's papers was made, but the boarding officer immediately set fire to the ship, and grossly ill-treated the engineer.

As to whether the seizure of the vessel when within range and protection of a rebel battery rendered the vessel liable to destruction, and the men to be held as prisoners of war, it will be for her Majesty's Government to decide, when the case is laid before them; but, until that decision reaches me, it is my duty to resist such an assumption, for I consider that the actual facts of the case furnish no foundation for it.

The vessel was, it is true, within range of the enemy's battery, owing to the accident of the grounding, but there was no concert between them, no seeking of protection from the fort, no expectation of it, and in fact but for the extraordinary conduct of the boarding officer in firing the ship, the fort might have known nothing at all about the prize. When she was discovered and fire opened the capture of the vessel had been completed. She had been set fire to and abandoned by her captors. I must therefore resist the pretension that a neutral crew, non-combants and unresisting, are to be treated as prisoners of war.

Until, therefore, I am proved to be wrong, and the whole narrative of facts proved to be a romance, I must assume that the wounding of the

men and the firing of the ship and the detention of the crew are unlawful acts, committed on a British ship and British seamen.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BUENLEY,  
for LORD LYONS.

Hon. WILLIAM H. SEWARD.

P. S.—I beg you to be so good as to return the enclosed affidavit to me.

[Enclosures.]

NEW YORK, *November 23, 1864.*

MY LORD: I have the honor to acknowledge the receipt of your lordship's dispatch of the 17th instant, transmitting to me a copy of a note dated the 1st of November, but received by your lordship only on the 16th instant, from the Secretary of State of the United States respecting the cause of the detention of the master and crew of the *Night Hawk*.

This note contains the substance of an explanation in regard to the capture of the *Night Hawk* and detention of the crew of that vessel, furnished by the honorable the Secretary of the Navy. It is, I presume, founded on a report made by the officer who was in charge of the boarding party which captured the *Night Hawk*.

The statements contained in it are in some important particulars so much at variance with those made by the master of the *Night Hawk*, and communicated by me to your lordship in my dispatch of the 17th ultimo, that I deemed it right to take the earliest opportunity which the great pressure of business admitted to visit and examine the officers, as well as the master of the ship, in reference to the whole of the circumstances connected with the capture of the vessel. I have accordingly embodied their statements of facts in affidavits, made before me by the master, chief officer, and chief engineer of the *Night Hawk*, which affidavits I transmit herewith, enclosed for your lordship's information.

From these depositions it appears that the *Night Hawk* ran aground before the commander and crew were aware that they were being chased, the first intimation of their being pursued being the discharge of small arms from the *Nippon's* boats. That this firing was entirely unprovoked, no resistance being offered, nor any attempt of the crew being made to escape until after the first volley was fired. In the explanation forwarded by the Navy Department it is stated truly that Fort Fisher opened fire "shortly" after the steamer was boarded, but it is left to be inferred that the boarding party were impeded in their efforts to get the ship off by reason of the fire from the fort. In regard to this, Captain Smiley and his officers swear positively that not a shot was fired from the shore until after the two boats had left the steamer, and were well on their way to the *Nippon*. It is manifest from the facts sworn to that it was owing solely to the setting fire to the steamer that she attracted the attention of the fort, and that from this circumstance resulted the firing from the shore.

In the explanation it is stated that the boarding party abandoned the *Night Hawk*, bringing with them such of the "officers and crew as had not succeeded in making their escape." The master and officers swear positively to the fact of 14 men, including 3 who were wounded, being left on the deck of the steamer; of the master's remonstrance with the officer for his inhumanity, and of the report of the officer himself to his commander of the fact of a "lot of others" being left

on board. These 14 did not include the 6 men who had escaped from the steamer after the firing of small arms from the boarding party.

It is sworn in the affidavits that the engineer accompanying the boarding officer asked permission to extinguish the fire and get the ship off, which was refused. The master assures me that in twenty minutes' time, with the rising tide and the action of the engineer, the ship could have been got off. It is now known that the ship did eventually float off, and that the fires, after burning for nearly a day, were extinguished. It is evident, however, that but for the erroneous conduct of the boarding officer, the ship would have been got off and become a valuable prize, and the lives of the men left on board would not have been so recklessly periled, as they were.

The question, however, now for consideration is the legality of the detention of the officers and crew of the *Night Hawk*, seemingly, as prisoners of war. This detention is attempted to be justified on the ground that a part of her cargo consisted of contraband of war, and that at the time of her capture and destruction she was within the range and protection of the rebel batteries.

The proposition that because a neutral ship carries contraband of war, even in the attempt to violate a blockade, she is liable to destruction without adjudication, is a novel one. The fact that she was within the range of the rebel batteries until these batteries actually opened fire, did not, under the circumstances, render it necessary, and did not justify the officer in destroying the ship.

The statement that the ship was laden at Liverpool by Henry Lafone is erroneous. The ship was laden at Bermuda; Mr. Lafone merely acted as broker at Liverpool, and was not interested as owner in the ship or cargo. The statement that he is a well-known agent of the insurgents may or may not be mere assertion; but surely this statement and other circumstances (which are not stated) are a very insufficient foundation for the declaration that "little room for doubt is left that both the vessel and her cargo were, in point of fact, belligerent and not neutral property, liable to capture, or if attempting to escape, thereby showing a consciousness of guilt to such destruction as might result from that attempt." That a neutral vessel violating blockade should attempt to escape is quite natural, but when boarded and captured, her destruction would not certainly be justified by any such previous attempt to escape. That men, quiet and unresisting, should, when a volley of small arms was fired at them, escape for their lives, is not less natural; but that from this obvious and natural proceeding such a consciousness of guilt should be inferred as rendered the ship liable to destruction, seems a strange deduction.

Had the *Night Hawk* been got off and brought into this port for condemnation, it can hardly be doubted that the officers and crew, being neutrals, would have been discharged as usual in other cases, after the taking of the testimony before the prize commissioners. If, through the proceedings adopted by the boarding officer, and certainly without any resistance or interference on the part of the master and crew of the *Night Hawk*, that vessel has not become the subject of adjudication, it seems peculiarly hard on the latter that they should be treated as belligerents and held as prisoners of war. These men, 23 in number, have now been imprisoned for seven weeks. I trust that on a reconsideration of the circumstances the Government of the United States may be disposed to discontinue their further detention.

I have, etc.,

E. M. ARCHIBALD.

The LORD LYONS, Etc.



*Affidavit of U. F. Smiley.*

Uriah Francis Smiley, at present confined in the county jail, New York, late commander of the British steamer *Night Hawk*, of Liverpool, maketh oath and saith that he is a native of the county of Down, Ireland, and a subject of her Britannic Majesty, and has never taken the oath of allegiance to any foreign state.

That he has seen and read an enclosure (dated the 1st instant) in a dispatch from Lord Lyons to the British consul, containing the substance of a report of the capture of the said steamer, and this deponent saith that the facts in relation to the said transaction are as follows:

The *Night Hawk* ran in toward New Inlet, [North Carolina], on the night of the 29th of September, without any hindrance from any vessel of blockading squadron; that at about 11 o'clock p. m. the steamer grounded for about ten minutes, but, being backed off, proceeded on her way, and that about three-quarters of an hour afterwards, owing to the mistake of the pilot, she again ran aground and remained fast, but would have floated off in a short time, as the tide was rising; that shortly before the steamer ran aground some guns were fired from a vessel, but at such a great distance and in a direction so different from that of the *Night Hawk* that deponent believed they were directed at some other vessel; that he had no idea that his vessel was actually being pursued until a volley of small arms was fired from the crew of a boat approaching the *Night Hawk*, which was the first intimation they had of her being pursued; that at this time the *Night Hawk* was fast aground; that the first discharge of small arms wounded the surgeon, Mr. Taylor, who was standing beside deponent on the bridge, a ball having passed through his thigh; that two or three more volleys were fired before the crew of the boat boarded the steamer, wounding Patrick Hartigan, a seaman, and John McKee, a fireman, and this deponent solemnly swears that no one on board the *Night Hawk* made any resistance or show of resistance, nor did anyone escape or attempt to escape before the first volley of small arms was fired, but that directly after the first discharge the pilot, signal man, and four others lowered a small boat, jumped into it, and escaped to the shore, and that none of these were wounded. And deponent further saith that the officer in charge of the boarding party, who deponent has since learned was Ensign Semon, from the U. S. S. *Nippon*, having enquired what ship it was, and being told by deponent that it was the *Night Hawk*, from Bermuda, without asking for the ship's papers or making any further enquiry, went into the cabin and set the ship on fire, at the same time sending an officer into the fore part of the steamer to fire her there, which was also done; that within three minutes after the steamer was boarded she was set on fire; that at the time this was done deponent told the boarding officer that there was a canister containing about 40 pounds of powder in the mate's cabin. That a Mr. Churchill, an engineer, of the U. S. S. *Nippon*, who formed one of the boarding party, asked permission of the ensign to put the fire out and get the ship off, inasmuch, as he said, no one from the shore could interfere with them for an hour to come, and that as the tide was rising the steamer would float off soon; that the said boarding officer refused to grant such permission, saying he did not care a d—n, he would blow them all to h—; that the boarding officer then ordered deponent and the crew of the *Night Hawk* into the boat of the *Nippon* and the only available boat of the *Night Hawk*; that at this time the chief engineer of the *Night Hawk* civilly asked the boarding officer to allow him to go down

to his cabin for some of his things; that the only reply which the officer made was calling the engineer a d——d rebel, and a violent blow with a pistol on the face of the engineer, which laid his cheek open, inflicting a very severe wound; that there were taken in the two boats, including this deponent, 23 in all of the officers and crew of the *Night Hawk*; that there were at that time left on board 14 men in all, including the 3 wounded men, who were lying on the deck; that on pushing off from the steamer's side deponent remonstrated with the boarding officer against leaving the rest of the crew and the wounded men on board the ship; that at this time some of the men on deck were seen going toward the stern, as if to put the fire out, when the boarding officer pointed his pistol at them and with coarse oaths threatened to shoot them; Mr. Churchill, his engineer, begged him not to do so; that the two boats then moved off toward the *Nippon*, and that on deponent again referring to the inhumanity of leaving the men on the ship, as they might be burned or blown up, and that the ensign ought to send a boat to their relief, that officer replied that if they could not bail out the boat that was lying astern and get off in it they might go to h—— and be d——d; that at this time the flames were coming up through the cabin scuttle. And deponent solemnly swears that not a single gun was fired from Fort Fisher or any battery on shore until after the two boats had left the *Night Hawk* and were well on their way to the *Nippon*; that Fort Fisher then fired some shot and shell over the *Night Hawk*, the after part of which was at this time in flames. And deponent further saith that when the boats came alongside the *Nippon* the boarding officer called out to the commander that he had the captain and 22 other prisoners from the *Night Hawk* and that there was a lot left on board whom he could not bring off, but that there was a boat alongside which they could bail out and get off in; that on boarding the *Nippon* deponent reported to Captain Kemble, her commander, the leaving of the wounded men and the rest of the crew on board the steamer and complained of the conduct of the boarding officer. Captain Kemble said he regretted having sent him, adding that he was a man of ungovernable temper; that deponent was then transferred to the U. S. S. *Santiago de Cuba*, and on going on board reported to Captain Glisson, her commander, the conduct of the boarding officer in firing on the crew of the *Night Hawk* and in his setting fire to the ship and leaving the wounded men and rest of the crew on board. Captain Glisson said in reply that Ensign Semon was not a proper person to have been sent to board the prize; that the setting fire to her was unjustifiable, and that he would report him to the admiral, or words to that effect.

And deponent lastly saith that the *Night Hawk* is a British ship, registered at Liverpool, and is the sole property of Edward Lawrence, of Liverpool, a British subject; that the ship sailed from Liverpool in ballast and took in her cargo at Bermuda, which consisted almost entirely of provisions, but including 26 bags of saltpeter and 60 pigs of lead; that Henry Lafone, referred to in the enclosure above mentioned, was not owner of either vessel or cargo, or any part of them, but is a ship broker and shipping agent, and as broker attended to the clearing of the ship at Liverpool for Bermuda.

URIAH F. SMILEY.

Sworn at the county jail, New York, this 22d day of November, A. D. 1864.

[CONSULAR SEAL.]

E. M. ARCHIBALD,  
H. B. M. Consul, New York.

*Affidavit of James Brown.*

James Brown, late chief officer of the steamer *Night Hawk*, at present confined in the county jail, maketh oath and saith that he is of the age of 30 years; that he is a British-born subject, a native of Scotland, and has never taken an oath of allegiance to any foreign state; that he has read the foregoing affidavit of Uriah Francis Smiley, and that the statements therein made are just and true, saving that deponent was not present at the time that Captain Smiley was taken on board the *Santiago de Cuba* and did not hear the conversation which is stated by Captain Smiley to have taken place between him and Captain Glisson.

JAMES BROWN.

Sworn by the said James Brown, at the county jail, New York, this 22d day of November, A. D. 1864, before me.

[CONSULAR SEAL, H. B. M.]

E. M. ARCHIBALD,  
H. B. M. Consul, New York.

*Affidavit of William McIntyre.*

William McIntyre, late chief engineer of the steamer *Night Hawk*, at present confined in the county jail, maketh oath and saith that he is of the age of 40 years, a native of Glasgow, and a British subject, and has never taken an oath of allegiance to any foreign state; that he has heard read the foregoing affidavit of Uriah Francis Smiley, and deponent saith that he was taken from the *Night Hawk* in the ship's boat and was not in the *Nippon's* boat, in which Captain Smiley and the first officer were taken from the *Night Hawk*, and did not, therefore, hear the conversation between Captain Smiley and Ensign Semon or see the latter present a pistol at the portion of the crew who remained on board the *Night Hawk*. Neither was deponent present at the conversation which is stated to have taken place between Captain Smiley and Captain Glisson, but deponent saith that in all other respects the statements in the said affidavit of Uriah Francis Smiley are correct and true.

WILLIAM MCINTYRE.

Sworn by the said William McIntyre, at the county jail of New York, this 22d day of November, A. D. 1864, before me.

[CONSULAR SEAL, H. B. M.]

E. M. ARCHIBALD,  
H. B. M. Consul, New York.

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Letter from the Secretary of the Navy to the Secretary of State regarding decisions of court of enquiry.

NAVY DEPARTMENT, *December 31, 1864.*

SIR: I had the honor to receive your letter of the 2d instant, enclosing a copy of a note addressed to you by Lord Lyons, on the 26th ultimo, with copies of its accompaniments relative to the case of the *Night Hawk*.

For the purpose of obtaining more definite information respecting the destruction of the *Night Hawk* the Department ordered a court, composed of Commodores C. H. Bell, J. L. Lardner, and S. C. Rowan, to assemble at Boston, where the *Nippon* was then lying, to enquire into the affair. The court have concluded their enquiries and submitted a record of their proceedings, with an expression of opinion which I herewith transmit for your examination.

The opinion of the court in substance is that Acting Ensign Semon deserves great credit for his decision on the occasion; that there was no misconduct on his part or on the part of any of the persons with him; that the destruction of the *Night Hawk* was justifiable and necessary, and that the treatment of her officers and crew, at the time of her capture and subsequently, while on board the *Nippon*, was proper and entirely justifiable.

As some weight appears to have been given to an alleged conversation between Captain Glisson, of the *Santiago de Cuba*, and the master of the *Night Hawk*, in which the former is said to have condemned the conduct of Acting Ensign Semon, the Department considered it necessary to call upon Captain Glisson for an explanation. In reply he stated substantially as follows:

Acting Ensign Semon was reported to me by the captain and engineer of the *Night Hawk* as having struck the engineer, and I remarked to them that neither the Government nor myself would allow anyone to be improperly treated unless they resisted the authority of the officers, and immediately sent for Mr. Semon, who stated that when he boarded the *Night Hawk*, after ordering the officers into the boat, the engineer came up to him and said that he would not go until he got his clothes, and appeared to resist his authority. He then struck him on the head, and afterwards he got into the boat. I did not disapprove of Mr. Semon's course on learning the above facts.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of the Navy.*

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

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*Report of Commander Maccomb, U. S. Navy, transmitting report regarding the engagement of the U. S. S. Valley City in the expedition to the Scuppernong River, September 29, 1864.*

U. S. S. SHAMROCK,  
*Albemarle Sound, October 2, 1864.*

SIR: On the 28th ultimo I was informed by Colonel D. W. Wardrop, commanding Sub-Division of Albemarle, that he intended sending two army steamers up the Alligator River that night to capture a party of rebels who were conscripting in the vicinity of that river, and he requested me to send a gunboat up the Scuppernong River to head the rebels off should they attempt to escape that way.

I accordingly ordered Commander Harrell, of the *Chicopee*, to send the *Valley City*, the lightest draft gunboat at this time in Albemarle Sound, up the river, accompanied by the tug *Martin*, to tow her off in case she should get aground; and I also directed Commander Harrell to station a double-ender off the mouth of the river while the *Valley City* was thus employed.

I must here explain that this vessel was lying near the Croatan light-house making some slight repairs on her engine, and that Commander Harrell, as senior officer in my absence, was in command temporarily of the vessels in the upper part of the sound.

I enclose the report of Acting Master Brooks, of the *Valley City*.

In crossing the bar at the mouth of the Scuppernong the *Valley City* grounded and was fired upon by the rebels from a battery of Whitworth fieldpieces and musketry, which she returned and drove the

enemy off, but by the time she got afloat it was too late to proceed farther. The army boat which ascended the Alligator River was successful in capturing the rebel party.

Very respectfully, your obedient servant,

W. H. MACOMB,

*Commander, Commanding Naval Forces Sounds North Carolina.*

Hon. GIDEON WELLES,

*Secretary of the Navy.*

[Enclosure.]

U. S. S. VALLEY CITY,

*Albemarle Sound, North Carolina, September 30, 1864.*

SIR: In obedience to orders of the 29th instant, I proceeded to the mouth of the Scuppernong River with this vessel, the tug *Martin*, and a detachment of men in charge of Acting Ensign Gallagher, of the *Otsego*.

At 9 a. m. got aground on the bar. The enemy soon got information, and while endeavoring to heave off with anchor and hawser and the tug the rebels came down with a battery of fieldpieces, and taking position in the woods, opened fire with artillery and musketry. Could not get a gun to bear for some time, and they improved the opportunity by firing as rapidly as possible, shells bursting all around, several pieces striking the vessel. One shot passed through the bulwarks, but most of them passed over us. With the assistance of the tug I finally managed to bring the ship round into a position to bear with the guns trained sharp aft and gave them as good as they sent. They soon shifted their position, but by watching closely could perceive their next, and soon silenced them, and they limbered up and drove out of sight.

The bulwarks being plated with iron, it stopped the musket balls and caused some of the shells to glance. Several musket balls passed through the light woodwork of the wardroom and cabin, but am glad to state that no one was hurt, with the exception of one or two slight scratches.

I fired 47 32-pounder 5-second shell, 22 Hotchkiss percussion shell from 12-pounder howitzer.

I have to mention Acting Ensign R. Sommers, commanding the tug *Martin*, for his assistance; also Mr. Gallagher, of the *Otsego*, and Mr. [Milton] Webster, my executive officer, and the officers and crew on board for their good behavior, etc.

At 9 p. m. got afloat and anchored for the night.

Very respectfully, your obedient servant,

JOHN A. J. BROOKS,

*Acting Master, Commanding.*

Lieutenant-Commander H. N. T. ARNOLD,

*U. S. S. Otsego.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving extracts from Confederate newspapers regarding the loss of blockade runners and the stringency of the blockade of Wilmington.*

FLAGSHIP MALVERN,

*Beaufort, N. C., September 30, 1864.*

The following extracts from late Wilmington and Fayetteville, N. C., newspapers, referring to the recent loss of blockade runners captured or destroyed by the blockaders off the port of Wilmington, and to the

present stringency of the blockade of that port, are published for the satisfaction of the officers and men engaged on this arduous duty.

A list of fifty sea steamers captured or destroyed in violating the blockade of Wilmington since August 1, 1863, is annexed.

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

[Enclosures.]

*Editorials from the Daily Journal, Wilmington, N. C., Tuesday, September 20, 1864.*

It may be something short of petit treason for us to say so, but still we will say it—that we are not so sure that the *Tallahassee* expedition will pay a large dividend. She certainly kicked up a fuss, but we doubt very much whether she weakened the military resources of the Yankee Government to any appreciable extent. It is pretty certain that she has turned an unpleasant amount of attention upon this port, and may be the cause of bringing down upon us the main part of the Yankee Navy. The blockade here will be doubly strict, that is certain.

*The prize steamer Lillian.*—This prize steamer, now at the navy yard in Philadelphia, is a new and sharp built Clyde propeller, of 475 tons burden, and has been libeled and appraised. The Navy Department has been informed of her appraised value, which was \$140,000, and was accepted. She is admirably adapted for cruising and will doubtless secure many a prize. So says the Philadelphia Enquirer.

How many such have left Confederate ports?

*Editorials from the Daily Journal, Wilmington, N. C., Tuesday, September 27, 1864.*

The Mobile Tribune of a late date says: “There is not a word of news from below. The fleet is inactive and we hear nothing of the movement of the troops. Farragut, as we judge from the Yankee papers, has gone to another station. It is believed that he has been ordered to try his prowess at Wilmington.”

Possibly. There is a thundering blockade off here now; that's pretty certain, whether the man with the queer name has got anything to do with it or not. All credit it mainly to the real or supposed presence of the *Tallahassee* and sundry other mysterious sea monsters. The Yankee papers even report the *Florida* as among the vessels that have come into this port.

*Loss of the Lynx.*—Last night the fine blockade-running steamer *Lynx*, belonging to John Fraser & Co.,\* and commanded by Captain Reid, crossed New Inlet Bar and put to sea, bound to Bermuda, with a cargo consisting mainly of over 600 bales of cotton, one-half on Government account. She had also \$50,000 in gold on freight for Government. She had some few passengers. Just after she got out she was pursued by the blockading squadron, by which she was completely hemmed in. She was struck eight times, six at or below the water line. Finding the ship in a sinking condition the captain beached her some 5 or 6 miles above Fort Fisher. The crew and passengers escaped with a portion of their effects, and the vessel was burned to prevent it from falling into the hands of the enemy. The gold belonging to Government was saved. The enemy got so close as to fire a volley of musketry at the *Lynx*, by which one of the crew was wounded.

*Editorial from the Carolinian, Fayetteville, N. C., September 17, 1864.*

The loss of the *A. D. Vance* is a pretty severe blow to our State. She has done noble service for our North Carolina soldiers, and has paid for

\* Fraser, Trenholm & Co. Trenholm now rebel Secretary of Treasury.

herself twenty times. There are more Clyde-built steamers, and North Carolina has money to her credit in Europe. We believe that the State owned but one-third of the *A. D. Vance*.

*Blockade runners captured and destroyed off Wilmington, N. C., since August 1, 1863, by the North Atlantic Blockading Squadron, Acting Rear-Admiral S. P. Lee, commanding.*

Name.	Date.	Remarks.
Kate.....	Aug. 1, 1863	Captured.
Hebe.....	Aug. 18, 1863	Destroyed.
Arabian.....	Sept. 15, 1863	Do.
Juno.....	Sept. 22, 1863	Captured.
Phantom.....	Sept. 23, 1863	Destroyed.
Elizabeth <sup>1</sup> .....	Oct. —, 1863	Do.
Douro.....	Oct. 11, 1863	Do.
Venus.....	Oct. 21, 1863	Do.
Margaret and Jessie.....	Nov. 5, 1863	Captured.
Cornubia.....	Nov. 8, 1863	Do.
Ella and Annie.....	Nov. 9, 1863	Do.
R. E. Lee.....	do.....	Do.
Ella.....	Nov. 10, 1863	Do.
Banabee.....	Nov. 21, 1863	Do.
Ceres.....	Dec. 6, 1863	Do.
General Beauregard.....	Dec. 12, 1863	Destroyed.
Antonica.....	Dec. 20, 1863	Do.
Bendigo.....	Jan. 3, 1864	Do.
Yesta.....	Jan. 7, 1864	Do.
Dare.....	do.....	Do.
Ranger.....	Jan. 11, 1864	Do.
Wild Dayrell.....	Feb. 2, 1864	Do.
Nutfield.....	Feb. 4, 1864	Do.
Dee.....	Feb. 5, 1864	Do.
Emily.....	Feb. 10, 1864	Do.
Fannie and Jenny.....	do.....	Do.
Pet.....	Feb. 16, 1864	Captured.
Spunkie.....	do.....	Run ashore on the bar and destroyed.
Scotia.....	Mar. 1, 1864	Captured.
Don.....	Mar. 4, 1864	Do.
Mary Ann.....	Mar. 6, 1864	Do.
Young Republic.....	May 6, 1864	Do.
Minnie.....	May 9, 1864	Do.
Greyhound.....	May 10, 1864	Do.
Tristram Shandy.....	May 15, 1864	Do.
Caledonia.....	May 30, 1864	Do.
Georgiana McCaw.....	June 3, 1864	Destroyed.
Thistle.....	June 4, 1864	Captured.
Siren.....	June 5, 1864	Do.
Pevensey.....	June 9, 1864	Destroyed.
Rouen.....	July 2, 1864	Captured.
Beaton.....	July 8, 1864	Do.
Little Ada.....	July 9, 1864	Do.
Lillian.....	Aug. 25, 1864	Do.
Elsie.....	Sept. 5, 1864	Do.
A. D. Vance.....	Sept. 10, 1864	Do.
Florida.....	do.....	Destroyed—reported by refugees; run ashore in Wilmington Harbor.
Badger.....	do.....	
Lynx.....	Sept. 25, 1864	Destroyed.
Night Hawk.....	Sept. 29, 1864	Do.

<sup>1</sup> Stranded and burned September 24, 1863. See Series I, vol. 9, p. 234.

Captured, 26; destroyed, 24. Total captured and destroyed, 50.

*Report of Commodore Lanman, U. S. Navy, regarding the transfer of the command of the U. S. S. Minnesota.*

U. S. S. MINNESOTA,  
Hampton Roads, September 30, 1864.

SIR: In obedience to your order of 24th instant to report to Acting Rear-Admiral Lee for the command of the U. S. S. *Minnesota* (first rate), I have to-day assumed the command of this vessel, as transferred to me by Lieutenant-Commander J. H. Upshur.

The first opportunity I shall report myself (by letter) to the commander of the North Atlantic Blockading Squadron.

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

JOSEPH LANMAN,  
*Commodore.*

Hon. GIDEON WELLES,  
*The Secretary of the Navy.*

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[Telegram.]

NAVY DEPARTMENT, *September 30, 1864.*

The *Circassian* has been ordered to Hampton Roads with the prisoners for exchange. Will not army movements interfere with the exchanges? If not, so inform the Department. The exchanges are to be conducted by you independently of our commissioner or agent. Answer by telegraph. Inform Mr. Ould that the *Circassian* will be in Hampton Roads in three days.

GIDEON WELLES,  
*Secretary of Navy.*

Captain MELANCTON SMITH,  
*Commanding James River Division, City Point, Va.*

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[Telegram.]

NORFOLK, VA., *September 30, 1864.*  
(Received 8:10 p. m.)

The army movements will interfere with the exchange, as our forces occupy Chaffin's Bluff.

M. SMITH,  
*Captain and Divisional Officer.*

Hon. G. WELLES,  
*Secretary Navy.*

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[Telegram.]

DEEP BOTTOM, *September 30, 1864.*

Our troops hold Chapins [Chaffin's] Bluff, and the gunboats are annoying them. General Butler wishes some torpedoes as soon as possible to place in the river to prevent them from coming down. Percussion torpedoes would be preferred, and the professor had better come with them at once. If they can not be procured from Norfolk, would it not be advisable to order some from Washington?

E. T. NICHOLS.

Captain M. SMITH, U. S. Navy,  
*U. S. S. Minnesota, Fortress Monroe.*

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[Telegram.]

NAVY DEPARTMENT, *September 30, 1864.*

Have the *Osceola* ready for sea by October 10, without fail.

GIDEON WELLES,  
*Secretary of the Navy.*

Commodore J. W. LIVINGSTON,  
*Commandant Naval Station, Norfolk, Va.*



*Report of Commander Crosby, U. S. Navy, commanding U. S. S. Keystone State, regarding the cruise of that vessel on the blockade from September 26 to 30, 1864.*

U. S. S. KEYSTONE STATE,  
At Sea, September 30, 1864.

SIR: On the 26th instant, at 4:20 p. m., in latitude  $33^{\circ} 43' N.$ , longitude  $76^{\circ} 08' W.$ , sighted a blockade runner bearing N. by E. and standing to the westward, distant about 12 miles; Cape Lookout bore N.  $19^{\circ} W.$ , distant 57 miles. I immediately gave chase to the northward and westward to cut her off. At 6:50 lost sight of chase, and when last seen bore N. W. by W., but continued our course until 8:30, when we were in latitude  $34^{\circ} 16' N.$ , longitude  $76^{\circ} 50' W.$ , and gave up the chase, Cape Lookout bearing N.  $36^{\circ} E.$ , distant 26 miles.

I then returned to my station off Cape Lookout, and at daylight on the 27th stood to the south to intercept any outward-bound vessels (blockade runners), and seeing none I hauled up to the W. N. W. to look after the blockade runner I chased the previous evening, thinking it probable she did not get into Wilmington. At 9 a. m. sighted black smoke bearing N. W. I soon after saw the blockade runner standing to the northward and eastward, with a large steamer in chase, which proved to be a transport loaded with passengers (troops). I think the transport was the *Fulton*. I stood to the northward to try and head off the blockade runner and prevent her getting by the Cape Lookout Shoals. At the time we sighted her we were in latitude  $33^{\circ} 43' N.$ , longitude  $76^{\circ} 39' W.$ , Cape Lookout bearing N., distant 54 miles; blockade runner was distant about 25 miles when we saw her smoke first. At noon the blockade runner passed ahead of us about 6 miles and the *Fulton* about 3 miles, both heading about N. E. and directly over the tail of the Lookout Shoals, and continued direct for the Hatteras Shoals and passed close to them. The *Fulton* kept to the east of the blockade runner and preventing her from hauling offshore. I continued on the chase until 7:30 p. m. Cape Hatteras light bore N. W.  $\frac{1}{2} N.$ , distant 16 miles; latitude  $35^{\circ} 05' N.$ , longitude  $75^{\circ} 15' W.$  As the blockade runner rounded Hatteras Shoals, and just before dark, a steamer making black smoke ran in from the eastward, took up the chase. I supposed it was the *Gettysburg*. During the chase the *Keystone State* averaged about  $11\frac{1}{2}$  knots. The blockade runner was the same I had chased the previous evening. I judged her to be making about 14 knots, and as the *Fulton* held on to her so close I supposed she made about the same. The *Fulton* fired at her from time to time, but without effect. At sundown we were about 14 miles astern of the chase. The blockade runner was large and answers the description of the *City of Petersburg*. She was inward bound and I think must have thrown overboard most of her cargo in order to effect her escape.

On the 29th instant, at 2:50 p. m., sighted blockade runner bearing south, standing to the westward; headed her off and she stood to the southward and eastward; continued in chase until 7:30 p. m., and then returned to our station off Cape Lookout. At 4 p. m. the *Connecticut* joined in the chase and gained sufficient to fire shot over her. The blockade runner escaped with the darkness. She appeared to be the same class of vessel as the *Lilian*, very much like her. The *Connecticut* easily outran us. I fired a shot, but it fell short, as we were not within range; we averaged about  $11\frac{1}{2}$  knots. At the time we sighted the chase, we were in latitude  $34^{\circ} 05' N.$ , longitude  $76^{\circ} 14' W.$ , and when we gave up the chase we were in latitude  $33^{\circ} 25' N.$ , longitude  $76^{\circ} 16' W.$

The steamer *George Cromwell* passed us at 2:20 p. m. and informed me that he had passed this blockade runner about two hours previous lying

still, ready to run into Wilmington. I immediately ran to the southward to intercept her and fell in with her as I have stated; about half an hour after chased her off.

On the 30th instant, at 5:10 p. m., and in latitude  $33^{\circ} 54' N.$ , longitude  $76^{\circ} 03' W.$ , sighted a steamer, blockade runner, bearing E. N. E., distant about 15 miles; gave chase immediately, and continued the chase until 6:15 p. m., when we lost sight of her in the dark. She made black smoke, and stood directly away from us. At the time we lost sight of the chase we were in latitude  $33^{\circ} 58' N.$ , longitude  $75^{\circ} 48' W.$  The blockade runner had two smokestacks and painted white, and left us quite rapidly. At the time we sighted her she appeared to be lying still.

Very respectfully, your obedient servant,

PEIRCE CROSBY,  
Commander.

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

*Reconnoissance near Wilmington for the examination of its defenses.*

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports.

Confidential.]

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Beaufort, N. C., September 30, 1864.*

SIR: I transmit enclosed two reports (1 and 2), dated 19th and 28th instant, from Acting Ensign Semon, of the *Nippon*, the former enclosed in a report to Acting Master Kemble, commanding that vessel, giving information obtained by Mr. Semon in regard to the defenses of Wilmington, etc., as required by my orders to him and Captain Glisson, dated, respectively, 12th and 28th instant, of which copies (3 and 4) are also enclosed.

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

S. P. LEE,

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

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

I also enclose a clear copy of a sketch of the roads above Federal Point, obtained by Mr. Semon and mentioned in his enclosed report of the 28th instant.

S. P. LEE,  
*Acting Rear-Admiral.*

Report of Acting Master Kemble, U. S. Navy, commanding U. S. S. *Nippon*.

U. S. S. NIPHON,  
*Off New Inlet, North Carolina, September 19, 1864.*

SIR: In obedience to orders received from Lieutenant-Commander Simpson the evening of the 18th, I proceeded up off Masonboro Inlet and dispatched inshore to Myrtle Grove second launch and dingey, the former with 13 men in charge of Acting Ensign M. A. Nickerson, for the purpose of picketing the beach and giving support to Acting Ensign E. N. Semon and John Sears, pilot of the *Isonomia*, who, with the dingey and 2 men, crossed the beach and sound to the house of Mr. Schermerhorn to obtain any information he might have concerning Wilmington and its surroundings. Enclosed is the report of Mr. Semon, with all

information received by him. The expedition returned to the ship at midnight with the loss of Henry Smith, landsman, who deserted, taking with him his arms, which consisted of a Spencer rifle, bayonet, cartridge box, and belt. He being posted on outer picket duty, was seen at his post last at 11 p. m., after which nothing was seen or heard from him, although a careful search was made for him. In landing there were also lost two bayonets belonging to the same kind of rifles.

Very respectfully, your obedient servant,

EDMUND KEMBLE,

*Acting Master, Commanding Niphon.*

Captain O. S. GLISSON,  
*Divisional Officer, New Inlet.*

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Report of Acting Ensign Semon, U. S. Navy.

U. S. S. NIPHON,

*Off New Inlet, North Carolina, September 19, 1864.*

SIR: In compliance with your orders I landed successfully at Myrtle Grove at 8:45 p. m., with two boats, one under charge of Acting Ensign M. A. Nickerson, for picket duty on the beach; transported the small boat across the beach and crossed the sound, 9:10 p. m.; arrived at Mr. Schermerhorn's house 10 p. m. and obtained the following information from him: On Thursday last he went to Wilmington by the main telegraph [road]. There is only one battery of six guns situated at one-half mile from Wilmington on the road. The force at Wilmington at the present time is about 2,000 militia and 750 regulars. The militia were raised from the different counties, each county furnishing two companies. The *Tallahassee* is at Wilmington, and was ready for sea on Saturday last, 17th. Her armament consists of four guns, caliber unknown.

A small vessel, name unknown, has been fitted out at Wilmington as a privateer, and is also ready for sea. Her armament consists of two guns, caliber unknown. He heard from good authority that nearly one-half the garrison at Fort Fisher are sick in the hospital at the present time, there being but 800 men on duty at the fort. There are 70 men, Parker's company, on duty at Half Moon battery. At Aines battery, situated in the rear of Half Moon battery and on the road to Wilmington, there are 80 men on duty. About six weeks ago there was laid down in Masonboro Inlet and Sound a number of torpedoes. Ten days ago, during the night, fifteen of them exploded (cause unknown), causing the forces around Masonboro to remain under arms all night. General Beauregard has been ordered to the command of this department. Mr. Schermerhorn has promised to use his utmost endeavors to obtain reliable information for me.

Very respectfully, your obedient servant,

E. N. SEMON,

*Acting Ensign, U. S. Navy.*

Acting Master EDMUND KEMBLE,  
*Commanding Niphon.*

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Additional Report of Acting Ensign Semon, U. S. Navy.

U. S. S. NIPHON,

*Off New Inlet, North Carolina, September 28, 1864.*

SIR: In obedience to your orders I proceeded on board the U. S. S. *Monticello* at 5 p. m. yesterday (27th), and went up the coast in the

vicinity of Masonboro Inlet. Left *Monticello* at 8:25 p. m., accompanied by Acting Pilot John Pucket and two men in the dingey, and by an armed boat's crew from the *Monticello*, under the charge of Acting Master's Mate Charles Croton. At 9 p. m. landed safely on the beach at Big Hill, transported the dingey to the sound, and landed at Myrtle Grove at 9:30 p. m., without seeing any of the enemy. From Mr. Schermerhorn I obtained the following information: He had just returned from Wilmington; said the privateers *Tallahassee* and *Edith* were at Wilmington. The *Tallahassee* was dressed with flags and was taking in coal; a brass band was playing on board. He was informed that they were to leave on the 28th. The ironclad *North Carolina* sunk near Wilmington; a blockade runner ran afoul of her wreck and immediately sunk. It is reported that the torpedo boats are a failure and work has been discontinued on the one that was being built at Wilmington. It will take about three months to complete the ironclad now being built at Wilmington. The deserter, Henry Smith (landsman), who deserted on the 18th instant, went to the Half Moon battery; said he was a deserter from the *Nippon*, which was not believed by them. He was placed under arrest and sent to Wilmington in irons, to be confined in jail. Refusing to enter the rebel service, he was sent on the 26th instant in irons on board a blockade runner bound for Bermuda. On the 16th instant five Union prisoners escaped from the jail in Wilmington. For several days afterwards there were extra pickets at Myrtle Grove and Masonboro to watch for them. My informant promises to engage three branch pilots for me, one of whom promises to accompany me off to the fleet on Friday night next. I obtained the enclosed sketch of Wilmington and its approaches and the accompanying paper from my informant. The Wilmington Daily Journal, of the 26th instant, contains a full account of the steamer *Lynx*, which was destroyed by this vessel on the 25th instant.

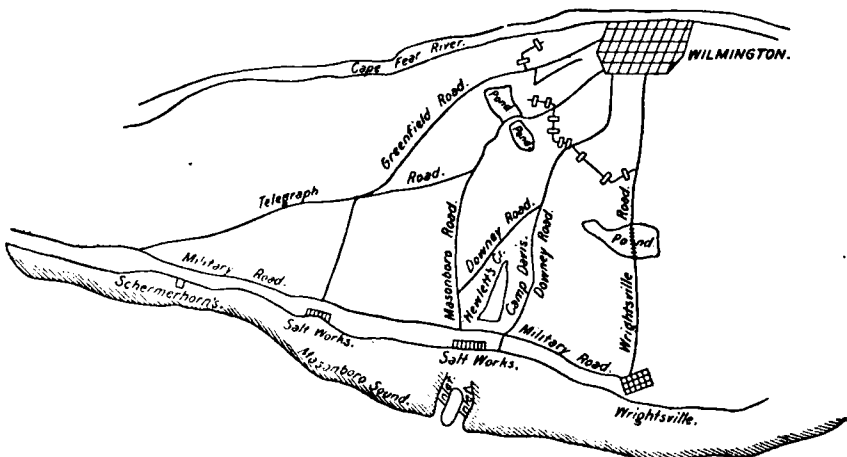
Very respectfully, your obedient servant,

E. N. SEMON,  
Acting Ensign, U. S. Navy.

Captain O. S. GLISSON,  
Comdg. First Division North Atlantic Blockading Squadron.

[Enclosure.]

Sketch showing the positions of roads, etc., around Wilmington, N. C.



*Copy of description accompanying sketch of Wilmington.*

At Masonboro there is a battery of three 24-pounder columbiads; at the batteries on the Downey road, near Wilmington, three 24-pounders and two 6-pounders. I don't think that there are any torpedoes remaining in Masonboro Inlet. I understand they are all drifted up. General Beaugard's opinion is that Fort Caswell can not stand more than fifteen minutes when a general attack is made.

The *Tallahassee* has five guns—one 84-pounder, two 24-pounders, and two 32-pounders. The [*Chickamauga*], or *Edith*, is armed the same as the *Tallahassee*. There is one torpedo boat in the river and one more nearly ready. The only torpedoes that I can hear of in the river are about 4 miles below Wilmington.

There are six blockade runners in port at this time. The forces at Masonboro and Camp Davis are five companies—two artillery, two infantry, and one of cavalry. The whole will not exceed 500 men. At Wilmington only two companies on picket duty. They are getting torpedoes ready as soon as possible to place in New Inlet, but have not placed any down yet; don't think they can have any ready under two weeks.

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Confidential instructions from Acting Rear-Admiral Lee, U. S. Navy, to Acting Ensign Semon, U. S. Navy.

FLAGSHIP MALVERN,  
Beaufort, N. C., September 12, 1864.

Ascertain if there are any obstructions or torpedoes planted in the entrance to Cape Fear River (New Inlet and Western Bar), or in the river itself. If there are, their exact position, description, and the time when placed; if torpedoes, what kind, and how long they have been in the water; what other torpedoes are ready for use, where they are to be placed, and by what means they are to be fired.

Ascertain which of the entrances has the best water and is most easily used; also what are the facilities for using them, and whether buoys are planted.

Ascertain the character of the works at Federal Point and to the northward of it; the number and names of the forts and batteries, and the number and description of the guns in each; the best place for landing troops and crossing them to the mainland at any point to the northward of Fort Fisher; what number and kind of defenses, if any, are near Masonboro, and between it and Wilmington; depth of water in Masonboro and New Topsail inlets, and the feasibility of landing an army at either place; also the number and kind of rebel craft, how armed, and for what purpose designed; number, situation, kind, and armament of all defenses between Lockwood's Folly and New Topsail inlets.

Endeavor to obtain some good Wilmington pilots, who shall be entirely satisfied as to compensation. The divisional officer will afford you the necessary facilities for landing to obtain this intelligence, which you have volunteered to procure. This memorandum will be left with Captain Glisson. You will memorize the points.

Respectfully, yours,

S. P. LEE,  
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.  
Captain Glisson will return this with Acting Ensign Semon's report.

L.

Confidential instructions from Acting Rear-Admiral Lee, U. S. Navy, to Captain Glisson, U. S. Navy.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Off New Inlet, September 27, 1864.*

SIR: Keep me frequently advised as to whether the enemy is increasing his force and strengthening his works, or adding new ones, in the vicinity of Wilmington and Cape Fear River and approaches, and also whether or not he occupies Masonboro and its inlet. Do not expose to capture on this service any of the pilots and guides, except Mr. Pucket, who can guide Mr. Semon on his semiweekly or triweekly trips to communicate with me. Mr. Semon has a light skiff, which I sent from Beaufort, which two persons can carry across the sand hills. He needs also a boat and crew. The same persons should accompany him on each trip; they should be reliable and chosen by himself. Give him all the facilities he requires, and let him have Spencer rifles from the *Nippon*, if he says he needs them. As the *Nippon* can not be spared from the bar, let Mr. Semon make his landings from the *Governor Buckingham* or *Monticello*. All persons sent ashore should be in uniform.

Send the information obtained, in triplicate reports, to me as soon as possible. Lieutenant-Commander Braine is making sketches and establishing positions, and will come to Beaufort in two or three days when this is done. No further examination of Masonboro Inlet is necessary, but Mr. Semon may get information on other points in my letter to him, which you hold.

Excuse Pilot Sears from all night work, on account of the condition of his eyes.

Respectfully, yours,

S. P. LEE,

*Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.*  
Captain O. S. GLISSON,  
*Commanding First Division, off New Inlet.*

*Report of Lieutenant-Commander English, U. S. Navy, regarding the capture of cotton.*

U. S. S. WYALUSING,  
*Albemarle Sound, October 1, 1864.*

SIR: On the morning of the 30th of September I captured at a place called Poole's Landing, near the mouth of the Chowan River, 4 bales of cotton, 2 of which were in the river abreast of the landing, the others in a small boat close by. I should judge they were being conveyed to Edenton. The parties who owned it made their escape.

I am, etc., your obedient servant,

EARL ENGLISH,  
*Lieutenant-Commander.*

Commander W. H. MACOMB,  
*Senior Officer, Sounds of North Carolina, Comdg. U. S. S. Shamrock.*

*Report of Acting Volunteer Lieutenant Harris, U. S. Navy, regarding the capture of Wilmington pilots on the steamer Lillian.*

U. S. S. NEW BERNE,  
*Beaufort, N. C., October 1, 1864.*

SIR: I have the honor to report that the captain, Smiley, of the stranded blockade runner *Night Hawk*, now on board this vessel, states

that among the persons captured on the *Lilian* were five Wilmington pilots, taking passage for Bermuda.

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

T. A. HARRIS,

*Acting Volunteer Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

*Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, approving his decision to remain in the Gulf to engage in active cooperation against Mobile.*

NAVY DEPARTMENT,  
Washington, October 1, 1864.

SIR: Your confidential dispatch of the 22d ultimo, by the *Connecticut*, was received this morning, expressing surprise that you should have been selected for the important duty therein mentioned. It is proper to state that the selection was made after consultation with General Grant, and because of the very great confidence of the Department and the Government in your ability to succeed. Your dispatch No. 372, dated August 27, had not been received when the letter of the Department of the 5th September was written. No intimation of indisposition or want of rest or exercise had been received, and there being still a great work to be accomplished, the country, as well as the Department, looked to you as the proper man for its accomplishment.

Your letter of the 27th of August was received on the 9th of September, and the Department proceeded at once to adopt other measures for the Wilmington expedition. That letter was the first intimation received of impaired health and overtaxed energies. Immediate measures were taken to substitute another for the duties that had been confided to you, but as your dispatches of the 29th of August stated that General Canby had not sufficient force for any extensive military demonstration against Mobile, and on the 7th of September you wrote that he had withdrawn all his forces from the bay except a garrison for each of the forts, it was not supposed you would longer remain in the Gulf. With this impression and in the expectation that you would proceed north under the orders which had been issued, the Department addressed you a letter on the 22d ultimo, which was forwarded to Port Royal, relieving you from the proposed expedition against Wilmington, and substituting Rear-Admiral Porter. A copy of that dispatch is herewith annexed.

Your dispatch, No. 427, of the 19th September is the first intimation which the Department has received that he or the military authorities would probably be able to renew military operations in this quarter (on the Gulf) in a short time, and your confidential dispatch of the 22d ultimo, No. 432, advises me that you are "anxious to finish up the work we have so successfully begun."

The Department fully approves the conclusions to which you have arrived of active cooperation against Mobile, and only regrets that it was not earlier informed by the military authorities of the intentions and movements of the army in that quarter, and of your ability and disposition to perform the duty that devolves on the naval commander.

Rear-Admiral Porter has this day been directed to send to your squadron the two monitors from his command, as requested in your dispatch,

and I trust they may be as serviceable to you as the two which you now have in the bay. You have in all your movements the best wishes of the Department and of the whole country, and it is my earnest desire and injunction that you will not overtax your physical or mental powers in the efforts you are making.

Aware of what you had done and are doing, the Department, in its contemplated demonstration against Wilmington, proposed to take upon itself and to devolve upon others the labor of collecting and placing at your disposal the force which may be essential to make that demonstration effective.

The Department, like yourself, appreciates the great difficulties that present themselves against a purely naval operation against Wilmington, and it is only in cooperation with the army that the movement is made. Could the capture of the place or the closing of the port have been effected by a purely naval attack, the work would long since have been effected. But, as at Mobile, and more essential than there, we have been compelled to wait the movements of the military.

I am gratified that you are to have this active cooperation at Mobile, and God grant that the efforts of yourself and of Admiral Porter may be each successful.

Wishing you health and such success as will ensure your early return, I am, my dear sir,

Very truly, yours,

GIDEON WELLES,  
*Secretary of the Navy.*

Rear-Admiral D. G. FARRAGUT,  
*Mobile Bay.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, requesting a leave of absence.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Beaufort, N. C., October 1, 1864.*

SIR: The Department, under date of the 27th ultimo, informs me that when my relief arrives I will be directed to come to Washington, [D. C.], on my way to the Gulf, and that the *Malvern* or some other vessel will take me to Hampton Roads, whence the *Baltimore* (ordnance vessel) can be sent from Washington for me, if I so desire it, but that the Department does not wish the *Malvern* to come to Washington for repairs which can not be executed there.

I hope the Department will permit me a word of explanation on this subject. The run from this point to Hampton Roads is made in twenty-four hours, from Hampton Roads to Washington in twenty hours or less. The direct trip from here to Washington could be made, and the *Malvern* started on her return without waiting for repairs there in two days, without any apparent inconvenience to the public service or to any individual, and in less time and with less trouble than it would take to make two shifts on the way, and to wait or be waited for by the ordnance steamer to be sent from Washington, or in lieu of this to have to apply (and in person, I believe, is the rule) at the provost-marshal's office for a pass, and to exhibit my orders to enable me to obey them, and to pass from within the limit of the blockading squadron which I have commanded.



For the last four years, with brief interval of repose in the winter of 1861, I have been on constant and arduous sea service; about three and a half years of this has been war and blockade service, and the last two years has been in command of this large squadron. I therefore propose, when I come to Washington, to ask the Department for a brief and reasonable opportunity to visit my family, arrange my affairs, and recruit myself, which, especially in view of the tranquillized condition of the situation in the Gulf compared with what it was when Admiral Farragut was north, I trust it will feel at entire liberty to grant me.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

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

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Beaufort, N. C., October 1, 1864.*

SIR: The following is the disposition of the vessels composing the North Atlantic Blockading Squadron, viz:

Vessel.	Station.	Remarks.
Malvern .....	At Beaufort, N. C., head-quarters of the squadron.	Flagship.
Shokokon .....	do	Harbor defense.
Lilac .....	do	Harbor defense and to move colliers.
Cohasset .....	do	Harbor defense and to move colliers; ordered to Norfolk for repairs.
Harcourt .....	do	Pilot tug, needs repairs.
Arlotta .....	do	Ordnance.
Release .....	do	Do.
William Badger .....	do	Stores.
Santiago de Cuba .....	First division, off New Inlet.	Along and close to second line.
Alabama .....	do	Second line, outside bar tenders.
Mercedita .....	do	Second line, outside bar tenders; needs repairs, hull in bad conditions.
Monticello .....	do	Second line, outside bar tenders.
Governor Buckingham .....	do	Bar tender.
Daylight .....	do	Do.
Howquah .....	do	Do.
Nippon .....	do	Do.
Keystone State .....	do	Outside cruiser.
Quaker City .....	do	Do.
Gettysburg .....	do	Do.
Minnesota .....	Second division, Hampton Roads and vicinity.	Engines in bad condition.
Young Rover .....	do	Guard ship; Hampton Road.
Heliotrope .....	do	Hampton Roads.
Poppy .....	do	Do.
Unit .....	do	Craney Island.
Charles Phelps .....	do	Craney Island; coal hulk.
Onondaga .....	do	James River.
Mendota .....	do	Do.
Agawam .....	do	Do.
Mackinaw .....	do	Do.
Commodore Morris .....	do	Do.
Commodore Barney .....	do	Do.
Commodore Perry .....	do	James River; boiler very weak.
Hunchback .....	do	James River.
Pequot .....	do	Do.
Dawn .....	do	Do.

Vessel.	Station.	Remarks.
Delaware .....	Second division, Hampton Roads and vicinity.	James River.
General Putnam .....	do	Do.
Stepping Stones .....	do	Do.
Miami .....	do	James River; in very bad condition; to be sent to Philadelphia when her services can be spared.
Cactus .....	do	James River.
Phlox .....	do	James River; reported to Captain Smith.
Young America .....	do	James River.
Alert .....	do	Do.
Tug No. 1 .....	do	James River; fitted as torpedo boat.
Tug No. 3 .....	do	Do.
Tug No. 4 .....	do	Do.
Tug No. 5 .....	do	Do.
Tug No. 6 .....	do	Do.
Mount Washington .....	do	Transport; needs extensive repairs.
Mystic .....	do	Guard ship, York River.
Cruasader .....	do	York River.
Samuel Rotan .....	do	Do.
Glance .....	do	Do.
Wyandotte .....	do	Guard ship, Norfolk, Va.
St. Lawrence .....	do	Ordnance, Norfolk, Va.
Ben Morgan .....	do	Do.
Roman .....	do	Do.
Fort Jackson .....	Third division, off Western Bar.	Along and just outside of second line.
Maratanza .....	do	Second line and outside of bar tenders.
Montgomery .....	do	Do.
Aries .....	do	Do.
Vicksburg .....	do	Coaling at Beaufort, N. C.
Cambridge .....	do	At Beaufort; ordered to Norfolk for repairs.
Calypso .....	do	Outside cruiser.
Mount Vernon .....	do	Do.
Kansas .....	do	Do.
Dumbarton .....	do	Bar tender.
Emma .....	do	Do.
Victoria .....	do	Do.
Anemone .....	do	Bar tender; tug.
Eolus .....	do	Bar tender.
Fahkee .....	do	Coal tender for both bars; at Beaufort; has lost her propeller; ordered to New York for repairs.
Cherokee .....	At Norfolk navy yard.	First division.
Britannia .....	do	Do.
Aster .....	do	Do.
Fort Donelson .....	do	Third division.
Tristram Shandy .....	do	Do.
Canonicus .....	do	Second division.
Sanguis .....	do	Do.
Atlanta .....	do	Do.
Osceola .....	do	Repairing and fitting for a blockader.
Wilderness .....	do	Do.
Zouave .....	do	Second division.
Clinton .....	do	Do.
Grand Gulf .....	Repairing at Northern ports.	First division, at New York.
Nereus .....	do	Third division, at New York.
Florida .....	do	Do.
Dacotah .....	do	At Boston.
Connecticut .....	do	Do.
State of Georgia .....	do	First division, Philadelphia.
Sassacus .....	do	Second division, Philadelphia.
R. R. Cuyler .....	do	Third division, Philadelphia.
Morse .....	do	Second division, Baltimore.
Banshee .....	do	Third division, Baltimore.
Nansemond .....	do	Do.
I. N. Seymour .....	do	Do.
Ascutney .....	do	First division, at Washington.
New Berne .....	Miscellaneous	Supply steamer from New York.

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

S. P. LEE,

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

Hon. GIDEON WELLES,  
Secretary of the Navy.

*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports and chart regarding the defenses of Cape Fear River.*

Confidential.]

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Beaufort, N. C., October 2, 1864.*

SIR: I transmit enclosed copies of my confidential instructions to Lieutenant-Commander Braine, dated September 9, 23, and 27 (1, 2, 3), and two reports from him, dated September 25 and October 1 (4, 5), giving minute information, from personal observation, in regard to the defenses of Cape Fear River and approaches, the depth of water at Lockwood's Folly Inlet and on Western Bar, and such other general information as he could obtain.

Accompanying these reports (in a separate roll) is a chart, on which are marked the positions from which the observations were taken, and the positions of the batteries, with a series of sketches of the topography of the coast in the vicinity of the Western Bar and New Inlet entrances to Cape Fear River, and of the defenses of the two entrances. This chart is that of "Cape Fear and approaches," prepared by the Coast Survey at my instance for the express use of the blockaders, to which Sub-Assistant Bradford, of the Coast Survey, has transferred copies of sketches made by Acting Master's Mate Vanderbilt, of the *Vicksburg*, under the superintendence of Lieutenant-Commander Braine, together with notes furnished by the latter officer. I would recommend that it be reproduced by the Coast Survey, with the addition of such of these notes and sketches as may be considered necessary, and of the topography in possession of the Coast Survey Office, of the Federal Point peninsula, Oak Island and vicinity, and the hydrography of Cape Fear River; and, in fact, to produce a complete military and naval map, embracing the entrances to Cape Fear River, Wilmington, Masonboro, and Lockwood's Folly inlets, and the adjacent country.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

[Enclosures.]

U. S. S. MALVERN,  
*Beaufort, N. C., September 9, 1864—a. m.*

SIR: As soon as the *Vicksburg* is ready for sea, return to Western Bar and proceed to ascertain at once the following information, which, when obtained, report to me in writing:

1. Depth of water in and defenses at Lockwood's Folly Inlet.
2. The exact position and character of the batteries on Oak Island and Smith's Island; whether or not the guns on Fort Caswell are casemated; what, if any, additional works have been erected at Fort Caswell by the rebels.
3. Feasibility of landing an army on Oak Island, at or near [Lockwood's] Folly Inlet, or between those points; also on Smith's Island, and where there.
4. Ascertain by reconnoissance, as soon as practicable, the depth of water which may be carried into Cape Fear River by a monitor over Western Bar Channel, and whether or not there are any obstructions there; if so, describe place and kind.

This important confidential duty is assigned to you from your experience whilst engaged on surveying duty in that locality before the rebellion and on blockade duty since, and its performance requires your best efforts.

Respectfully, yours,

S. P. LEE,

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

Lieutenant-Commander D. L. BRAINE.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Beaufort, N. C., September 23, 1864.*

SIR: I enclose a copy of a confidential memorandum \* to Acting Ensign Semon, of the *Nippon*, dated 12th instant. After you have obtained the information called for in my confidential communication of the 9th instant, I desire that you give attention to the subject-matter of this enclosure, and obtain, as far as practicable, all the information therein called for as early as practicable. Also locate, take sketches, and give data of the forts on the New Inlet side.

Respectfully, yours,

S. P. LEE,

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

Lieutenant-Commander D. L. BRAINE,  
*U. S. S. Vicksburg.*

Confidential.]

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Off New Inlet, September 27, 1864.*

SIR: When you have established the positions of the various batteries and taken views of them and of the coast from the south point of Smith's Island to Masonboro, come to Beaufort, bringing sketches in duplicate or triplicate (the latter preferred) of your observations. Fix on your chart the positions from which the views are taken.

General Weitzel is satisfied with the information he has, which will make it unnecessary for you to take action in reference to the communication of Acting Ensign Semon, a copy of which was enclosed to you on the 23d instant.

Respectfully, yours,

S. P. LEE,

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

Lieutenant-Commander D. L. BRAINE,  
*U. S. S. Vicksburg.*

Confidential.]

U. S. S. VICKSBURG,  
*Off Western Bar, Cape Fear River, September 25, 1864.*

SIR: I have the honor to reply to your confidential communication dated September 9, 1864. Owing to bright nights and strong southerly breezes, I have been delayed until this time, and my report is yet incomplete.

I beg leave to answer your interrogatories as follows:

Question No. 1. Depth of water into and defenses at Lockwood's Folly Inlet.

Answer. The depth of water on the bar I find to be about 6 feet at mean high water, with sea very smooth. With the usual swell arising from southerly winds, I would not attempt to carry in more than 3 feet draft. The shoal is bold, and I should judge it often shifts. The water is very bold up to the bar, shoaling suddenly.

I have five times laid my vessel within 400 yards of Big Hill and drifted along the shore for an hour each time, carefully observing every point. I can not see any attempt to construct earthworks of any kind upon either side of the inlet. The natural formation of the land around Big Hill is, however, admirably adapted for hurried defenses both by artillery and infantry, and could in a few hours be made of much importance to prevent a landing or to effectually prevent the immediate use of Folly Inlet to land stores, ammunition, etc.

Question No. 2. The exact position and character of the batteries on Oak Island and Smith's Island, and whether or not the guns in Fort Caswell are casemated; what further additional works have been erected at Fort Caswell by the rebels.

Answer. I enclose herewith a chart with the exact position of the batteries upon Oak and Smith's islands (of which I am cognizant). They were determined by a series of bearings and almost a round of angles by sextant, all upon known points. I also enclose sketches from said positions (as numbered upon the chart) of Western Bar entrance, showing the relative position and appearance of the different rebel works; also a sketch of the shore from Piney Point to the westward as far as the wreck of the blockade runner *Ranger*. This shows every sand hill and indeed every mound of any importance between these points. I have indicated on the chart the best points to land troops.

Fort Caswell has 21 heavy casemates, of which 11 show to the southward and westward; outside the main works there are water batteries to the eastward, southward and eastward, and southward and westward, all, I believe, heavy guns. West of Fort Caswell, distant 1,000 yards and near the water, is a small square earthwork to cover the bar channel approach. I do not know its strength. The enemy are mounting guns on it. Near this battery, but to the westward, are the range lights for passing Western Bar. To the westward of this battery 700 yards, and 1,700 yards from Fort Caswell, there is a heavy earth battery or series of batteries showing 12 casemates. Six of these mounds face to the southward and are enclosed; the balance extend back 300 yards to the northward and westward, reaching the swamp land to the northward of Oak Island. To the westward of this battery (which is called Battery Campbell) the sand ridges of the coast are numerous almost to Piney Point, and much broken, though not of great altitude.

I have taken careful views of these works, lying about 1,000 yards to the westward of the wreck of the *Georgiana McCaw* in  $3\frac{1}{2}$  fathoms water.

Smith's Island: On the west point of this island, called Bald Head Point, is a battery called Holmes battery. It shows 11 casemates of earth enclosed and two building. A rifle pit or trench extends from this work to the southward and eastward to the crest of Bald Head Hill, on which I think the rebels are building works. I know of no other permanent works on the S. W. side of the island. Light fieldpieces of great range have been frequently used from the south point of the island.

From the fires recently seen upon Smith's Island in range of Bald

Head Hill, bearing E. N. E. and E. by N., I judge the rebels are burning away the woods to a point to the eastward of Bald Head light-house and to Light-House Creek. This would enable them to have good, clear range from Bald Head Hill to the swamp.

The woods are very dense upon part of the southwestern face of Smith's Island for  $1\frac{1}{2}$  miles to the southward and eastward of Bald Head Hill. The high water washes in amongst them, and it is only possible to move along this point of beach at low water.

Question No. 3. Feasibility of landing an army on Oak Island at or near Folly Inlet or between these points; also on Smith's Island, and where there.

Answer. It is not feasible to land upon Oak Island unless it be a night surprise. In the fall or winter season I deem it perfectly practicable to land an army to the westward of Piney Point about  $1\frac{1}{2}$  miles, of course doing so upon smooth water, which is always the case with the wind N. W. or N. or N. E., and there are in winter nine westerly winds to one easterly.

At the same time it would be necessary to occupy and hold Folly Inlet as a base of supplies. With southerly winds, even moderate ones, there is considerable surf, as the water is bold;  $3\frac{1}{2}$  fathoms water can be had up to 400 yards of the beach. Without wind indications a swell sometimes sets in from southward and westward. During this last-mentioned period troops and light artillery could be landed in properly prepared surfboats, with good anchor gear and scope of cable, as the outer comber is close to shore and not dangerous. I suggest the points indicated upon the chart accompanying this letter. The sand hills are quite low, and not much resistance could be offered.

For Lockwood's Folly Inlet boats of  $2\frac{1}{2}$  or 3 feet draft would operate successfully upon half tide, sea smooth, wind to northward.

Troops can be landed upon the south end of Smith's Island under the same circumstances regarding weather as upon land between Folly Inlet and Piney Point, and even better when the wind gets to the eastward. I think it feasible to place an army at that point with provisions and light field material. They would, however, be under the fire of the long-range guns of Battery Holmes. The water is not as bold as the other indicated points, but the landing place smoother.

Question No. 4. Ascertain as soon as practicable by a reconnoissance the draft of water which may be carried into Cape Fear River by a monitor over Western Bar Channels and whether or not there are any obstructions there. If so, describe place and kind.

Answer. Up to the present time I have not been able to make the reconnoissance required to enable me to indicate the depth of water on the bar to my satisfaction, owing to the swell and wind prevailing; hence I am unable to answer your question. As to the rip, I could not get to that point without discovery by the rebels, owing to picket boats and pickets, who for the last week have been constantly upon the alert and unusually active. I did intend to cross Marshall Shoal, pass Bald Head up toward Fort Caswell, then pull out over the rip to the westward and over the bar; but as I formed the opinion from what I saw that I would be detected at the time, I abandoned it for a favorable and dark night, which as yet has not occurred.

Fort Caswell and the works about it mount, I think, 50 guns. The small earth battery near Oak Island light mounts 2 or more guns. Battery Campbell mounts 13 guns. Battery Holmes, at Bald Head Point, mounts 11 guns. In all, about 76 guns, of which, in my opinion, 50 are casemated.

I beg leave to draw your attention to the fact that, in my opinion, every work at this point is being daily strengthened.

I am, very respectfully, your obedient servant,

D. L. BRAINE,  
*Lieutenant-Commander.*

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

Confidential.]

U. S. S. VICKSBURG,  
*Beaufort, N. C., October 1, 1864.*

SIR: I have the honor to report that I have received your confidential communications of September 23 and 27, 1864. In reply I beg leave to state I have carefully established the different forts and batteries of the enemy in view from off the New Inlet entrance of Cape Fear River, North Carolina; also that I have had careful sketches taken of their works from the positions numbered 1, 2, and 3, off New Inlet, and numbers 1, 2, 3, 4, and 5, off the Western Bar, all of which are upon the charts accompanying this report.

I ran the coast close down from Masonboro Inlet to a point indicating the Half Moon battery, taking careful sketches of the same. At the Half Moon battery the enemy opened fire upon me, striking the ship once aloft, doing, however, no material damage. At this point I had the views taken indicated by No. 1; also obtained angles on the works in sight. I then occupied positions Nos. 2 and 3 and completed the desired observations. I had views taken from the masthead at an altitude of 87 feet, and will furnish you the same of all the forts in sight.

To enumerate the batteries, commencing to the northward of the coast, their order and description are as follows, as near as I could judge from observation:

Half Moon battery is an open work of traverses, mounting six guns, and near the beach, immediately in rear of which there is a portion of the sound, and to the westward, across the sound, there is a battery called Battery Gatlin. This was so hid by the trees I could not form any just estimate of the number of guns or how mounted. The enemy had a number of fieldpieces here and fired from above and below the battery in the woods. They are both situated about 9,000 yards from Fort Fisher.

Flag Pond battery is near the beach, an oblong work of three or four guns, and 6,000 yards from Fort Fisher.

Fort Fisher is a very carefully constructed earthwork. For appearances of same, I call your attention to the sketches from stations Nos. 1, 2, and 3, and also those from aloft. I think it mounts very heavy guns, all casemated. My estimate of the number of guns is rough only, but at the most I should say 36. This work and batteries which I have mentioned numbered 1, 2, 3, and 4, counting from Mound battery toward Fort Fisher, are all connected by a trench or rifle pit.

Battery No. 4 is casemated and mounts four guns. It is close upon the beach, distant 200 yards from Fort Fisher.

Battery No. 3 is an open work, mounting two guns, distant about 400 yards from Fort Fisher.

Battery No. 2 is a casemated work, mounting three guns, distant from Fort Fisher about 750 yards.

Battery No. 1 is a casemated work, mounting three guns, distant about 1,000 yards from Fort Fisher.

Mound battery is a high pile of sand and earth, about 65 feet altitude,

and mounts upon its top two apparently very large guns. I think it must have been built with the view of throwing plunging shots upon the decks of vessels passing that portion of Federal Point. I think it would do so with great execution, as vessels must pass close to it up channel way, as the best water is not over 200 yards distant. It is situated about 1,300 yards from Fort Fisher.

Battery upon southwest end of Federal Point is an open work, mounting three guns, and I think was built to deliver fire upon vessels passing the New Inlet rip in the channel, which passes close to that point, and this is the only channel in my belief that can be used to pass the rip of New Inlet entrance, as it is plainly to be seen the enemy have driven many heavy timbers down across the old channel, from Zeek's Island to the shoal water on the rip, with the intent to close the channel, which was used before the war; it is distant from Fort Fisher 2,400 yards.

Upon Zeek's Island I can not see any satisfactory evidence of a permanent battery. I know one year ago there was a battery there of three guns, which could be plainly seen, that is now entirely changed in appearance, and it is my opinion the enemy have, if anything, only light fieldpieces, distant from Fort Fisher about 3,300 yards.

I must now draw your attention to the fact that the enemy are very busy on the west side of Cape Fear River, erecting batteries of a formidable character at Reeves' Point, Mount Racker, and Deep Water Point.

Reeves' Point battery, I judge to be a work on a smaller scale, but planned like Fort Fisher. It mounts apparently eight guns, but I judge from the activity at this point the enemy will soon mount more, and from the size of the work it will admit it; it is about 4,200 yards from Fort Fisher.

Mount Racker battery is upon a bluff on the river bank, west side, below Reeves' Point, toward Smithville. It is not at present of much importance, but the enemy are busy upon it with a view of increasing its size. It mounts three guns and is about 6,750 yards from Fort Fisher.

Deep Water Point battery: This work, a short distance above Smithville, upon a bluff, and abreast a good depth of water in the river, is well situated to prevent an advance of vessels of war toward New Inlet entrance when inside, or the reverse should it be desirable to approach Smithville from New Inlet. It does not appear of great size, now mounting six guns, but the enemy are busy with, I judge, good promise of increasing its size and number of guns. It is distant 8,700 yards from Fort Fisher.

Of the Smithville works upon the river I suppose you are aware. I believe they are called Fort Johnston. I could not form a correct estimate of its size or weight of metal. I think the enemy have a battery at Light-House Creek, back of Bald Head light-house; also that they are erecting works to the southward and westward of Smithville. I trust this fully complies with your letter of 27th ultimo.

I beg leave to suggest that for some time hence I be permitted to give these batteries my attention, in order to observe their increase as to numbers, size of guns, also to discover any new ones which the enemy may erect.

I am, very respectfully, your obedient servant,

D. L. BRAINE,  
*Lieutenant-Commander.*

Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.*



[Telegram.]

NAVY DEPARTMENT, *October 2, 1864.*

Send the *Massasoit* to Hampton Roads. If you think best, she can go with the *Rhode Island* and *Monadnock*. Should everything work well and the weather be favorable, let all of them go to Hampton Roads, where they must be, if possible, by the 10th to 12th of October.

GIDEON WELLES,  
*Secretary of Navy.*

Rear-Admiral S. H. STRINGHAM,  
*Commandant Navy Yard, Boston.*

[Telegram.]

NAVY DEPARTMENT, *October 2, 1864.*

Direct the *Lilian* and *Unadilla* to proceed with all possible dispatch to Hampton Roads, reporting to the senior officer there, and await further orders.

GIDEON WELLES,  
*Secretary of Navy.*

Commodore C. K. STRIBLING,  
*Commandant Navy Yard, Philadelphia.*

You may hire civilian firemen to take the picket boats to Hampton Roads.

G. W.

[Telegram.]

NAVY DEPARTMENT, *October 2, 1864.*

Order the *Tuscarora* to proceed to Hampton Roads with all possible dispatch, reporting to the senior officer there, and await further orders.

GIDEON WELLES,  
*Secretary of Navy.*

Commodore T. A. DORNIN,  
*Commanding Naval Station, Baltimore.*

[Telegram.]

NAVY DEPARTMENT, *October 2, 1864.*

Direct the following-named vessels to proceed with all possible dispatch to Hampton Roads, reporting to the senior officer there, and await further orders: *Susquehanna, Nyack, Pawtuxet, Mohican, and Seneca.*

GIDEON WELLES,  
*Secretary of Navy.*

Rear-Admiral HIRAM PAULDING,  
*Commandant Navy Yard, New York.*

[Telegram.]

NAVY DEPARTMENT, *October 3, 1864.*

Send *New Ironsides* to Hampton Roads without delay.

GIDEON WELLES,  
*Secretary of the Navy.*

Commodore C. K. STRIBLING, U. S. Navy,  
*Commandant Navy Yard, Philadelphia.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the grounding of the chartered transport steamer Aphrodite, October 3, 1864.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Beaufort, N. C., October 4, 1864.*

SIR: About sunset last evening two officers arrived here in boats, one by sea and the other by the sound, informing me that the transport *Aphrodite*, with 400 navy recruits under Commander Clary, was ashore north of Cape Lookout, and I immediately dispatched the *Keystone State*, Commander Crosby, and the *Shokokon*, Acting Master Sheldon, properly provided, to her relief.

It appears that the *Aphrodite* ran ashore 12 or 15 miles north of Cape Lookout light (which was in full sight and the sky clear) at 4 a. m. yesterday. The weather last night was very mild and the sea smooth, and although one of the officers from the vessel reported that she was bilged, I hope this is not so, and that if the weather and sea do not prevent it to-day, she may be got off. As soon as the pending case before the court-martial now in session here is concluded, I will proceed to the scene of disaster. I propose sending the draft of men to Hampton Roads, whence I presume it will be convenient to the Department to dispatch them to their destination.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

P. S.—4 p. m. I am just informed by a messenger from Commander Crosby that the *Aphrodite* is bilged; has 9 feet of water in her and can not be got off. I am about to dispatch, as soon as possible, nine Beaufort lighters (small, flat-bottom schooners of light draft, suitable for the navigation of the sounds) to bring the draft here. It will be necessary to send wrecking parties to save the good public property on board. Two lives were lost in getting the men ashore through the surf; two others have been brought down and put in the hospital here with the measles.

S. P. LEE,

*Acting Rear-Admiral.*

*Second report of Acting Rear-Admiral Lee, U. S. Navy, transmitting additional reports regarding the steamer Aphrodite, October 3, 1864.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Beaufort, N. C., October 7, 1864.*

SIR: I transmit enclosed the following-named papers in the case of the wrecked steamer *Aphrodite*, viz: (1) October 7th. Report of Commander A. G. Clary, in charge of draft. (2)\* October 7th. Report of Commander P. Crosby, *Keystone State*, enclosing lists of articles saved by that vessel and the *Shokokon* from the wreck of the *Aphrodite* (3, 4, 5).†

I respectfully refer the Department to my endorsement on Commander

\* Not necessary to publish.

† Not found.

Crosby's report; also to my telegram of this date, to be forwarded from Fortress Monroe.

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

S. P. LEE,

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

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,

*Beaufort, N. C., October 7, 1864.*

SIR: In obedience to orders from the Department, reported to Admiral Paulding for passage to join my command, U. S. S. *Seminole*. On the 30th ultimo was ordered to proceed in the U. S. chartered steamer *Aphrodite* (Morgan, master), the first public conveyance, in charge of 510 recruits, to be distributed to the Atlantic and Gulf squadrons.

We sailed from New York at 5 p. m. of the 30th ultimo. On Sunday, October 2, Assistant Surgeon Charles Gaylord reported a case of measles, advising my landing the sick en route as early as possible, upon which I directed Captain Morgan to go off Beaufort, N. C. Our position at meridian of this day was nearly eastward of Cape Hatteras and about 33 miles from it, the course directed to run S. W.  $\frac{1}{2}$  W. At this time, or during the afternoon, I suggested to the captain the courses to run, getting soundings in among Cape Lookout Shoals and up abreast of Beaufort Bar. Toward evening we made a steamer evidently wishing to speak us. I asked Captain Morgan to head for her. She proved to be the U. S. S. *Powhatan*. After leaving her I heard the captain give the order to steer S. W. by W.

We had clear weather during the night. About 5 o'clock of the morning of the 3d was awakened by the ship thumping aground and being called by the captain. On getting upon deck the shore was plainly in sight and we lying nearly parallel to it, heading about N. N. W. Efforts were being made to back her off and getting her anchor out, but the sea was broadside on and setting us inshore and the sea breaking just inside of us.

Soon as light made sufficiently we discovered we were ashore about 12 miles N. N. E. of Cape Lookout. Officers were dispatched by different routes to Admiral Lee at Beaufort for assistance.

The recruits were safely landed and without accident, but I regret to add that two of the seaman were drowned by imprudently swimming in the surf. I have not yet been able to learn their names.

That night about 8 o'clock the ship bilged. The following morning the U. S. steamers *Keystone State* and *Shokokon* arrived and anchored near us and commenced getting out Government stores.

The recruits, with the exception of a few deserters, were all conveyed to Beaufort by Admiral Lee's orders.

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

A. G. CLARY,

*Commander, U. S. Navy.*

Hon. GIDEON WELLES,

*Secretary of the Navy.*

[Telegram.]

NAVY DEPARTMENT, *October 4, 1864.*

Order *R. R. Cuyler* to report to senior officer at Hampton Roads and there await orders.

GIDEON WELLES,  
*Secretary of the Navy.*

Commodore C. K. STEIBLING,  
*Commandant Navy Yard, Philadelphia.*

[Telegram.]

CITY POINT, *October 4, 1864—9 a. m.*

Will you send twenty good launches with oars to Brigadier-General C. K. Graham, commanding army gunboats at Point of Rocks? You will understand their purpose.

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

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

[Telegram.]

NAVY DEPARTMENT, *October 5, 1864.*

Launches ordered by telegraph from here, Philadelphia, and New York. Vessels beginning to arrive at Hampton Roads. Porter returns from the West to-morrow and will go direct to you. The information and maps I sent you some time since were furnished by a Northern man who left the South very lately and he has resided at W. thirty years. He knows the sentiments of people on the coast and has other information, and as Governor Andrew vouches for him I will send him down in the boat that carries Porter.

G. V. FOX.

Lieutenant-General GRANT, U. S. Army,  
*City Point, Va.*

[Telegram.]

FORT MONROE, *October 5, 1864.*

The U. S. S. *Circassian* sailed, having on board 43 officers, 55 men (total number of prisoners, 98), to anchor 20 miles above Newport News. The *Huron* accompanied her.

JOSEPH LANMAN,  
*Commodore, Senior Officer Present.*

Captain M. SMITH,  
*Commanding Division, James River.*

[Telegram.]

NAVY DEPARTMENT, *October 5, 1864.*

Instructions from the President to Lieutenant-General Grant go by to-day's mail relative to the exchange of the prisoners on board the *Circassian*.

Turn the whole matter over to him, and send the *Circassian* back to Boston early as practicable.

GIDEON WELLES,  
*Secretary Navy.*

Captain M. SMITH,  
*Senior Naval Officer, City Point, Va.*

[Telegram.]

NAVY DEPARTMENT, *October 5, 1864.*

Endeavor to raise 100 seamen, and if possible the same number of ordinary seamen, to send to Hampton Roads immediately. If no medical officer arrives when the *Mohican* is ready, take anyone within reach.

GIDEON WELLES.

Rear-Admiral PAULDING,  
*Commandant Navy Yard, New York.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Macomb, U. S. Navy, for the return of communications addressed to Commodore Rowan.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Beaufort, N. C., October 5, 1864.*

SIR: The Department informs me, under date of 28th ultimo, that the order of the 1st instant, appointing Commodore S. C. Rowan to command the naval forces within the sounds of North Carolina, has been revoked by that officer's request, and that portion of the North Atlantic Blockading Squadron will be under my command as heretofore.

You will therefore return such communications, addressed or referred by me to Commodore Rowan, as require my action, and also return a bag of charts which I forwarded to him on the 29th ultimo by Acting Assistant Paymaster Dougherty, of the *Hetzell*. Furnish me with a list of the present force in the sounds; forward through me the usual quarterly lists of officers, and carry on your duties as divisional officer in all respects as heretofore.

Respectfully, yours,

S. P. LEE,

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

Commander W. H. MACOMB,  
*Commanding Fourth Division, Sounds of North Carolina.*

*Chase of a blockade runner coming out of New Inlet.*

Report of Acting Ensign Griffith, U. S. Navy, commanding U. S. S. *Berberry*.

U. S. TUG BERBERRY,  
*Off New Inlet, North Carolina, October 5, 1864.*

SIR: I have the honor to report that at 9:45 p. m. instant, a steamer was discovered standing out of New Inlet, North Carolina, the U. S. tug *Berberry* at the time being in 4 fathoms of water on No. 1 station, Mound light bearing W. by S. The steamer stood for us until within

about 400 yards; then she kept off to the southward. I immediately ran between her and the bar and opened fire on her, throwing at the same time rockets in the direction she was steering. I kept up the chase for some time, the U. S. S. *Nippon* being in company. I fired twenty two rounds of shell at the steamer, and feel quite confident that two of them took effect. Losing sight of the steamer, I returned, in company with the U. S. S. *Nippon*, to our station. The description of the steamer was a long, low, two smokestack, and no masts.

I am, very respectfully, your obedient servant,

MILTON GRIFFITH,  
*Acting Ensign, Commanding.*

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

Report of Acting Master Kemble, U. S. Navy, commanding U. S. S. *Nippon*.

U. S. S. NIPPON,  
*Off New Inlet, North Carolina, October 6, 1864.*

SIR: I have the honor to report that at 9:45 p. m. last evening, the 5th instant, a steamer was discovered by this vessel coming out of New Inlet. *Nippon*, on No. 1 station in  $4\frac{1}{2}$  fathoms water, Mound light bearing W. by N.  $\frac{1}{2}$  N., immediately gave chase (the tug *Berberry*, lying off the mouth of the channel, giving chase also and opening fire upon him) and opened on said steamer from our starboard battery, at the same time throwing up rockets to the southward. Continued in chase for 3 miles, firing some twenty shots at steamer, when we lost sight of chase and returned to station. During the chase the steamer threw up two rockets and showed a white light twice, of which the fort and batteries seemed to take notice, as they opened fire, firing some twelve shot, shell and grape, doing no damage to us or the *Berberry*, who continued in company until chase was lost sight of.

Very respectfully, your obedient servant,

EDMUND KEMBLE,  
*Acting Master, Commanding Nippon.*

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

Report of Acting Master Phelon, U. S. Navy, commanding U. S. S. *Daylight*.

U. S. S. DAYLIGHT,  
*Off New Inlet, North Carolina, October 6, 1864.*

SIR: I have the honor to report that while on my station on the evening of the 5th instant, the Mound light bearing N. N. W. and Bald Head light S. S. W., I saw a steamer heading to the northward. I immediately went to quarters and stood to the northward and westward for the purpose of cutting him off. I was challenged by him and answered it. I put my helm aport and headed to the southward. I was challenged again by the same vessel off the starboard quarter, and answered it. Saw flashes of guns and a rocket, bearing N. W. by W.  $\frac{1}{2}$  W. I was hailed by the steamer and requested to starboard my helm, which I did. Heavy firing from the Mound and fort commenced and rockets in different directions, mostly to the southward and eastward. Two

shots passed over us from the Mound and the fort and several passing near us, gave the port helm and headed to the southward and westward in 5 fathoms of water. Saw two steamers close inshore, the one apparently in chase of the other. Started full speed in the direction of the supposed blockade runner. Saw a rocket from the vessel in chase. I sent a rocket in that direction, and at the same time a vessel on our port beam challenged us, which we answered. I fired a shot from my 30-pounder Parrott at the blockade runner off my starboard bow, and while training my starboard battery, two shells exploded under our quarter, apparently from the vessel we had just exchanged signals with. I was challenged by a vessel on the starboard quarter, which I answered. The vessel which was off our port beam crossed our bow and took a position in the line of our fire. Having lost sight of the chase, I returned to my station.

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

HENRY A. PHELON,

*Acting Master, Commanding U. S. S. Daylight.*

Acting Rear-Admiral S. P. LEE,

*Commanding North Atlantic Blockading Squadron.*

[Telegram.]

NAVY DEPARTMENT, *October 6, 1864.*

Send the fastest steamer at Hampton Roads to Acting Rear-Admiral Lee, with the following order:

Proceed to Hampton Roads and await further orders.

GIDEON WELLES,

*Secretary of the Navy.*

Commodore JOS. LANMAN,

*Commanding U. S. S. Minnesota, Hampton Roads.*

[Telegram.]

FORTRESS MONROE, VA., *October 6, 1864.*

(Received 5:45 p. m.)

I dispatch immediately to Admiral Lee U. S. S. *Yantio*, agreeably to your orders, this moment received, 3 p. m.

Very respectfully, your obedient servant,

JOSEPH LANMAN,

*Commodore, etc.*

Hon. G. WELLES.

[Telegram.]

NAVY DEPARTMENT, *October 6, 1864.*

The two tugs and all vessels arriving at Hampton Roads under orders of the Department form part of the North Atlantic Squadron, and will report for duty to the commander of said squadron upon his arrival in the roads. So notify all the vessels as they arrive and have them all ready for service.

GIDEON WELLES.

Commodore J. LANMAN, U. S. Navy,

*Hampton Roads, Virginia.*

*Order of the Secretary of the Navy to Commodore Lanman, U. S. Navy, regarding the forwarding of launches and cutters to Brigadier-General Graham.*

NAVY DEPARTMENT, *October 6, 1864.*

SIR: Some twenty launches or cutters, with oars complete, will be sent to Hampton Roads, which you will cause to be towed up James River and delivered at the Point of Rocks, Appomattox River, to Brigadier-General Graham.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

Commodore JOS. LANMAN,  
*Commanding U. S. S. Minnesota, Hampton Roads.*

[Telegram.]

NAVY DEPARTMENT, *October 6, 1864.*

Send the *Mattabesett* to Hampton Roads to report to the senior naval officer, and let her tow the launches and cutters. Neither crews nor armaments are required, but oars, rudders, painters, etc.

GIDEON WELLES,  
*Secretary of the Navy.*

Commodore J. B. MONTGOMERY,  
*Commandant Navy Yard, Washington, D. C.*

*Report of Commander Parker, U. S. Navy, of the arrival at Hampton Roads of the U. S. S. Mahopac.*

U. S. IRONCLAD MAHOPAC,  
*Hampton Roads, Virginia, October 6, 1864.*

SIR: I have the honor to report the arrival of the *Mahopac* at Hampton Roads at 4 o'clock p. m. this day, having left the bay of New York on the 4th instant at 12 m., in tow of the U. S. steam tugs *Clematis* and *Bigonia*.

We had a favorable passage, with light wind and a smooth sea. The maximum speed attained by this vessel was  $5\frac{1}{2}$  knots. Nothing of importance has occurred since we left our anchorage at New York.

The performance of the vessel was satisfactory, except that she steered wild. This is attributed to the new-fashioned rudder, hung on a pivot amidships, which is not approved.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,  
*Commander.*

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

*Report of Commander Macomb, U. S. Navy, regarding the destruction by the Confederates of the Croatan light.*

U. S. S. SHAMROCK,  
*Albemarle Sound, North Carolina, October 6, 1864.*

SIR: I have the honor to report that on the night of the 4th instant the rebels destroyed the light-house at the entrance from Albemarle to



Croatan Sound, called the Croatan light. It was blown up and afterwards set on fire so as to make the destruction complete.

I have also to report that since the appearance of the yellow fever at New Berne the naval temporary hospital at that place has been broken up by the military authority and the patients transferred either to army hospitals at New Berne or to the hospitals at Beaufort.

I am, sir, very respectfully,

W. H. MACOMB,

*Commander, Commanding Naval Forces, Sounds North Carolina.*

Hon. GIDEON WELLES,

*Secretary of the Navy.*

*Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, to assume command of the North Atlantic Blockading Squadron.*

NAVY DEPARTMENT,  
*Washington, October 7, 1864.*

SIR: The order of the Department dated the 22d ultimo, directing you to proceed to Beaufort, N. C., to relieve Acting Rear-Admiral Lee, is so far modified that you will proceed to Hampton Roads to-day in the steamer *Baltimore*, and upon the arrival of Acting Rear-Admiral Lee you will assume command of the North Atlantic Blockading Squadron. Place the steamer *Baltimore* at the disposal of Acting Rear-Admiral Lee to reach Washington.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

Rear-Admiral D. D. PORTER, U. S. Navy,  
*Washington, D. C.*

*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the transfer of command.*

Confidential.]

NAVY DEPARTMENT,  
*Washington, October 7, 1864.*

SIR: Upon the arrival of Rear-Admiral D. D. Porter at Hampton Roads, you will transfer the command of the North Atlantic Blockading Squadron to that officer and all unexecuted orders, and agreeably to the request contained in your letter of the 1st instant, thirty days' leave of absence is granted you to visit your family.

The steamer *Baltimore* that conveys Rear-Admiral Porter to Hampton Roads is placed at your disposal to reach Washington.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

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

[Endorsement.]

Received from Admiral Porter at Hampton Roads, October 11, 9 p. m.  
[LEE.]

*Reports of the chase of blockade runners, and the driving ashore of the steamer Condor.*

[Telegram.]

FLAGSHIP MALVERN,  
 Beaufort, N. C., October 7, 1864.  
 (Via Fort Monroe, 5:30 p. m., 9th.)

Near daylight, October 1, *Nippon* drove ashore a three-piped blockade runner\* alongside *Night Hawk*, under Fort Fisher. The rebels are erecting a second mound battery. *Mercedita* leaves to-day with the draft of men and their hammocks and bags for the southern squadron. Some damaged stores have been saved from the *Aphrodite*, which is broken in two and a total wreck. It will require an organized wrecking party to save the anchors, cables, etc. The blockade of Wilmington requires strengthening.

S. P. LEE,  
 Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.  
 Hon. GIDEON WELLES,  
 Secretary Navy.

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

FLAGSHIP MALVERN,  
 Beaufort, N. C., October 7, 1863 [1864].

SIR: Near daylight on the 1st instant the *Nippon*, Acting Master Kemble commanding, chased, fired at five times, struck once, and drove off a two-stack, high, side-wheel steamer, attempting to enter New Inlet, and ten minutes later drove on Swash Channel Bar, near the *Night Hawk* and under Fort Fisher, a long, low, three pipe, side-wheel steamer.\* These two wrecked blockade runners partially obstruct the channel.

I have already recommended Acting Master Kemble's promotion for efficient services.

Near midnight of 2d instant a steamer ran the blockade into New Inlet, and the *Nippon* was frustrated in her attempt to destroy the three-pipe steamer by the fire of Fort Fisher, directed by signals from the signal officer on board that grounded blockade runner.

On the evening of the 2d instant a very long, low, swift, side-wheel steamer, with two stacks and two masts, ran out of New Inlet and stood to sea, though fired at twelve times by the *Nippon*. The *Santiago de Cuba*, Captain Glisson, took up the chase immediately and continued it unsuccessfully until the afternoon of the next day. Enclosed is Captain Glisson's interesting report, dated 4th instant (marked 5); also, Acting Master Kemble's reports of the 1st, 2d, and 3d instant (marked 1, 2, 3).

At 3 o'clock a. m. of the 4th instant a steamer, twice fired at by the tug *Berberry*, ran into New Inlet. Enclosed is Acting Ensign Griffith's report (4).

I enclose two reports from Captain Glisson of the 5th instant, Nos. 42 and 43 (marked 6, 7), and call the attention of the Department to his statement that the enemy are building a second mound battery, and that more vessels are needed in his division.

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\* See p. 552.

The *Governor Buckingham* is again injured by an accidental collision. The *Daylight*, recently returned from a long absence for repairs, is inefficient and in bad condition in her engine department. The services of the *Kansas* seemed more needed this moon in Sands' than in Glisson's division.

Both divisions need at least the additional number and kind of vessels which I have heretofore recommended.

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

S. P. LEE,

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

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

Report of Acting Master Kemble, U. S. Navy, commanding U. S. S. *Nippon*.

U. S. S. NIPHON,

*Off New Inlet, North Carolina, October 1, 1864.*

SIR: I have the honor to report that at 3:50 a. m. a steamer was discovered by this vessel at the N. N. E. (*Nippon* being on No. 2 station, in 5 fathoms water, Mound light bearing W. S. W.), standing in toward New Inlet. Immediately gave chase, went to quarters, cast loose battery, and opened fire upon her, firing five shots, one of which took effect, causing said steamer to tack ship and stand to the N. E., in which direction threw up two rockets. The steamer was side-wheel, two smokestacks, two masts, and quite high out of water. At 4 a. m. discovered another steamer at S. and E.; gave chase, when said steamer ran on Federal Shoals near the wreck of the *Night Hawk*. Stood close in to bring my battery to bear upon steamer, when the batteries opened fire upon me with shot and shell, falling in close proximity to us, and daylight coming on rapidly, I deemed it prudent to stand offshore. I much regret not being able to destroy the steamer, but the safety of this vessel demanded that I should forego the pleasure of doing so until the coming night, when, under the cover of darkness, I shall try to do so. Said steamer is long and low, side-wheel, with three smokestacks and two masts.

Very respectfully, your obedient servant,

EDMUND KEMBLE,

*Acting Master, Commanding Nippon.*

Captain O. S. GLISSON,  
*Comdg. 1st Division, North Atlantic Blockading Squadron.*

Report of Acting Master Kemble, U. S. Navy, commanding U. S. S. *Nippon*.

U. S. S. NIPHON,

*Off New Inlet, North Carolina, October 2, 1864.*

SIR: I have the honor to report that last evening at 11:40 p. m., the 1st instant, a steamer was discovered by this vessel at the southward, standing in toward New Inlet, *Nippon* on No. 1 station, Mound light bearing W. by S., in 5 fathoms of water. Gave chase and opened fire upon her, when she crossed my bow and entered New Inlet, after which

I stood for the steamer inshore, it being nearly low water, in the hopes of throwing a few shells into her machinery, when the batteries and fort opened upon us. Found that the steamer had signals on board, was directing the fire from the shore upon us so accurately that every way my vessel was headed the shot and shell followed, thus preventing me from firing into the steamer on shore, which has every appearance of being stranded.

Very respectfully, your obedient servant,

EDMUND KEMBLE,  
*Acting Master, Commanding Nippon.*

Captain O. S. GLISSON,  
*Comdg. 1st Division, North Atlantic Blockading Squadron.*

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Report of Acting Master Kemble, U. S. Navy, commanding U. S. S. Nippon.

U. S. S. NIPPON,  
*Off New Inlet, North Carolina, October 3, 1864.*

SIR: I have the honor to report that last evening at 7.50 p. m., the 3d instant, a steamer was discovered by this vessel coming out of New Inlet, standing to the southward, *Nippon* on No. 1 station, Mound light bearing W. by N.  $\frac{1}{2}$  N., in 5 fathoms water. Gave chase and opened fire upon her, firing twelve shots from starboard battery, at the same time throwing up five rockets in a southerly direction. Found steamer to be rapidly going ahead of us; gave up the chase and stood back for station to watch the movements of another steamer lying under the Mound. The chase was extremely long, side-wheel, two smokestacks, and two masts.

Very respectfully, your obedient servant,

EDMUND KEMBLE,  
*Acting Master, Commanding Nippon.*

Lieutenant J. P. ROBERTSON,  
*Senior Officer Present, Commanding U. S. S. Monticello.*

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Report of Acting Ensign Griffith, U. S. Navy, commanding U. S. S. Berberry.

U. S. S. BERBERRY,  
*Off New Inlet, North Carolina, October 4, 1864.*

SIR: I have the honor to report that at 3 a. m. this morning a steamer was discovered by this vessel standing for New Inlet, the U. S. S. *Berberry* on No. 1 station, in 5 fathoms of water, Mound light bearing W. Went to quarters, gave chase, and fired two shots at her, but she succeeded in crossing my bow and gained the entrance of New Inlet. I can not say whether any of my shots did any damage or not. Ammunition expended: One 24-pound shrapnel, one 12-pound shrapnel.

Very respectfully, your obedient servant,

MILTON GRIFFITH,  
*Acting Ensign, Commanding.*

Lieutenant J. P. ROBERTSON,  
*Senior Officer Present, Commanding U. S. S. Monticello.*

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Santiago de Cuba.

U. S. S. SANTIAGO DE CUBA,  
At Sea, October 4, 1864.

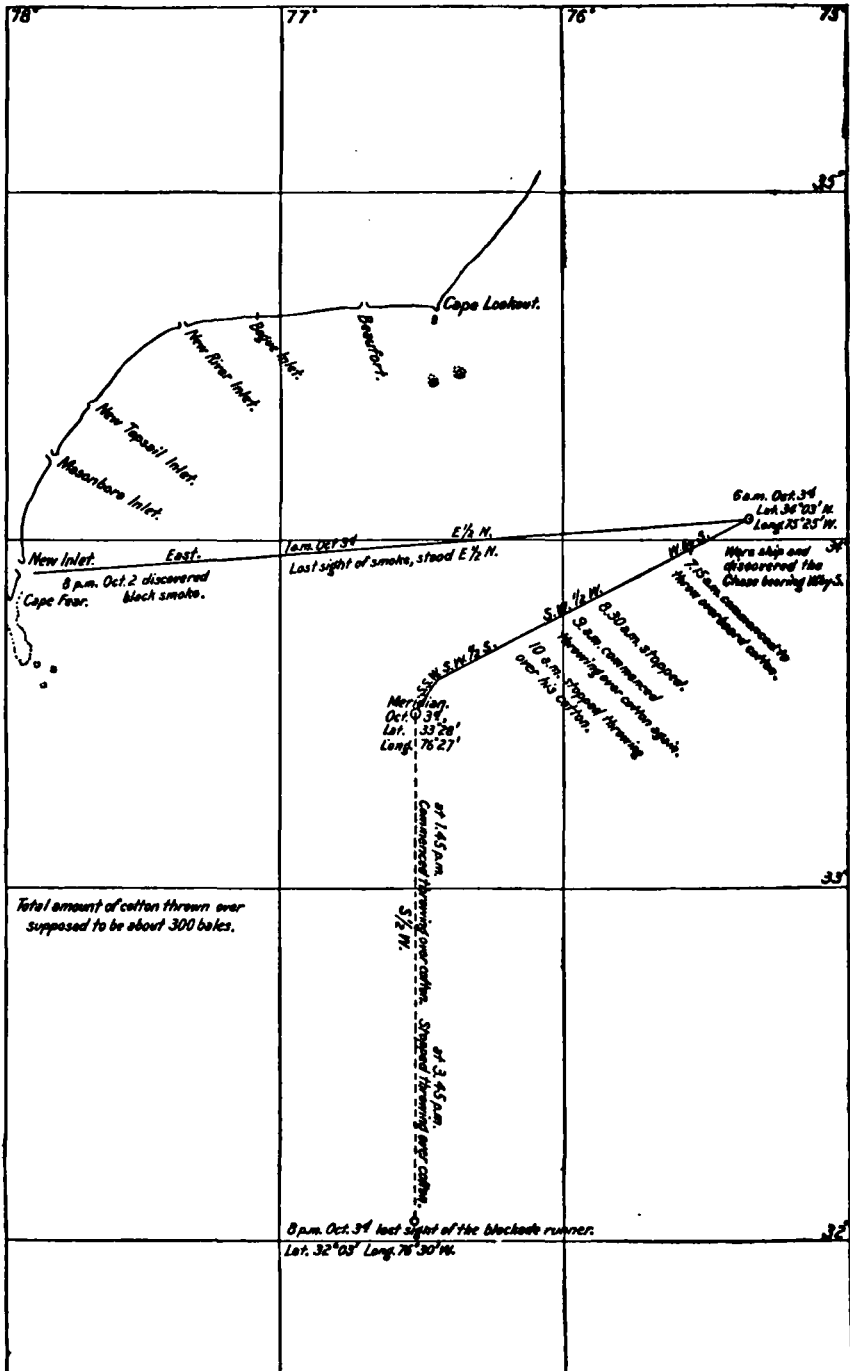
SIR: I have the honor to report to the admiral that on the night of 2d October, at 7:45 p. m., several guns were fired from the bar tenders and also several rockets were thrown up to the southward. Started ahead at full speed, beat to quarters, cleared ship for action, and headed the ship S. After steering this course for about thirty minutes and not seeing anything, changed our course to S.E. by E. In the act of doing this, discovered black smoke bearing E. by S.; steered for it, the vessel edging away until we were heading E.  $\frac{1}{2}$  N., when discovered she was not within range of our guns. At midnight the chase in sight ahead, burning black smoke. At 1 a. m., it being hazy, lost sight of the chase; stood on E.  $\frac{1}{2}$  N. until daylight, hoping to fall in with her again. Ran the 30 [pounder] rifle on the quarter-deck and sent all the men aft to trim ship. At 6 a. m. wore ship to the westward and discovered the chase again bearing W. of us, steering S., and about 10 miles off, we heading W.; she evidently wishing to cross our bow. The chase was a large side-wheel steamer, two pipes, and very long. At 7:15 a. m. chase commenced throwing overboard his cotton and hauling up gradually to the westward. Up to this time we were gaining rapidly on the chase. At 8 a. m. he stopped throwing overboard his cotton, we gaining on the chase slowly. At 8:30 a. m. we shifted the main-deck guns aft. At 10 a. m. the chase again commenced throwing overboard cotton. At 11 a. m. the chase stopped throwing overboard cotton. At meridian, the chase in sight ahead, distant about 8 miles, we gaining on her very slowly. At 1:45 p. m. the chase was about 5 miles from us and again commenced throwing overboard cotton; from this moment she commenced leaving us. We chased on until 8 p. m. When we last saw her she was heading S.  $\frac{1}{2}$  E., and in the longitude  $76^{\circ} 31' W.$ , latitude  $32^{\circ} 02' N.$  This was one of the most exciting and interesting chases that I have ever seen, and it is a source of much regret to me to lose so fine a blockade runner. She was one of their largest and fastest boats, and I have no doubt she had on board at least 1,000 bales of cotton, and we forced her to throw overboard three different times to avoid capture. The amount thrown overboard was about 300 bales. I chased her so far from where the cotton was thrown overboard that I could not spare the time from my station to go and pick it up. The tubes of my donkey boiler gave out at 8:20 a. m. on the morning of the 3d. This was a sad loss to us, as it enabled us to keep up our steam while cleaning fires. Enclosed you will find a chart with the track of the blockade runner and this ship following her. Longitude at 6 a. m., October 3,  $75^{\circ} 25' W.$ ; latitude at same time,  $34^{\circ} 03' N.$  Longitude at meridian,  $76^{\circ} 27' W.$ ; latitude at meridian,  $33^{\circ} 28' N.$

I am, very respectfully, your obedient servant,

O. S. GLISSON,  
Captain and First Divisional Officer.

Acting Rear-Admiral SAMUEL P. LEE,  
Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.

[Enclosure.]



Report of Captain Glisson, U. S. Navy, commanding U. S. S. Santiago de Cuba.

U. S. S. SANTIAGO DE CUBA,  
*Off New Inlet, October 5, 1864.*

SIR: I have the honor to report to the admiral that the *Nippon* has driven another steamer on shore. She is a side-wheel steamer, with three pipes, and is close to the *Night Hawk*, and both are abreast and close to Fort Fisher. The rebels have saved her cargo, but the vessel will not be got off; at any rate, not until the war is over. I have not learned the name of the three-piped steamer. As soon as I do I will inform you. I have not been able to communicate with Myrtle Grove in consequence of the heavy swell setting on shore, and the pilot has been sick. As soon as possible I shall make another attempt to communicate. The rebels are now engaged throwing up a second mound, and there seems to be a large number of men employed on that work. Enclosed you will find Acting Master Kemble's report.

I am, very respectfully, your obedient servant,

O. S. GLISSON,  
*Captain and First Divisional Officer, off New Inlet.*

Acting Rear-Admiral SAMUEL P. LEE,  
*Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.*

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Santiago de Cuba.

U. S. S. SANTIAGO DE CUBA,  
*Off New Inlet, October 5, 1864.*

SIR: I have to acknowledge the receipt of your letter of the 1st October, and I deeply regret that you should have found it necessary to take the *Kansas*\* from my command. I had looked forward to her return with much anxiety. I am fearful that you do not think this side of as much importance as the other. I consider it of more importance, and I have a larger space to blockade and it requires more vessels. You hold me responsible for the efficiency of the blockade of this side, and it now becomes my duty to tell you that there is not a sufficient number of vessels here, nor are they of the proper kind. The *Daylight* and the *Buckingham* are broken down; the latter is at anchor and will remain here until more force arrives.

I am, very respectfully, your obedient servant,

O. S. GLISSON,  
*Captain and First Divisional Officer, off New Inlet.*

Acting Rear-Admiral SAMUEL P. LEE,  
*Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.*

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports regarding the chase of blockade runners by the U. S. S. *Emma*.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
*Beaufort, N. C., October 7, 1864.*

SIR: I transmit enclosed three reports dated 1st, 2d, and 4th instant, from Acting Volunteer Lieutenant Williams, commanding U. S. S. *Emma*, of Captain Sands' division, off Western Bar, Wilmington. The first (1) reports his unsuccessful effort, owing to the dullness of the

\* Temporary detail Sands' division, where most needed.—LEE.

*Emma* (which can not make more than 5 knots), to prevent the escape to sea, at 8 p. m. on the 30th ultimo, of a large paddle-wheel steamer, with two stacks and two masts, with long topmasts, though he fired twenty shells at her, and thinks the firing was excellent and that the runner was disabled. The *Emma* delivered her first broadside (three 24-pounders and one 12-pounder) at 300 yards, which started the runner at full speed, when Acting Volunteer Lieutenant Williams fired a second broadside, which, he could distinctly see, took effect on her.

At 1:30 a. m., on the 2d instant, the *Emma* headed off a two-stack, side wheel steamer like the *Tristram Shandy*, which was attempting to run into Western Bar (2).

At 9:20 p. m., on the 3d instant, the *Emma* turned back a steamer which was trying to come out (3).

I call the Department's attention to Captain Sands' endorsement on these reports.

Acting Volunteer Lieutenant Williams' services on the blockade have been arduous, vigilant, and very valuable, and it is my duty to recommend him to the Department for promotion.

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

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

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

[Enclosures.]

U. S. S. EMMA,  
*Off Wilmington, N. C., October 1, 1864.*

SIR: I have the honor to report that at 8 o'clock p. m. of the 30th ultimo, the *Emma* being in 3½ fathoms of water, with Bald Head light bearing E. ½ S., Bug light N. N. E., a steamer was seen coming out over Western Bar very slowly, and at first it was almost impossible to distinguish it from the land, but keeping the glasses upon it, it soon became evident that it was a steamer, which, after crossing the bar, came slowly along the shore.

I steamed in toward the shore and when the blockade runner was abreast of us, and about 300 yards distant, I opened fire with the starboard broadside, upon which she started ahead with all speed. We also let on all steam, and having her in almost the same relative position as before, delivered a second broadside, which I could distinctly see take effect upon her. At this fire she stopped and I headed for her, keeping the port battery bearing upon her, but the sluggish movement of this vessel alone prevented me from reaching her, for after turning to head for her, she started ahead across our bow to the S. W. I thereupon delivered a fire from the port guns and headed to keep her on the starboard bow, between myself and the *Montgomery*, but she soon disappeared from sight, steaming to the S. W. Having expended all of my rockets (three) in indicating her westward course, I could not make known her final course to the fleet.

We fired twenty shells at her and threw up three rockets, and it gratifies me to be able to say that the firing was excellent.

The blockade runner was a large, paddle-wheel steamer, with two smokestacks and two masts, with long topmasts, and when we lost sight of her had the appearance, from her rate of speed, of being disabled.

Shortly after losing sight of her we sighted the *Montgomery* to the westward.



The greatest rate of speed which the *Emma* attained during the whole time would not exceed 5 knots per hour.

I am, very respectfully, your obedient servant,

JAMES M. WILLIAMS,

*Acting Volunteer Lieutenant, Commanding.*

Captain B. F. SANDS,

*Commanding Division Western Bar, off Wilmington, N. C.*

U. S. S. EMMA,

*Off Wilmington, N. C., October 2, 1864.*

SIR: I have the honor to report that at 1:30 o'clock a. m. of this date, the *Emma*, lying in 4 fathoms of water, with Ball Head light bearing E.  $\frac{1}{2}$  S., I heard a paddle-wheel steamer approaching from the W. S. W., bound in, and at almost the same time she was seen by the lookout and from the quarter-deck. I immediately called crew to quarters and steamed for her, upon which she turned and steamed away to the westward. I threw up two rockets and fired one gun to indicate the course of the runner.

She had two smokestacks and one mast, and looked like the U. S. S. *Tristram Shandy*.

I am, very respectfully, your obedient servant.

JAMES M. WILLIAMS,

*Acting Volunteer Lieutenant, Commanding.*

Captain B. F. SANDS,

*Commanding Division Western Bar, off Wilmington, N. C.*

[Endorsement.]

This was a night very favorable to blockade runners, being cloudy and hazy upon the water so that the horizon could not be discerned, and as the outside line being more extended, the vessels are more separated, permitting a runner to watch his chances and slowly approach the bar, where I have the satisfaction to find they are almost always seen and fired at, and frequently turned back. This runner was not seen by any of the rest of us in the obscurity of the night. The attempt was at nearly low water, during the ebb of the tide.

Respectfully, etc.,

B. F. SANDS,

*Captain, Commanding Division 3, Western Bar.*

U. S. S. EMMA,

*Off Wilmington, N. C., October 4, 1864.*

SIR: I have the honor to report that at 9:20 p. m. of the 3d instant, while lying at station off the bar in 2 $\frac{3}{4}$  fathoms of water, with Bald Head light bearing E., I saw a steamer coming slowly across the bar. I steamed close in to the shore and had crew called to quarters. The steamer passed about 200 yards to the westward of Bug light, when, evidently observing us in her course, she turned and went back behind the fort.

My position was such that it would have been impossible for her to pass us without giving us an excellent chance to board her, which I intended to improve.

Very respectfully, your obedient servant,

JAMES M. WILLIAMS,

*Acting Volunteer Lieutenant, Commanding.*

Captain B. F. SANDS,

*Commanding Division Western Bar.*

[Endorsement.]

This was a bright, starlight night, and the runner could doubtless see the bar and approaches too well watched for a chance of success in his attempt.

Respectfully, etc.,

B. F. SANDS,  
*Captain, Comdg. Div. 3, North Atlantic Blockading Squadron.*

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*Report of Commander Frailey, U. S. Navy, of the arrival in Hampton Roads of the U. S. S. Tuscarora.*

U. S. S. TUSCARORA,  
*Hampton Roads, Virginia, October 8, 1864.*

SIR: I respectfully inform you of the arrival of this steamer in these waters at about 9 a. m. this day from Baltimore, which port I left on the 7th instant, and await further orders from the Department.

I am, sir, very respectfully, etc.,

JAS. MADISON FRAILEY,  
*Commander, U. S. Navy.*

Hon. G. WELLES,  
*Secretary of the Navy, Washington, D. C.*

[Telegram.]

NAVY DEPARTMENT, *October 8, 1864.*

Send the *Circassian* to New York instead of Boston. Answer.

GIDEON WELLES,  
*Secretary of the Navy.*

Senior NAVAL OFFICER,  
*Hampton Roads, Virginia.*

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*Capture and destruction of U. S. picket boat No. 2, October 8, 1864.\**

*Report of Acting Ensign Stockholm, U. S. Navy.*

No. 58 MYRTLE AVENUE,  
*Brooklyn, N. Y., October 26, 1864.*

SIR: I have to report the following facts in relation to the capture and destruction of picket boat No. 2, of which I was in command in Wicomico Bay, between the Potomac and Rappahannock rivers, on the 8th of October instant:

After leaving Baltimore, Md., picket boat No. 1's engine broke down, and it was necessary for me to take her in tow, which I did, and arrived at Annapolis, remaining there until the following morning, October 6. Started again, with No. 1 still in tow, the wind S. E. and freshening so as to compel us to make harbor under the eastern shore to enable the engineers of No. 1 to get their engine in order. At 3:30 p. m., the wind suddenly shifting around to the S. W., we were compelled to run across into West River, where we remained for the night, starting

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\* See also Series I, volume 5, pp. 486-488.

again early in the morning of the 7th October, arriving at Point Look-out at about 6 p. m.

I made all necessary repairs to engine, which had become injured by the heavy rolling and pitching of the boat, and started on my way for Fortress Monroe, to reach which I used all expedition possible; but the wind blowing very fresh, and our engine again breaking down worse than before, [we] were compelled to come to anchor for the purpose of repairing. After nearly completing the necessary repairs a body of guerrillas attacked me with musketry from all sides of the surrounding woods in which they were concealed. I immediately returned their fire and fought them until I had expended my last cartridge; previous to which I had slipped my cable, and in trying to get out of the enemy's reach grounded on a sand bar. I lightened her forward all I could by throwing everything of a heavy or bulky nature overboard, and tried all in my power to get her off, but to no purpose, and after having received upward of a hundred shots in the hull, and making water very fast, and finding it impossible to get her off, I destroyed all that I could before surrendering, and set her on fire forward. I also received one shot in the hand and one through the cap. I did all in my power to destroy the engine by breaking and bending it as much as possible. I also tried to blow her up by having a very large fire under the boiler and blowing the steam and water off. When I found I could do no more, I surrendered to Captain Covington, of the Home Guard. The boat burned completely up forward, but was too much under the water aft.

On my way to Richmond myself and crew were robbed of clothing, boots, etc., and had to walk, footsore and hungry, for four days before reaching that place.

On the 18th instant I was paroled and returned by flag-of-truce boat. I must here state that on the evening of the 7th, when at Point Look-out, I requested Acting Ensign Howorth, commanding picket boat *No. 1*, to remain by me until my repairs were completed, but he declined, he wishing to get to Fortress Monroe as early as possible.

I enclose herewith a report\* of Edward T. Beardsley, acting third assistant engineer.

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

ANDREW STOCKHOLM,

*Acting Ensign, late Commanding U. S. Picket Boat No. 2.*

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

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Report of William H. Rossom, pilot on the U. S. picket boat *No. 2*.

WASHINGTON, D. C., *March 13, 1865.*

SIR: I would most respectfully submit the following statement of my connection with the loss or capture of the U. S. steam picket boat *No. 2*, on the 8th of October, 1864, in the Great Wicomico Bay:

I was engaged by Acting Ensign Andrew Stockholm, commanding, to pilot the above-named vessel from Baltimore to Hampton Roads, by order of Lieutenant William B. Cushing, and was to receive the pay of a Government pilot for so doing.

The engine breaking down, we were obliged to make harbor, and put into the mouth of Reason Creek, in order to make repairs, as the engineer said it would require smooth water.

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\* Not necessary to publish.

At this time we were attacked by a force of seventy-five or eighty rebels; the captain ordered the cable slipped and his order was executed. By this time they had a raking fire on us, and to prevent them from boarding us we attempted to cross a point, and in doing so grounded. We made every exertion in our power to get the vessel off, but after expending all our ammunition, and destroying the colors and all that might be of value to the enemy, we were forced to surrender.

I would therefore respectfully request that I may receive the compensation of a Government pilot from the time I was employed until the date of my arrival North as a released prisoner, which was on the 12th instant.

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

WILLIAM H. ROSSOM,  
*Chesapeake City, Cecil County, Md.*

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

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*List of officers and men on board U. S. picket boat No. 2.*

*In Washington.*—Acting Ensign Commanding Andrew Stockholm, Acting Third Assistant Engineer Edward T. Beardsley.

*At navy yard, Washington.*—First-class Fireman Francis [Morgan], Second-class Fireman John Henry, Seaman W. H. Underhill, Landsmen William Pennington [probably C. W. Penfield] and Henry ———.

*Prisoner, Richmond.*—Pilot [William H.] Rossom.

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*Loss of the U. S. tug Aster, October 8, 1864.*

Report of Acting Master Hall, U. S. Navy, late commanding U. S. tug Aster.

U. S. S. NIPHON,  
*Off New Inlet, North Carolina, October 8, 1864.*

SIR: I respectfully submit the following report of the loss of the U. S. tug *Aster*, under my command, on the morning of the 8th instant, on Caroline Shoals, at the entrance of New Inlet. I arrived off New Inlet on the 7th instant and reported to Lieutenant J. P. Robertson, senior officer present, for blockading duty. I informed him that I had never been in on the bar, and as the *Aster* was then drawing 12 feet of water, requested him to send on board some one to act as a pilot. He said that he would send me an officer who was well acquainted with the bar and vicinity. He accordingly ordered Acting Ensign E. N. Semon to the *Aster*. At 5:30 p. m. U. S. S. *Monticello* made general signal No. 8251. We immediately got underway and proceeded slowly in toward the bar on a W. N. W. course; when in 7 fathoms water, stopped and cruised about until the moon had set. At that time the batteries on shore threw several random shots about the inlet. We then stood in full speed for No. 1 night station on the bar. At 10:40 arrived in 5 fathoms water, Mound light bearing W., slowed down, sent the watch to quarters with their arms on, and proceeded to cruise. At 11 p. m. the *Aster*, heading S. W. by S., saw a blockade runner to the westward of us, heading for the inlet; called all hands to quarters, put the helm hard to port and came round, head to the northward. We gradually ranged ahead of him; we then hauled up more to the westward to cut him off, the lead at the time showing a quarter less 5 fathoms water. Before the soundings could be taken again, the *Aster* struck on the eastern extremity of Caroline Shoals. We stopped and

reversed the engine. I ordered the engineer in charge to put on all the power he possibly could. She started astern for a few feet and then stopped. I immediately lowered away a boat and sent my executive officer to the U. S. tug *Berberry* for assistance; at this time Mound light bore W.  $\frac{1}{2}$  N. We also discovered that the strange steamer was on shore about 250 yards to the southward and westward of us. About 12 midnight the *Berberry* came near us. We gave her a new 8-inch manila hawser, which she parted. I immediately ordered the 24-pounder howitzer aft, and everything that would tend to lighten to be thrown overboard, which was done. The *Berberry*, as soon as possible, came up to us again. We gave her the hawser the second time, and after trying for half an hour and not moving the *Aster* (it being then about two hours ebb tide), I ordered the *Berberry* to come alongside. At the same time I passed an order for every man to be ready with his clothing to go on board of the *Berberry*. I then called my executive officer and Acting Ensign Semon and asked them if, in their opinion, anything more could be done to save the *Aster*. They fully concurred with me that nothing more could possibly be done. The *Berberry* then came alongside, and as the tide was falling rapidly I ordered the men on board of her, retaining on the *Aster* my executive officer, Mr. Semon, chief engineer, and two master's mates, to assist in destroying the *Aster*. At 2:20 a. m., 8th instant, I set her on fire nearly over the magazine. Just at that time a boat was reported to me pulling from the shore. When everyone had left the *Aster* but myself, I saw that the fire was well started and got into the boat. We pulled round the bow of the *Aster*, when we encountered a boat. We hailed her and ordered her alongside of us. After hailing her three times we fired a revolver across her, when she came alongside. It proved to be a boat belonging to the blockade runner *Annie*, and had on board the chief engineer and 14 others belonging to the fire department of the *Annie*. I ordered them to follow our boat. At 2:40 a. m. the fire broke out on board the *Aster*, disclosing our positions to the rebels. They immediately opened fire upon us from Fort Fisher and other batteries, the shot and shell striking on all sides of us. At 3 a. m. arrived alongside of the *Berberry*. I ordered Mr. Semon to take the *Annie's* boat alongside of the U. S. S. *Nippon*, which vessel was lying within hail of the *Berberry*. The fire was still continued from the batteries, but without doing any damage.

Very respectfully, your obedient servant,

SAMUEL HALL,  
*Acting Master, Commanding late U. S. S. Aster.*

Acting Rear-Admiral S. P. LEE,  
*Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.*

[Endorsement.]

Respectfully forwarded. I believe the steamer *Annie* was got off by the rebels and taken into Wilmington.

DAVID D. PORTER,  
*Rear-Admiral, Commanding North Atlantic Squadron.*

Report of Acting Master Kemble, U. S. Navy, commanding U. S. S. *Nippon*.

U. S. S. NIPPON,  
*Off New Inlet, North Carolina, October 8, 1864.*

SIR: I have the honor to report that at 2:20 this morning a vessel was discovered by this ship, apparently on shore off New Inlet Bar;

*Nippon* on No. 1 station, in  $4\frac{1}{2}$  fathoms water, Mound light bearing W. N. W.; stood slowly in for the bar until in a quarter less 4 fathoms water, Mound light bearing W. by N.  $\frac{1}{2}$  N., when I love to obtain a better view of the vessel on shore. After a few moments a dense column of smoke and flame was seen to issue from the vessel ashore, showing her to be a steamer. Almost at the instant a vessel was seen to the N. N. W. of us, distant 300 yards, burning a blue light, which is known to be the signal of distress. Stood for her, and in a few moments was alongside of the U. S. tug *Berberry*, disabled, having got a hawser round her propeller in trying to get the U. S. tug *Aster* from off Caroline Shoals, the *Aster* having, in chase of the blockade runner *Annie*, and running her on shore, grounded herself. From the *Aster* came the fire and smoke first seen by me off New Inlet Bar. After some difficulty the *Berberry* was taken in tow and safely towed out to the day station, the light from the burning *Aster* lighting up the sides of the *Berberry* and this vessel to the extent of showing the enemy our exact position, upon which they opened from their forts and batteries, firing some hundred shot and shell, falling upon all sides of the vessels, but fortunately doing no damage to either. I received on board from the *Berberry* the officers and men composing the fire department of the blockade runner *Annie*.

Very respectfully, your obedient servant,

EDMUND KEMBLE,  
Acting Master, Commanding *Nippon*.

Lieutenant J. P. ROBERTSON,  
Senior Officer Present, U. S. S. *Monticello*.

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Report of Acting Ensign Griffith, U. S. Navy, commanding U. S. S. *Berberry*.

U. S. S. BERBERRY,  
Off New Inlet, North Carolina, October 8, 1864.

SIR: I have the honor to report that at 12:15 this a. m. the *Berberry*, being on the extreme northern beat of No. 1 station, in  $4\frac{1}{2}$  fathoms water, Mound light bearing W. by S., the *Aster* being in sight at the southward, a boat was seen coming toward us. I hailed the boat and ordered her alongside. It proved to be one of the *Aster's* boats, in charge of an officer in want of assistance, the *Aster* being on Caroline Shoals. Immediately steamed in for New Inlet Bar and took a hawser from the *Aster*; gave all steam to the *Berberry*, but could not succeed in starting her off. I then backed in and went ahead full steam, in hopes to take her off by the sudden strain upon the hawser, which parted. Immediately took it again from the *Aster*, with no better success than before. After several attempts with no hopes of success, the tide fast falling, I was ordered to let go the hawser and come alongside to take off the crew. I got alongside after some twenty minutes, the *Berberry* thumping heavily on the bottom, having taken on board all the crew and officers excepting the captain, executive officer, and Mr. Semon, who was acting as pilot for the *Aster*, who remained behind to destroy her. Attempted to stand off; found the hawser had become foul of the propeller, rendering it unserviceable. The wind being to the S. W., got up all awnings, blankets, etc., and used them as sails to drift the *Berberry* off shore; got off in 4 fathoms. I then burned a Coston blue light on my port quarter for the *Howquah*, thinking I was near her station. Waited some twenty minutes, and seeing no answer, nor seeing anything of the *Howquah*, I then burned another Coston blue light on my starboard bow for the *Nippon*. Upon the first flash discovered the *Nippon*

coming toward us, answering the signal. The flames from the *Aster* having burst forth, together with my signal for assistance, showed the enemy the position of both the *Nippon* and this vessel, when the whole fire from the fort and batteries was directed upon us, the shot and shell falling thick around us. All credit is due to the commanding officer of the *Nippon* for the prompt assistance rendered to this vessel, saving her and the lives on board from the heavy fire from the shore batteries, which must have sunk this vessel in a short time. The *Berberry* leaks badly, no doubt caused by her striking on the bottom; part of her guard aft is also broken.

Very respectfully, your obedient servant,

MILTON GRIFFITH,  
*Acting Ensign, Commanding.*

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

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Order of Rear-Admiral Porter, U. S. Navy, to Captain Glisson, U. S. Navy, to furnish facts in the case.

HAMPTON ROADS, *October 20, 1864.*

CAPTAIN: You will please enquire into the facts of the case regarding the loss of the U. S. S. *Aster*, and also why the blockade runner *Annie* was not destroyed, and report to me.

Very respectfully, your obedient servant,

DAVID D. PORTER,  
*Rear-Admiral.*

Captain O. S. GLISSON,  
*Comdg. Santiago de Cuba and Senior Officer, off New Inlet.*

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*Report of Lieutenant-Commander Watmough, U. S. Navy, placing the responsibility for the failure to destroy the blockade runner Annie, chased ashore October 8, 1864.*

U. S. GUNBOAT KANSAS,  
*Beaufort, N. C., November 28, 1864.*

ADMIRAL: I have the honor to acknowledge the receipt of General Orders to No. 52, inclusive.

Also of your communication in response to reports of officers from this vessel in relation to my treatment of them, which has been read to the officers, and I am sure will have a beneficial effect. I respectfully ask that further proceedings against them may be dropped.

I am requested to state my opinion as to who was to blame for the nondestruction of the *Annie* at the time she grounded. I was not here at the time, but from my enquiries, and the official reports made by the captain of the *Aster*, Acting Master Samuel Hall, and the captain of the *Nippon*, Acting Master Ed. Kemble, I am satisfied Captain Kemble was responsible for the failure to destroy her, as Mr. Hall, the instant he put his foot on the *Nippon's* deck after having destroyed his own tug, asked Captain Kemble for a boat to go and destroy the *Annie*. It was at 3 a. m., and they were within a mile of her. Mr. Hall having very handsomely captured a launch load of her crew and officers in a small boat with two oars, having but his revolver, the request was refused on

the grounds of its being too near daylight. Acting Master Hall assures me he is confident he would have destroyed her within an hour.

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

PEND. G. WATMOUGH,  
*Lieutenant-Commander.*

Rear-Admiral DAVID D. PORTER,  
*Commanding North Atlantic Squadron.*

*Report of Acting Master Kemble, U. S. Navy, explaining failure to destroy the blockade runner Annie, chased ashore October 8, 1864.*

U. S. S. NIPHON,  
*Off New Inlet, North Carolina, October 30, 1864.*

SIR: I have the honor to submit the following report why the blockade runner *Annie* was not destroyed on the night of the 8th instant by this vessel. The *Annie* was not discovered by this vessel until she had run on shore; then all preparations were made for boarding her, but scarcely were things ready when a blue light was burned at the N. N. W. of this ship, distant 300 yards, that being the signal of distress, and wanting assistance, I immediately stood for the signal. At the same time a column of flame and smoke issued from what proved to be the U. S. S. *Aster*, run ashore while chasing the *Annie*, showing to us the tug *Berberry* disabled, having fouled her propeller in trying to get the *Aster* afloat and had made the signal. The flames showing us distinctly to the enemy, who opened a heavy fire upon us from all his batteries, took the *Berberry* in tow. While doing so was boarded by Acting Master Hall, commanding the *Aster*, who asked for a boat to destroy the *Annie*. I replied that it would be impossible to stop and give him a boat, as the enemy was getting his range upon the two vessels very accurately, as his firing gave evidence, but as soon as the *Berberry* was out of danger would return and destroy the *Annie*; but the time of our arrival at the day station with the *Berberry* was so near daylight, the time was not sufficient for us to return; otherwise the *Annie* would have been afloat or destroyed.

Very respectfully, your obedient servant,

EDMUND KEMBLE,  
*Acting Master, Commanding Niphon.*

Rear-Admiral D. D. PORTER,  
*Commanding North Atlantic Squadron.*

*Report of Acting Master Hall, U. S. Navy, explaining failure to destroy the blockade runner Annie, chased ashore October 8, 1864.*

U. S. S. KANSAS,  
*Off New Inlet, North Carolina, October 30, 1864.*

SIR: In obedience to an order from Lieutenant Commander P. G. Watmough, calling for a statement regarding the nondestruction of the blockade steamer *Annie*, I hereby respectfully submit the following report:

At that time I was in command of the U. S. tug *Aster*. While pursuing the *Annie* we struck on the eastern extremity of Caroline Shoal; the *Annie* struck about the same time, and about 300 yards from the



*Aster* and to the southward and westward of her. We had but two boats, both very small; one of them was stove and swamped by the U. S. tug *Berberry*, the other I retained to take myself and officers away after having set fire to the *Aster*. At the time I left the sea was running so high that it was with difficulty that I could get clear of the ship's side; we shipped considerable water in so doing. I noticed that it was breaking quite heavily between the *Aster* and *Annie*. After leaving the *Aster* I encountered a boat containing 15 of the *Annie's* crew. I ordered them to follow my boat. I then pulled for the *Berberry*, she lying within a short distance of the *Aster*; on coming up with her, saw the U. S. S. *Nippon* lying within hail of the *Berberry*. As soon as I arrived on board of the *Nippon* I informed her commanding officer of the situation of the *Annie*, and requested a boat of him to destroy her. His answer was that he thought it not prudent, being only a short distance from the *Aster*, the flames from her lighting up everything in the vicinity, upon which the enemy commenced firing at the *Nippon* and *Berberry*, and the sea breaking heavily around the *Annie* and *Aster*, he considered it imprudent to make the attempt until the *Berberry* was out of danger, when he would return and destroy her. When the *Berberry* was considered out of danger it was nearly daylight, thus preventing the return of the *Nippon*. Although I might have been unsuccessful, I very much regret that I was not permitted to have made the attempt.

Very respectfully, your obedient servant,

SAMUEL HALL,  
Acting Master, U. S. Navy.

Rear-Admiral DAVID D. PORTER,  
Commanding North Atlantic Blockading Squadron.

[Telegram.]

NAVY DEPARTMENT, October 9, 1864.

Send the *Iosco* to Hampton Roads and the *Florida* to New York.

GIDEON WELLES.

Rear-Admiral S. H. STRINGHAM,  
Commandant Navy Yard, Boston.

Report of Acting Master Stuart, U. S. Navy, commanding U. S. S. *Calypso*, regarding the chase of a blockade runner, October 9, 1864.

U. S. S. CALYPSO,  
Off Western Bar, Wilmington, N. C., October 28, 1864.

SIR: I give below, as required, my semilunar monthly report ending 20th October:

\* \* \* \* \*

October 9.—Commences with fresh breezes from N. N. W., with a heavy swell and rough sea; weather cloudy and thick about the horizon. At 5:50 a. m., latitude 32° 58', longitude 77° 56', about, discovered what was taken for black smoke bearing N. W., very distant. Spread all fires at once and started for it. At 5:35 a large side-wheel steamer with two masts and two smokestacks, burning black smoke, was seen bearing N. W. by W.  $\frac{1}{2}$  W., distant, as was supposed,

about 10 miles, steering to the southward and westward, the weather being at the time thick in the direction of the steamer; wind very fresh from N. N. W., with a large rough sea and heavy swell. Gave chase for the side-wheel steamer, steering W., then S. W. by W., hoping to cut her off; made all sail. At 6:45 a. m., the chase hauled more to the southward; changed our course accordingly to S., then round to S. S. E., following the chase, who, at times, we appeared to near, but who again seemed to be leaving us, we carrying 30 pounds of steams and making 95 revolutions with the propeller. At noon we were in latitude  $32^{\circ} 1'$ , longitude  $77^{\circ} 58'$ , the chase nearly out of sight and evidently gaining on us. The weather being thick and hazy southward, wind moderating and sea going down, at 1:45 p. m., the chase was entirely out of sight from the masthead. When last seen she bore S. by E. from us. At this time the engineer in charge reported the key to the air-pump links broken, and that it was absolutely necessary to stop the engine to repair the damage. Stopped the engines accordingly, latitude  $31^{\circ} 45'$ , longitude  $77^{\circ} 54'$ . At 2 p. m. took in all sail and started ahead on a N. N. E. course, thus abandoning a chase which at first encouraged us with the hopes of success, but as the hours passed, proved too plainly that we had not the speed to compete with the stranger. During the chase (eight hours) the ship ran about 80 miles. According to the log, the highest speed attained was 11 knots, but at times, all sail being set, she made at the rate of not less than 12 knots an hour and perhaps more. Every effort was employed to raise steam; the engineer in charge burned all the light stuff and combustible material he could obtain. The wind being aft, or nearly so, afforded but little aid in the way of draft although every means was resorted to to increase it. During the run the propeller worked badly, or, in other words, some derangement existed aft, which created a great noise and jarred the ship terribly at each revolution of the shaft; as long as the chase was in sight the engine was worked to its utmost capacity.

\* \* \* \* \*  
Respectfully submitted.

FRED. D. STUART,  
*Acting Master, Commanding Steamer Calypso.*

Rear-Admiral DAVID D. PORTER, U. S. Navy,  
*Commanding North Atlantic Blockading Squadron.*

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*Capture of the British steamer Bat, October 10, 1864.*

Report of Lieutenant-Commander Braine, U. S. Navy, senior officer present off Western Bar.

U. S. S. VICKSBURG,  
*Off Western Bar, Cape Fear River, October 10, 1864.*

SIR: I have the gratification to report the capture of the English blockade running steamer *Bat*. Her capture was completed by the U. S. S. *Montgomery* after she had been turned off from the bar by the U. S. S. *Eolus*, fired at by the U. S. S. *Emma*, and chased by the U. S. S. *Vicksburg*. The U. S. S. *Montgomery* struck her forward in her covered forecastle, and the shot (a 30-pounder rifle) took off the leg of one Match Madick, an Austrian, serving on board of her. He died since the amputation of his limb, which it was necessary to perform.

The *Bat* had no papers of any kind. Cargo, machinery for manufacturing shoes.

This was the first trip of the steamer *Bat*. She attempted to enter this port at this entrance on the night of the 8th instant, but was driven off by the blockaders, when she went down the coast and anchored all the 9th instant near Georgetown entrance and attempted to evade us again this morning, when she was captured. She was from Halifax, bound to Nassau.

I enclose the report of Acting Volunteer Lieutenant E. H. Faucon, commanding the U. S. S. *Montgomery*.

I have ordered Acting Ensign Robert Wiley, of the U. S. S. *Montgomery*, to go home in charge of the steamer *Bat*, and to proceed to Beaufort, N. C., reporting to you. I have also sent in her, to assist him, Acting Mate Robert B. Elder, Second Assistant Engineer (in charge) James Allen, Third Assistant Engineer Luther R. Harvey, Third Assistant Engineer A. F. Nagle, also Acting Ensign Charles W. Seekins, also 2 boatswain's mates, 1 coxswain, 3 quartermasters, 1 seaman, 1 ordinary seaman, 6 landsmen, 6 firemen, and 2 coal heavers, all of whose times have expired, or nearly so. Her captain, chief engineer, cook, and steward (of prize) go home in her.

She is a fine, new steamer, built of molded steel, by Messrs. Jones, Quiggin & Co., of Liverpool, and this was her first trip. She is 230 feet long, 26 feet beam, and 9 feet 6 inches depth of hold; she has double, powerful oscillating engines, 180 horsepower (nominal), 52-inch cylinders, of 4 feet stroke; draft, when loaded, 6 feet 6 inches, and will carry coal for six days; has capacity for 850 bales of cotton; speed, 13 knots; will do better when engines are in good working order. She is admirably adapted for blockading purposes, and owing to her present arrangements of apartments I think she could be got ready for that service in ten or fifteen days.

I am, very respectfully, your obedient servant,

D. L. BRAINE,

*Lieutenant-Commander and Senior Officer Present.*

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

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Report of Acting Volunteer Lieutenant Faucon, U. S. Navy, commanding U. S. S. *Montgomery*.

U. S. S. MONTGOMERY,

*Off Western Bar, Wilmington, N. C., October 10, 1864*

SIR: It is my duty to report to you the capture of the blockade runner *Bat* under the following circumstances:

At forty-five minutes past midnight of this instant, whilst on my station and moving on a line from a point 4 or 5 miles east of Lockwood's Folly to Bald Head light, on Smith's Island, bearing E. N. E., I saw, when near the northern shore, a vessel to the westward. Fires were at once spread and ship headed to W. N. W., the stranger standing to the northward. Soon afterwards he turned and moved rapidly offshore, and although we were at the time running 9 knots she soon disappeared.

I at once concluded that it was a blockade runner, and the one seen and chased by this vessel on the night before.

Suspecting that he would again endeavor to get in before morning, I at once returned to my station and kept close in under the land.

At 2:45 a. m. the Bug light bore from this ship E.  $\frac{1}{2}$  S., and Oak Island beach less than half a mile distant, we heading E. by N., two

guns were fired to the N. E. and a rocket thrown southerly. At once spread fires and went to quarters, put helm to port and moved full speed. Several guns now followed in quick succession N. E. of us, and two or three vessels were seen in that direction. As the vessel was swinging her head to the southward, we suddenly made a vessel ahead and standing toward us, who, upon seeing us, at once put his helm to starboard. As she was running out at full speed, I was at once satisfied that it was a blockade runner, and instantly ordered the rifled gun to be fired, the shell from which took effect in the bow of the chase, and as we were about to fire the port battery, put up a light and blew off steam.

In reply to my hail, I was informed that the chase was the blockade runner *Bat*, and desired to send a surgeon on board immediately.

The surgeon, a prize officer, engineer, and a prize crew were at once dispatched in the second cutter.

The vessel proved to be the steel-built, side-wheel steamer *Bat*, of Liverpool, and from that port via Halifax, bound to Wilmington.

The 30-pounder Parrott shell thrown from this vessel entered the forward part of the house, or covering, and took off the right leg of one of the crew, who has since died.

The *Bat's* cargo consisted of 200 tons of coal and some machinery. Not a paper of any description was to be found on board. Her captain informed me that, by order of her owners, he had destroyed all his papers, including log book.

"*Bat*, of Liverpool," was painted in large letters on her stern, and she had an English ensign on board.

The exact point of capture I judge to be Bald Head light, E.  $\frac{1}{2}$  N., 7 miles distant, and the time 3 a. m.

The capture was known to no other vessel or vessels in the squadron until after sunrise, although there may have been some within signal distance when the capture was made.

The *Bat* is an entirely new vessel, not having been a month at sea; is 230 feet long, 26 feet beam, 9 feet 6 inches depth (molded); built by Jones, Quiggin & Co., Liverpool, England. Two double oscillating engines, built by Watt & Co. (formerly Watt & Boulton); 180 horse-power, 52-inch cylinders, 4 feet stroke, draft, when loaded, 6 feet 6 inches; carries coal for six days in present bunkers. Can take 850 bales of cotton. Speed, 14 to 15 knots.

I enclose a copy of the report of the surgeon of this ship.

I have just been informed that M. Madick, seaman, who died from the effects of a shell thrown from this ship, was captain of the forecastle on board the *Alabama* at the time that ship fought the *Kearsarge*.

Very respectfully, your obedient servant,

E. H. FAUCON,

*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

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Report of Acting Volunteer Lieutenant Williams, U. S. Navy, commanding U. S. S. *Emma*.

U. S. S. *EMMA*,

*Off Wilmington, N. C., October 10, 1864.*

SIR: I have the honor to report that at 2:30 a. m. on the morning of the 10th instant, while at night station off Western Bar, in  $4\frac{1}{2}$  fathoms of water, Bald Head light bearing E. by S., Bug light bearing E. N. E.,

it being then the time of high water, I saw a blockade runner coming in from the westward. Immediately called all hands to quarters, and as I was then heading to the westward, I opened fire on her with the star-board battery, she being inshore of me. Upon my first fire she turned and steamed to the westward. I rang for all speed, and continued firing, and threw up two rockets to indicate her course to the fleet.

The nearest vessel to the *Emma* at the time was the U. S. S. *Vicksburg*, bearing S. W., and which, by appearance, noticed my signals. The U. S. S. *Eolus* bore W. S. W. and the U. S. S. *Montgomery* bore W. by S. I fired 11 times at her, and ten minutes after ceasing my fire I saw a gun fired from the U. S. S. *Montgomery*.

The runner was a side-wheel steamer with two masts and two smoke-stacks. After chasing to the outside limits of my station, I hove to, and at sunrise saw the U. S. S. *Montgomery* in charge of the steamer *Bat*, which proved to be the one we fired at just previous to her surrender to the *Montgomery*.

Very respectfully, your obedient servant,

JAMES M. WILLIAMS,  
*Acting Volunteer Lieutenant, Commanding.*

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

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Report of Lieutenant-Commander Braine, U. S. Navy, calling attention of the Department to changes made by Acting Volunteer Lieutenant Faucon in his official report.

U. S. S. PEQUOT,  
*Beaufort, N. C., November 9, 1864.*

SIR: It is my duty to report Acting Volunteer Lieutenant E. H. Faucon, commanding the U. S. S. *Montgomery*, to the Department for altering his official dispatch to the Navy Department after he had submitted it to me and it had been read and forwarded by me over my official signature as his immediate commanding officer.

The circumstances of the case are as follows: I was left off Western Bar, Cape Fear River, North Carolina, as senior officer, on the 9th of October, 1864, with the following vessels under my command, to blockade that entrance, viz: U. S. steamers *Montgomery*, *Maratanza*, *Aries*, *Victoria*, *Eolus*, *Emma*, and *Vicksburg*, which last-named vessel I commanded in person.

On the morning of October 10, 1864, at or about 2:30 a. m., the U. S. S. *Montgomery* headed off a blockade runner which had been turned off the bar by the *Eolus*, fired at by the *Emma*, and chased by the *Vicksburg*.

The *Montgomery* fired a shot which caused the capture of the English prize steamer *Bat*.

Acting Volunteer Lieutenant Faucon submitted to me, as his commanding officer, his official report to the honorable Secretary of the Navy, a report to Acting Rear-Admiral S. P. Lee, and to the Hon. Judge P. Sprague of the circumstances of the capture of the *Bat*, and in them he stated that the U. S. steamers *Eolus*, *Emma*, *Victoria*, *Maratanza*, and *Vicksburg* were in signal distance at the time of the capture, or words to that effect.

The official dispatches to the honorable Secretary of the Navy and to Acting Rear-Admiral S. P. Lee were delivered into the hands of Acting Volunteer Lieutenant Faucon by me and he, in the *Montgomery*, conveyed the prize steamer *Bat* to Beaufort, N. C.

While there, Acting Volunteer Lieutenant Faucon removed one of the half sheets from the report and altered it this much, that he left out of the report of his capture all that part relating to the vessels he stated to be in signal distance and he introduced the following clause, or words to that effect: "The capture was known to no other vessel or vessels in the squadron until after sunrise, although there may have been some within signal distance when the capture was made."

I deem it my duty to report this act to the Department as a most gross outrage upon his official document after it had passed through my hands and received my official sanction as his commanding officer; besides, it affects the claim of the officers and crews of the *Maratanza*, *Victoria*, *Eolus*, *Emma*, and *Vicksburg* in their just share of the proceeds of the prize; and also, in it there exists an attempt to deceive all concerned, with the motive, I doubt not, of benefiting himself pecuniarily.

When I charged Acting Volunteer Lieutenant Faucon with having said that the *Montgomery* alone shared in the prize he denied it, and when he was asked by me if his report had been altered he admitted that it had been after I delivered it as a document to be carried by him to his and my superior officer, Acting Rear-Admiral S. P. Lee.

\* \* \* \* \*

I place the matter before the Department, trusting it may be investigated and the officer be compelled to answer my charge against him.

I am, respectfully, your obedient servant,

D. L. BRAINE,  
*Lieutenant-Commander.*

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

[Telegram.]

NAVY DEPARTMENT, *October 10, 1864.*

Let the *Tallapoosa* go direct to Hampton Roads.

GIDEON WELLES,  
*Secretary of the Navy.*

Rear-Admiral HIRAM PAULDING,  
*Commandant Navy Yard, New York.*

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, regarding transfers in the divisions of the squadron.*

FLAGSHIP MALVERN,  
*Beaufort, October 10, 1864.*

SIR: I have detached the *Fort Donelson* and *Kansas* from the Third Division, under your command, and ordered them to report for duty in the First Division, and have ordered the *Gettysburg* to report to you.

I desire that the outside blockaders of your division cruise only within the limits of your command.

Respectfully, yours,

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

Captain B. F. SANDS,  
*Comdg. Third Division, North Atlantic Blockading Squadron.*

*Report of Acting Rear-Admiral Lee, U. S. Navy, referring to the loss of the U. S. S. Aster and to the blockade runners Annie and Condor.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,  
At Sea, October 11, 1864.

SIR: The Department's telegram of the 6th instant to Comodore Lanman directing my return to Hampton Roads, there to await further orders, was received by the *Yantic* at Beaufort on the 10th instant at 10:30 a. m.

I immediately left Beaufort for the roads.

I had just returned from off Wilmington. On the night of the 7th instant the tug *Aster*, Acting Master S. Hall, commanding, chased the *Annie* ashore at New Inlet and under Fort Fisher, got aground, could not be got off, and was blown up by her commanding officer to prevent her falling into the enemy's hands. About twenty of the officers and crew of the *Annie* were brought off; the others escaped to Fort Fisher. They report that the three-piped steamer chased ashore on the night of the 1st instant, reported in my No. 623, of the 7th instant, was the *Condor*.\*

The *Annie* was from Halifax. She was lightened of her cargo and got off next day by the enemy, favored by an offshore wind.

The destruction of three fine blockade running steamers this moon is creditable to the blockade of New Inlet.

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

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.  
Hon. GIDEON WELLES,  
Secretary of the Navy.

P. S.—Captain Sands informs me that the enemy are erecting one or more small batteries on the south side of Smith's Island.

The tug *Anemone*, which lost her rudder on Western Bar, has been sent back to Norfolk for repairs.

These disasters to the tugs indicate their activity.

S. P. LEE,  
Acting Rear-Admiral.

[Telegram.]

FORTRESS MONROE, October 11, 1864.

SIR: Shall I assume command before Admiral Lee comes? There is much to be done, and it is necessary.

DAVID D. POETER,  
Rear-Admiral.

Hon. G. WELLES.

[Telegram.]

FORTRESS MONROE, October 11, 1864—7 p. m.  
(Received 7:20 p. m.)

*Malvern* arrived at Hampton Roads at 6:30 p. m.

S. P. LEE,  
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.  
Hon. GIDEON WELLES,  
Secretary Navy.

[Telegram.]

FORTRESS MONROE, VA., October 11, 1864.

*Mattabesett*, with nine launches, arrived 6 a. m. Dispatched immediately up James River, agreeably to orders October 6. *Brooklyn* arrived this morning.

JOS. LANMAN,  
Commodore and Senior Officer Present.

Hon. SECRETARY NAVY.

*Report of Commander Renshaw, U. S. Navy, of arrival at New York en route to Hampton Roads.*

U. S. S. MASSASOIT,  
New York, October 11, 1864.

SIR: I have the honor to report my arrival at this place on my way to Hampton Roads, in company with the monitor *Monadnock*, steamers *Rhode Island* and *Little Ada*.

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

R. T. RENSHAW,  
Commander, U. S. Navy.

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

*Report of Lieutenant-Commander Braine, U. S. Navy, transmitting report regarding the escape of a blockade runner, October 11, 1864.*

U. S. S. VICKSBURG,  
Off Western Bar, Cape Fear River, October 12, 1864.

SIR: I enclose report\* from Acting Volunteer Lieutenant J. M. Williams relative to his chase of the prize steamer *Bat*, which vessel's capture was perfected by the U. S. S. *Montgomery*. By this time I suppose you have seen her, as I sent her up yesterday evening. I also send a report of Acting Master Keyser, commanding the U. S. S. *Victoria*, who saw a vessel pass him on the night of the 10th instant, or, rather, morning of the 11th, at 2:30 a. m. I have instructed him to hereafter fire at runners, even if they are passing the bar and he can not catch them ere they get over. I press the vessels close in upon their stations as soon as the moon sets, the outer vessel (*Vicksburg*) being in 5 and 5½ fathoms water, Bug light bearing N. E. The U. S. S. *Eolus* does not go in as close as I could desire. I have had to run down and order her in; the commanding officer is slow. The *Victoria* keeps her station well. I shall be very sorry to part with the *Emma*. Her commanding officer is very vigilant, and it is a great loss to this service to take him from his station, even for a few nights. I trust he and his vessel may soon return. Oblige me by hurrying the return of the tug *Anemone* and the U. S. S. *Dumbarton*. I have placed coal on board the U. S. S. *Maratanza* for the steamers *Eolus* and *Victoria*. The commanding officer of the latter vessel says she is sadly in want of repairs. I shall put off surveys, if possible, until the return of divisional officer.

Very respectfully, your obedient servant,

D. L. BRAINE,  
Lieutenant-Commander and Senior Officer Present.

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

\* See page 549.



[Enclosure.]

U. S. S. VICTORIA,  
*Off Western Bar, North Carolina, October 11, 1864.*

SIR: I have the honor to report that at 2:30 a. m., being in 3 fathoms water, with Bald Head light bearing E. by N.  $\frac{1}{2}$  N., Bug light N. E.  $\frac{1}{2}$  N., U. S. S. *Maratanza* S. W., one-half mile distant, U. S. S. *Aries* S. E., saw a steamer passing Fort Cameron from the westward, bound in. Started full speed and turned toward her, but before we could bring a gun to bear she had crossed the bar and was out of range. At 3 a. m. she came to between the water battery and Fort Caswell.

I am, very respectfully, your obedient servant,

E. S. KEYSER,  
*Acting Master, Commanding U. S. S. Victoria.*

Lieutenant-Commander DANL. L. BRAINE,  
*Senior Officer Present.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copy of memorandum given to Rear-Admiral Porter on transferring the command of the North Atlantic Blockading Squadron.*

STEAMER BALTIMORE,  
*Chesapeake Bay, October 12, 1864.*

SIR: On my arrival in Hampton Roads last night Rear-Admiral Porter handed me your communication of the 7th instant, which informed me of his appointment, by instructing me to transfer to him the command of the North Atlantic Blockading Squadron.

Enclosed is a copy of a memorandum prepared for Rear-Admiral Farragut, which I delivered to Rear-Admiral Porter, together with the papers mentioned in the accompanying list.

At 8 o'clock this morning Admiral Porter hoisted his pennant on board the *Brooklyn*.

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

S. P. LEE,  
*Acting Rear-Admiral.*

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

[Enclosure.]

FLAGSHIP MALVERN,  
*Beaufort, N. C., September 23, 1864.*

ADMIRAL: I prepare this memorandum for delivery to you on your arrival.

The limits of the North Atlantic Blockading Squadron embrace the seacoast and bay shore of the two eastern shore counties of Virginia, and include Mobjack Bay, York, James, and Elizabeth rivers, this portion of Chesapeake Bay, and the coast of Virginia and North Carolina to the dividing line between North [Carolina] and South Carolina.

The squadron is divided into three divisions, numbered according to the relative rank of their commanding officers. The First Division, Captain O. S. Glisson commanding, blockades the bar at New Inlet and the adjacent inlets or cruises on the Halifax and Bermuda tracks. The Third Division, Captain B. F. Sands commanding, blockades the western bar of Cape Fear River and the adjacent inlets or cruises on the track to Nassau.

The blockade of the two entrances to Wilmington is kept by moving the small vessels as close to the bar and batteries as the state of the light, weather, and their draft will allow. This line is pressed in and supported by a line of larger vessels moving outside and as near as practicable, the space being divided between them so that they can communicate with each other like sentries on a beat. Just outside of and pressing this second line by moving to and fro at good speed is the divisional officer's steamer. The bar tenders do not chase off; those of the second line who sight the runner do, and the divisional officer, having a fast steamer, chases off so long as the runner is in sight. All the blockaders keep underway all night.

The outside vessels on the respective tracks mentioned keep low steam during the night and get up high steam just before day. Their distance from the inlets is regulated by the run that a fast steamer can make in the interval between the first darkness of the night and daylight. A copy of my instructions to one of the offshore blockaders accompanies this.

The blockade is deficient in the number and kind of vessels required.

The Department's instructions of June 25, 1863 (copy herewith), requires that a fair proportion of vessels captured be sent to Boston, and the Department's verbal interpretation of this order has been that the claim of Boston was largely in arrear of that of New York or Philadelphia.

The papers in package "A" (described in the accompanying list) contain confidential instructions and reports concerning the entrances and defenses of Wilmington, and are accompanied by a chart (in bag marked "D") giving views and notes of the defenses prepared by my order.

The Second Division of the squadron, embracing James River, Hampton Roads, and vicinity, is commanded by Captain M. Smith. Accompanying this is a tracing from the survey made by Sub-Assistant J. S. Bradford, of the U. S. Coast Survey, by my order, of the obstructions in James River. This distinguishes the vessels provided by the Army and sunk under the direction of General Weitzel, according to the original army plan of campaign from those subsequently added by order of Assistant Secretary Fox after he had visited the locality. The exact position of each sunken vessel and the distances between them, the depth of water in which each lies, and the number and position of the holes by which it was sunk are shown on this sketch. By the use of boxes around the hatches and of the steam pump and dredging vessel provided by the Department on my application the channel way can be cleared in a few hours for the monitors to pass.

The accompanying survey of Trent's Reach and bar, also prepared by Sub-Assistant Bradford at my order, in June last (when the water was discolored and there was some rise in the river), indicates that there is water enough on the bar for the *Onondaga* and *Passaic* class of monitors (if substituted for the *Canonicus* class) to pass at high water.

The enemy have in the river below Drewry's Bluff one or more small steam torpedo boats, several gunboats, and three ironclad rams of the *Tennessee* style. The gunboats and rams are reported by refugees and deserters to carry torpedoes. I applied to the Department for a number of small, light-draft, quick-working, musket-proof steam torpedo boats and received and temporarily fitted five tugs with torpedoes. I believe that better torpedo craft have since been prepared by the Department.

I had the James River expedition prepared with grapnels, to be used by rowboats and small steamers to drag for torpedoes, with organized

landing parties to examine the banks for the magnetic batteries. This advance and torpedo division was covered by the wooden vessels, followed by the ironclads.

Regular army steam transports and hospital vessels pass the guard ship at Hampton Roads on a certified list furnished by the Army. Army supply vessels are admitted on the authority of quartermaster's passes; vessels carrying merchandise on that of passes issued by General Butler or of custom-house papers issued in conformity to Treasury regulations.

General Butler's power to issue passes for merchandise is based on the President's order of November 11, 1862, and the Department's decision of June 9, 1863 (copies herewith). These passes and those of the quartermaster accompany the original weekly returns from the guard vessel and are sent to the Navy Department. The cargoes of vessels passing under Treasury Department's clearances are only briefly noted in the returns, as the manifests are exhibited but not retained.

Herewith is a copy of an order to Commander Lynch, inspector of ordnance at Fortress Monroe, respecting the supply of ammunition for this squadron, requiring that there should be kept in depot as much ammunition as would, with that afloat, make 400 rounds for each pivot or single gun in the squadron and 200 rounds for each broadside gun.

Coal returns are made semimonthly from the various coaling stations of the squadron. A statement will be found among the papers accompanying this memorandum, made up to the date of your arrival, of the amount in depot at Gosport [Norfolk] navy yard, afloat at Beaufort, in the bight of Craney Island, and at City Point, where there are also several small ordnance vessels and a provision schooner. Captain Smith and Commander Lynch have the invoices of the ordnance schooners, and the latter officer keeps up the supply. The provision vessel is kept supplied by the fleet paymaster. The charter parties of these vessels are kept by the fleet paymaster and ordnance officer.

Herewith you will receive a full list of papers, charts, etc., turned over to you, in which are included a list of the vessels of the squadron, their officers, battery, draft, speed, etc., the squadron signal book, which contains complete systems of night signals in use off Wilmington and in James River; charts for yourself and others for distribution, etc. Among these latter are a military and naval chart and a deckboard chart, got up by the Coast Survey on my application, for the express use of the blockaders; a new chart of a resurvey of Beaufort Harbor, made at my request, with a view to the establishment of an army wharf and navy depot there; and a bag (marked "D") containing several rolls of original charts and topographical tracings of James River, Cape Fear River, etc.

I also transfer to you a set of Rogers' semaphoric telegraphic signals. Five sets were furnished to this squadron by the Bureau of Navigation. Of these the divisional officers off Wilmington have the remaining four.

With hearty good wishes for your complete success at Richmond and at Wilmington,

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

S. P. LEE,

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

Rear-Admiral D. G. FARRAGUT.

P. S.—October 5, 1864. I received to-day a communication from the Department, dated September 28, informing me that Commodore Rowan's orders to command the naval forces in the sounds had been revoked



*Second general order of Rear-Admiral Porter, U. S. Navy, giving lists of vessels comprising the four divisions of the squadron.*

GENERAL ORDERS, } U. S. FLAGSHIP MALVERN,  
No. 2. } Hampton Roads, Virginia, October 12, 1864.

The North Atlantic Squadron will be composed of the following divisions of vessels, under the command of the senior officer of the division:

First Division, Commodore Thatcher commanding, will be composed of the following vessels:

Colorado.	Grand Gulf.	Agawam.	Huron.
Alabama.	Howquah.	Fort Donelson.	Mohican.
Nyaack.	Iosco.	Rhode Island.	Cherokee.
Lilian.	Powhatan.	Maumee.	Tallapoosa.
Florida.	Monticello.	James Adger.	Aries.

Second Division, Commodore Lanman commanding, will be composed of the following vessels:

Minnesota.	Nereus.	Cambridge.	State of Georgia.
Mackinaw.	Nippon.	Eolus.	Juniate.
Seneca.	Fort Jackson.	Yantic.	Keystone State.
Emma.	Brooklyn.	Massasoit.	Calypso.
Kansas.	Osceola.	Gettysburg.	

Third Division, Commodore Godon commanding:

Snequehanna.	Shenandoah.	Maratanza.	Montgomery.
Augusta.	Mount Vernon.	Tristram Shandy.	Tuscarora.
Vicksburg.	Unadilla.	Quaker City.	Britannia.
Victoria.	Wabash.	Pequot.	Pawtuxet.
R. R. Cuyler.	Governor Buckingham.	Dumbarton.	Santiago de Cuba.

Fourth Division, Captain Melancton Smith commanding, will be composed of the following vessels:

Onondaga.	Commodore Barney.	Mount Washington.	Commodore Morris.
Daylight.	Crusader.	Henry Brinker.	Stepping Stones.
General Putnam.	Mendota.	Dawn.	Mystic.
Morse.	Hunchback.	Commodore Perry.	Phlox.
Mercedita.	Atlanta.	Samuel Rotan.	
Miami.	Delaware.	Eutaw.	

Division of Ironclads:

New Ironsides.	Canonicus.	Dictator.	Saugus.
Monadnock.	Mahopac.		

As the vessels arrive in Hampton Roads, or join the squadron elsewhere, the commanders will report to the commander in chief if he be present and to the commander of the division to which they belong.

The commander of a division will place his vessel in a position that will enable the vessels of his division to anchor in line ahead, commanding officer in center. The vessels of each division will wear at the fore the distinguishing flag of the boat signal code: First Division, blue, white; blue, horizontal. Second Division, red, white; red horizontal. Third Division, white, blue; white horizontal. Fourth Division, steamer's cornet.

The commanding officer of First Division will wear the triangular blue flag at the main; Second Division, triangular red flag at the main; Third Division, triangular white flag with red cross at the main; Fourth Division, triangular blue flag at the main; Ironclad Division, triangular blue flag at the main.

Commanders of divisions will see that their vessels make these distinguishing flags and hoist them without delay. They will also regulate the movements of their divisions when underway or at anchor without reference to the commander in chief, except on important occasions.

DAVID D. PORTER,  
*Rear-Admiral, Commanding North Atlantic Squadron.*

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*Request from Rear-Admiral Porter, U. S. Navy, to the commandant navy yard, Norfolk, regarding stores for the vessels of his command.*

NORFOLK, VA., October 12, 1864.

SIR: You will please furnish upon requisition all kinds of stores required by the vessels of this squadron without other approval than that of their commanding officer.

Very respectfully, your obedient servant,

DAVID D. PORTER,  
*Rear-Admiral.*

Commodore J. W. LIVINGSTON,  
*Commandant of Naval Station, Norfolk, Va.*

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[Telegram.]

NAVY DEPARTMENT, October 12, 1864.

Send the *Saco* to Hampton Roads for duty in the North Atlantic Blockading Squadron.

GIDEON WELLES,  
*Secretary of the Navy.*

Rear-Admiral S. H. STRINGHAM,  
*Commandant Navy Yard, Boston, Mass.*

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[Telegram.]

NAVY DEPARTMENT, October 12, 1864.

Retain the *Rhode Island* to go with the *Dictator* to Hampton Roads, Virginia, and let the *Massasoit* go with the *Monadnock*. The *Mohican* and *Ada* to go off when ready.

GIDEON WELLES,  
*Secretary of the Navy.*

Rear-Admiral HIRAM PAULDING,  
*Commandant Navy Yard, New York.*

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*Report of Commodore Thatcher, U. S. Navy, regarding the U. S. S. Colorado.*

U. S. S. COLORADO,  
*Hampton Roads, October 12, 1864.*

SIR: I have the honor to inform the Department that I have this day reached this anchorage with the *Colorado* from Portsmouth, N. H., from



formity in all things, and require strict attention to the rules and regulations of the Navy, which are quite sufficient, if properly observed, to ensure the best discipline.

As a sanitary precaution the crews of all vessels must have their breakfast before washing decks. Mondays, Wednesdays, and Fridays will be wash days, and hammocks will be scrubbed on the 1st and 15th of the month.

It is expected that commanders of vessels that can sail will use their canvas and dispense with their steam whenever it is possible.

All vessels met with at sea must be spoken and their character satisfactorily ascertained.

When blockaders are in chase they must not stop to pick up cotton, but must chase the blockade runner as long as they can see the smoke in the daytime and pursue at night in a direction best calculated to cut off the blockade runner. This does not apply to slow vessels, stationed close in to the bar.

Boats' crews must be exercised in rowing, landing guns, etc., whenever opportunity will permit.

The sick are not to be detained for survey, but commanders are authorized to send them off in a supply vessel or any vessel bound to Northern ports with a sick ticket and their accounts. Commanders of divisions will order surveys on officers, which any senior officer is also authorized to do when the case requires prompt action.

All general orders from me or the Department are to be kept in an order book and transferred when a commander turns over his vessel to another officer.

No letter, report, or return will be accepted that is not forwarded by the commanding officer of a vessel.

Commanding officers will, when convenient, refer to me before making any material alteration in their vessels. See regulations of the Department on this subject.

Every commander will send in monthly a report of expenditure of coal, and will keep his coal bunkers as full as circumstances will permit.

All absentees will be reported to me when they have overstayed their leaves of absence.

When a vessel is about to leave her station for a Northern port the commander will transfer all the men that can be spared, stores, clothing, and provisions to vessels that stand in need of them.

The commander of the Fourth Division will see that a guard vessel is stationed at Fortress Monroe. The commander of the guard vessel will examine all merchant vessels, register them, and make duplicate reports daily, one to be directed to the Department. No vessels will be permitted to depart without a permit from the military authorities, and the vessels must be so informed when they enter.

All returns made to the Department are to be sent through me.

Commanders will require a strict conformity to the uniform of the Navy, and will require all officers under them to pay the honors prescribed by the Navy Department. Officers are particularly enjoined to observe the etiquette of the service and to salute each other in passing or reporting.

Duplicate prize lists and reports of captures will be sent to me without delay, and all the circumstances of the capture mentioned in the report.

All prizes will for the present be sent to Boston, provided they are capable of making the voyage, and the captain, mate, supercargo, and



engineer and two seamen are to be sent in the prize to give evidence before the court. None other of the crew are to be allowed to go in the prize, for fear of recapture. The law regarding prizes is to be strictly complied with.

It will be almost useless to enjoin on all officers the importance of their being vigilant at all times. We have an active enemy to deal with, and every officer and man must be on the alert. A quarter watch must be kept at all times at night in port, and at sunset when there is no sea on the guns must be cast loose and the vessels prepared in every respect for action.

Every vessel, especially those likely to go into the river, must be provided with a torpedo catcher, rigged out ahead of them, and with depth enough to prevent a torpedo from running against the bottom.

Inshore vessels will also fit wire boarding nettings. The wire is at the Norfolk navy yard and can be obtained by requisition on the commandant.

The blockaders will shortly be provided with calcium lights, and commanders must learn how to use them without delay. They will be found very useful in lighting up the bars and also while in chase.

General orders will be issued without delay on many subjects relating to the management of the fleet, to which particular attention will be paid.

When the divisions are lying with the commander in chief present, all evolutions, such as getting underway together, loosing and furling sails, sending up and down yards and masts, will be regulated by signal from the flagship. But the division commanders will signalize the vessels of their divisions whenever it may be necessary to give orders or correct them when making mistakes. The divisional commander will repeat all general signals made from the flagship.

In loosing sails the preparatory signal will be made ten minutes beforehand, when all preparations to loose are made. The loosers will lay aloft as the signal to loose goes up and let fall when it comes down.

In furling sails preparatory signal will be made ten minutes beforehand. As soon as the signal to furl is hauled down, lay aloft and furl.

It is strictly prohibited by the regulations of the Navy Department for any officer to mention in his private correspondence any movement whatever of the squadron to which they belong, and this rule must be strictly observed in the North Atlantic Squadron.

Meal pennants to be hoisted only when at meals, without regard to senior officer. Breakfast as soon as hammocks are stowed. Dinner 12 to 1. Supper at 4 p. m.

DAVID D. PORTER,  
*Rear-Admiral, Commanding North Atlantic Squadron.*

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*Circular issued by Rear-Admiral Porter, U. S. Navy, regarding the movements of blockade runners from foreign ports.*

CIRCULAR No. 1.]

FLAGSHIP MALVERN,  
*Hampton Roads, Virginia, October 13, 1864.*

The following named and described vessels have left various ports to run the blockade at Wilmington:

The British side-wheel iron steamer *Caroline* arrived at Halifax October 4, en route to Wilmington, with a valuable cargo, including a large quantity of important machinery for the Confederates. The

*Caroline* is new, schooner-rigged, two smokestacks, painted white, long, low, and rakish.

The *Old Dominion*, heretofore reported, 518 tons and 57 men, cleared October 5 for Nassau from Halifax, [Nova Scotia], destined, together with the cargo (probably), for Wilmington direct.

The British new side-wheel steamer *Colonel Lamb*, 688 tons, 57 men, built expressly for running the blockade, arrived at Halifax about October 5 with a large cargo, and will leave soon for Wilmington. The *Colonel Lamb* is long, low, rakish, schooner-rigged, and two smokestacks, and is at present painted a light lead color.

Seventeen prisoners, escaped from Johnson's Island, were to take passage on these or other vessels for the South.

Information has been received that many Union prisoners have escaped from the rebel prisons and may be expected to appear on the coasts and rivers in the limits of the command. Commanders will be watchful to lend them every assistance possible.

DAVID D. PORTER,  
*Rear-Admiral, Commanding North Atlantic Squadron.*

*Report of Rear-Admiral Porter, U. S. Navy, of his readiness for cooperation with the Army.*

FLAGSHIP MALVERN,  
*Hampton Roads, Virginia, October 13, 1864.*

SIR: I have the honor to report that I have assumed command and am ready with a sufficient force to cover any landing that may be made by the Army. Many of the vessels that have come here want repairs of some kind; many are unfit for the service.

To be prepared, it will require twelve to fourteen days to get the vessels ready for sea, the *Juniata* twelve days, and some ten of the others will require six days.

There are too few men at the yard to expedite the work.

From present appearances the Navy will be ready long before the Army. General Grant informs me he has taken some works which he can not give up, and has to retain the men intended for us until more arrive.

It is desirable that a vessel filled with stores of all kinds be sent here at once, as the squadron is very deficient in everything, and a vessel with provisions will be required at Beaufort to supply their wants.

I can leave here at one hour's notice when the Army is ready.

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

DAVID D. PORTER,  
*Rear-Admiral, Commanding North Atlantic Squadron.*

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

[Telegram.]

FLAGSHIP MALVERN,  
*Hampton Roads, October 13, 1864.*

Hurry the *Pequot* down to report to me. Her gun is here waiting for her.

D. D. PORTER.

Captain MELANCTON SMITH, U. S. Navy,  
*City Point.*

[Telegram.]

FLAGSHIP MALVEEN,  
Hampton Roads, October 13, 1864—6:30 p. m.

Lieutenant Cushing arrived three days ago with one of the picket boats; two are missing. I sent him off in an army tug to look for them. Weather has been bad and likely detained them.

DAVID D. PORTER,  
Rear-Admiral.

Hon. G. V. FOX,  
Assistant Secretary.

*Request of Rear-Admiral Porter, U. S. Navy, to Captain DeCamp, U. S. Navy, for particulars regarding the grounding of the U. S. S. Wabash.*

FLAGSHIP NORTH ATLANTIC SQUADRON,  
Hampton Roads, October 13, 1864.

SIR: I have received a communication from the Department in relation to the grounding of the *Wabash* on Frying Pan Shoals. You will please give me all the particulars in regard to it, so that I can inform the Department of the actual facts in the case.

Very respectfully, your obedient servant,

DAVID D. PORTER,  
Rear-Admiral.

Captain JOHN DECAMP,  
Commanding U. S. S. *Wabash*, Norfolk Navy Yard.

*Report of Captain DeCamp, U. S. Navy, regarding the grounding of the U. S. S. Wabash on Frying Pan Shoals, en route from Port Royal, S. C., to Hampton Roads.*

U. S. S. WABASH,  
Off Norfolk Navy Yard, Virginia, October 14, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your letter of the 13th respecting the grounding of this ship on Frying Pan Shoals on the 1st instant.

In reply I would beg to give the following particulars of the ship's passage from Port Royal, [S. C.], to Hampton Roads:

At daylight of September 30 crossed the bar and stood on our course, N. E. by E., with wind light from the N. E., steaming at the rate of 5 knots by both chip and patent logs; weather during the day pleasant. In the afternoon made the lookout tower on Folly Island. At 8 p. m. wind light from eastward; the light-ship off Charleston Bar bore W.  $\frac{1}{2}$  S., distant about 20 miles; water 9 fathoms. Changed course to N. E. by E.  $\frac{1}{2}$  E.

October 1.—Weather thick, with showers; ship steaming with fore-and-aft sails set, moderate breezes, and smooth sea; hands in chains on both sides heaving the lead; soundings from 16 to 12 fathoms; a lookout kept at foretopmast head.

At 10 a. m. stopped the ship and got a good cast of the lead; water 12 fathoms.

At 12 m. showery; no observation.

The patent log upon being hauled in this morning had been found to agree with the chip log within 3 miles since leaving Port Royal on the

30th September. Acting Master Grozier and myself worked up reckoning and supposed the ship at noon to be S. E.  $\frac{1}{2}$  E. from Frying Pan Shoals, distant 20 miles.

At a little after 1 p. m. the ship was in 12 fathoms of water; the next cast gave 10 fathoms, the next 6, and before the ship's course could be altered she struck moderately and immediately stopped. The boilers being very leaky at that time, the ship was not making much more than 4 knots. Backed the engine, but to no purpose; the ship being hard and fast forward, but with  $4\frac{1}{2}$  fathoms water astern. Continued backing engine and got out an anchor astern, which was let go in 5 fathoms; ran the after guns on main deck forward to prevent the stern's striking, if possible, and threw overboard solid shot from after lockers. Cut away the spare spars in the chains, which were not only rotten, but threatened to carry away the channels and endangered the boats alongside. Housed topgallant masts and buoyed spar-deck guns forward, ready to heave overboard, should the ship not float at high water.

The tide rising, we continued to heave taut the hawser as it slacked; ship striking uncomfortably for the first hour, as she lifted on the rising tide.

Dispatched a boat in charge of Acting Ensign Davis to blockading squadron off Wilmington and fired minute guns during the afternoon.

At high water (about 7 p. m.) the ship floated clear of the shoal; when we let go an anchor, hoisted the launch in and the quarter boats to davits.

Very soon after getting afloat, the blockade steamer *Eolus* came to our assistance, having a pilot on board.

After making all secure on board, hove up anchor and steamed on our course for Hampton Roads, where we arrived on the afternoon of the 5th and from which point I reported our accident to the Chief of Bureau of Construction and Repair.

During the run of the ship from Frying Pan Shoals to Hampton Roads I was guided by the advice of the pilot of the *Eolus*, whom I had brought with me, until meridian of October 3, when, obtaining sights, it was found that instead of the ship's being well to the northeast of Cape Hatteras, as had been supposed, she was in fact southwest of the cape, so that to round the shoal she had to be steered to the eastward for three or four hours.

I can attribute the ship's grounding on Frying Pan Shoals to no other causes than defective compasses, as, by referring to the chart, it will be observed that the depth of water is about the same in our real and supposed positions at noon of the 1st October.

At the date of my report to Mr. Lenthall it was not known that the ship had sustained any injury; but since our arrival here it has been discovered that the braces supporting the rudder-post are broken; they are now being replaced, and this will be finished by the time the boilers are ready.

I deem this a proper occasion to invite your attention to the crew of this ship, whose inefficiency was fully displayed when we were ashore. Consisting of little more than 400 men, it numbers nearly 100 inferior plantation negroes and 50 reformed rebels from Forrest's and other armies, with the remainder of landsmen and boys. The few petty officers now on board were nearly all landsmen and boys when the old crew was discharged last June.

Upon this subject I have already made a special report to Commodore Lanman.

I take this opportunity to state that the coal, provisions, and stores

will be on board by Monday night next, and that the necessary repairs to boilers and rudder are in such train as to lead me to hope for their completion by the 20th instant.

I remain, admiral, very respectfully, your obedient servant,  
**J. DE CAMP,**  
*Captain.*

Rear-Admiral **DAVID D. PORTER**, U. S. Navy,  
*Commanding North Atlantic Squadron.*

*Letter from the Secretary of State to the Secretary of the Navy regarding the departure of French subjects from Confederate States.*

DEPARTMENT OF STATE,  
*Washington, October 14, 1864.*

SIR: I have the honor to acknowledge the receipt of your letter\* of the 12th instant relative to the departure of French subjects from insurgent States. In reply I have the honor to acquaint you that since my previous letter to you in regard to this matter I have conferred with Mr. Geofroy and we have reached the conclusion that Fortress Monroe will be the most suitable place for those persons to be received on board of the vessels of war of France. It is understood that they will proceed thither by way of Aiken's Landing, on the James River, from which point the Secretary of War will direct that they shall be furnished with transportation.

I have the honor to be, sir, your obedient servant,  
**WILLIAM H. SEWARD,**  
*[Secretary of State.]*

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

[Telegram.]

NAVY DEPARTMENT, *October 14, 1864.*

The *Monadnock* requires six days to fix her hawse pipes so as to render them water-tight.

**G. V. FOX,**  
*Assistant Secretary of the Navy.*

Rear-Admiral **DAVID D. PORTER**,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

[Telegram.]

FORTRESS MONROE, *October 14, 1864.*

Very much wanted in the squadron 500 seamen and 300 ordinary seamen.

**DAVID D. PORTER,**  
*Rear-Admiral, Commanding North Atlantic Squadron.*

Hon. **G. WELLES**,  
*Secretary Navy.*

*Order of Rear-Admiral Porter, U. S. Navy, to Commander Febiger, U. S. Navy, commanding U. S. S. Mattabesett.*

FLAGSHIP MALVERN,  
Hampton Roads, Virginia, October 14, 1864.

SIR: Proceed with the *Mattabesett* under your command to Beaufort, N. C., and there await further orders.

Very respectfully,

DAVID D. PORTER,  
Rear-Admiral, Commanding North Atlantic Squadron.

Commander J. C. FEBIGER,  
Commanding U. S. S. Mattabesett.

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*Letter from Rear-Admiral Porter, U. S. Navy, to Commodore Thatcher, U. S. Navy, regarding orders to the U. S. S. Tallapoosa.*

FLAGSHIP MALVERN,  
Hampton Roads, October 14, 1864.

SIR: I have ordered the *Tallapoosa* to proceed to Norfolk, Va., to receive on board the stores and ammunition of the *Mahopac*, and make other preparations for towing her around Hatteras.

Very respectfully,

DAVID D. PORTER,  
Rear-Admiral, Commanding North Atlantic Squadron.

Commodore THATCHER,  
Commanding First Division, North Atlantic Squadron.

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*Letter from Rear-Admiral Porter, U. S. Navy, to Commodore Lanman, U. S. Navy, regarding orders to the U. S. steamers Osceola and Mackinaw.*

FLAGSHIP MALVERN,  
Hampton Roads, October 14, 1864.

SIR: I have ordered the *Osceola* and *Mackinaw* to proceed to Norfolk, Va., to receive on board the stores and ammunition of the *Canonicus* and *Saugus*, and make other preparations for towing those vessels around Hatteras.

Very respectfully,

DAVID D. PORTER,  
Rear-Admiral, Commanding North Atlantic Squadron.

Commodore JOS. LANMAN,  
Commanding Second Division, North Atlantic Squadron.

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*Report of Lieutenant-Commander Breese, U. S. Navy, acknowledging order of transfer from the Mississippi Squadron to the North Atlantic.*

FLAGSHIP MALVERN,  
Hampton Roads, Virginia, October 14, 1864.

SIR: I have the honor to acknowledge the receipt of orders detaching

me from the Mississippi Squadron and to report to Rear-Admiral David D. Porter for duty as fleet captain of the North Atlantic Squadron.

I reported in obedience to the above October 6.

Very respectfully, your obedient servant,

K. R. BREESE,

*Lieutenant-Commander, U. S. Navy.*

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

[Telegram.]

NAVY DEPARTMENT, *October 15, 1864.*

Pickering is ordered to command the *Wabash*. Perhaps Smith will be taken for the *Vanderbilt*, which goes to you in five days. Every seaman and ordinary seamen in every port north will be sent to you, but they are very scarce. *Saco*, Lieutenant-Commander J. G. Walker, has sailed from Boston. *Dictator* goes next week. Bridge promises the provisions. If there is delay, the iron bottom monitors ought to go up into fresh water. They did not report their trial of speed.

G. V. Fox.

Rear-Admiral D. D. PORTER,

*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

*Order of Rear-Admiral Porter, U. S. Navy, to Commander Clitz, U. S. Navy, commanding U. S. S. Osceola.*

FLAGSHIP MALVERN,

*October 15, 1864.*

DEAR CLITZ: The admiral wants you here by 6 a. m. Monday morning, to take him to City Point. He says you must work to-morrow, if necessary, to enable you to do so.

Very truly,

K. R. BREESE,

*Fleet Captain.*

Commander J. M. B. CLITZ,

*Commanding U. S. S. Osceola.*

*Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, regarding the services of a double-ender in Hampton Roads.*

FLAGSHIP MALVERN,

*Hampton Roads, October 15, 1864.*

SIR: You will please inform me of the name of the best double-ender you have in your command, as I shall require her services for a few days only, if, in your judgment, she can be spared.

There will be no vessel sent to relieve her, nor additional force to the sounds for the present.

Respectfully, etc., your obedient servant,

DAVID D. PORTER,

*Rear-Admiral, Commanding North Atlantic Squadron.*

Commander W. H. MACOMB,

*Commanding Shamrock, etc.*

*Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, regarding force of men for Lieutenant Cushing.*

FLAGSHIP MALVERN,  
Hampton Roads, Virginia, October 15, 1864.

SIR: On the arrival of Lieutenant W. B. Cushing you will supply him with all the men he will need in the performance of the duty assigned him.

Very respectfully, yours,

DAVID D. PORTER,  
Rear-Admiral, Commanding North Atlantic Squadron.

Commander W. H. MACOMB,  
Senior Naval Officer in Sounds of North Carolina, New Berne.

*Report of Rear-Admiral Porter, U. S. Navy, of the departure of Lieutenant Cushing for the execution of his orders.*

FLAGSHIP MALVERN,  
Hampton Roads, Virginia, October 16, 1864.

SIR: Having reason to think that some accident had happened to one of the torpedo launches, I sent Mr. Cushing in an army tug to hunt her up. He could hear nothing of her.

I then sent the *Pawtuxet* to look for her, and as time is passing and Mr. Cushing was confident of succeeding with one launch, I have sent him to execute his orders.

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

DAVID D. PORTER,  
Rear-Admiral, Commanding North Atlantic Squadron.

Hon. GIDEON WELLES,  
Secretary of the Navy.

*Order of Rear-Admiral Porter, U. S. Navy, to Commodore Radford, U. S. Navy, commanding division of ironclads, to proceed up James River.*

FLAGSHIP MALVERN,  
Hampton Roads, Virginia, October 16, 1864.

COMMODORE: You will direct the ironclads, so soon as they are ready, to proceed up James River until they meet fresh water, where they will remain until further orders. Direct their commanding officers to inform you of their arrival and locality.

Respectfully, etc., your obedient servant,

DAVID D. PORTER,  
Rear-Admiral, Commanding North Atlantic Squadron.

Commodore WM. RADFORD,  
Commanding Division of Ironclads.

*Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, annulling orders to Rear-Admiral Farragut.*

NAVY DEPARTMENT, October 17, 1864.

SIR: You are hereby informed that the confidential order which you were directed by order of the 22d ultimo to deliver to Rear-Admiral



Farragut as soon as he arrived at Port Royal is void, and you will not deliver it. Admiral Farragut is not expected to come north at present. Return the letter to the Department.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

Rear-Admiral JOHN A. DAHLGREN,  
*Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.*

*Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding a proposed plan for the importation of foreigners for the Confederate Army.*

NAVY DEPARTMENT, *October 17, 1864.*

SIR: It is reported that an agreement has been effected between the rebel Government and some European power (Poland, it is intimated) by which 30,000 soldiers from abroad are to be added to the rebel Army, and that the rebel Government are making arrangements for having built in England some 50 swift steamers, similar to the *Colonel Lamb*, for the purpose of running these soldiers through the blockade.

The Department places little confidence in rumors regarding a scheme so impracticable in almost every feature, and should such be contemplated we will, without doubt, hear something reliable of it hereafter. In the meantime, however, I communicate the report to you for your information.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of the Navy.*

Rear-Admiral D. D. PORTER,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

*Report of Acting Master Foster, U. S. Navy, regarding the capture of a boat in Core Sound.*

U. S. S. CERES,  
*Off New Berne, N. C., October 17, 1864.*

SIR: I have the honor to report that I arrived here last night from Pamlico River, having been relieved there by the U. S. S. *Louisiana*. On the 14th instant Acting Volunteer Lieutenant F. M. Green and myself started on an expedition into Core Sound for the purpose of capturing blockade runners. We succeeded in capturing one boat containing goods, the owner of which made his escape. I will turn them over to Treasury agent. The fever, I understand, is abating somewhat, there being but few new cases. Our vessels still remain healthy.

\* \* \* \* \*

Very respectfully, your obedient servant,

H. H. FOSTER,  
*Acting Master, Commanding.*

Commander W. H. MACOMB, U. S. Navy,  
*Commanding Naval Forces, Sounds of North Carolina.*

*Report of Acting Master's Mate Woodman, U. S. Navy, regarding a reconnoissance in the vicinity of Plymouth, N. C.*

U. S. S. COMMODORE HULL,  
*Albemarle Sound, North Carolina, October 17, 1864.*

SIR: I have the honor to report that, in obedience to orders, I left this steamer on the 15th instant at 3 p. m. and went on board the U. S. S. *Tacony* to make arrangements for a reconnoissance toward Plymouth. I was furnished with the *Tacony's* second cutter and a crew of seven men. At 7 p. m. I left the *Tacony* and went alongside the U. S. S. *Valley City* and remained there till 2 a. m. of the following morning, the 16th, and proceeded up the Middle River, and at daylight landed in the swamp at my usual landing and proceeded across the island toward Plymouth, in company with one of the cutter's crew by the name of Green. At 10 a. m. came to the Roanoke River opposite Plymouth, where I had a good view of the rebel ironclad *Albemarle*. She was moored alongside the wharf, head downstream, apparently having no steam. On her port side, which is toward the stream, there are timbers extending from the wharf and lapping on her prow and stern one-quarter her length from each end, one-half her side being protected by piles (apparently), the other half being unprotected. There were no other vessels in Plymouth. At 10:30 a. m. I proceeded down the river toward the *Southfield* and arrived opposite her at meridian. The *Southfield* is in the same position as when first sunk. The only change I could see in her appearance since I last saw her, which was last August, is that of her smokestack being removed. There were two vessels forward, one on each side, and two aft, one on each side, having timbers extended across for the purpose of raising the *Southfield*. I could not remark that there was any weight hove on the timbers. The work of raising the *Southfield* seems to be abandoned for the present. Feeling satisfied that I could not obtain any more information, I returned to the boat and returned on board this steamer at 4 p. m. on the 16th instant.

I am, respectfully, your obedient servant,

JNO. WOODMAN,  
*Acting Master's Mate.*

Acting Master FRANCIS JOSSELYN,  
*Commanding U. S. S. Commodore Hull.*

*Report of Commander Macomb of reconnoissance in the vicinity of Plymouth, N. C.*

U. S. S. SHAMROCK,  
*Albemarle Sound, North Carolina, October 18, 1864.*

SIR: I have the honor to report that on the 15th instant Acting Master's Mate John Woodman, of the U. S. S. *Commodore Hull*, made another successful reconnoissance of the enemy's position at Plymouth.

He reports the ram alongside the wharf in the same position, and the *Southfield* still sunk, with the four barges and schooners around her endeavoring to raise her, as before, but apparently without success.

The general aspect of affairs is, he says, the same as he represented it in a previous report.

I approved and forwarded an application for promotion from Mr.

Woodman some time ago, and I think he deserves something for his repeated reconnoissances.

Very respectfully,

W. H. MACOMB,

Commander, Comdg. Fourth Div., North Atlantic Blockading Squadron.

[Rear-] Admiral [DAVID D. PORTER],

Commanding North Atlantic Blockading Squadron.

*Order of the Secretary of the Navy regarding the U. S. steamers Cambridge and James Adger.*

NAVY DEPARTMENT, October 18, 1864.

SIR: The *Cambridge* has been ordered to report to you for duty. On her arrival you will direct the *James Adger* to proceed off Wilmington and report to the senior officer present for duty in the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,  
Secretary of Navy.

Rear-Admiral JNO. A. DAHLGREN,

Comdg. South Atlantic Blockading Squadron, off Charleston.

[Telegram.]

NAVY DEPARTMENT, October 18, 1864.

Direct Commodore Rodgers not to run the *Dictator* faster than 8 knots on his way to Hampton Roads.

GIDEON WELLES,  
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,

Commandant Navy Yard, New York.

*Letter from Captain Lee, U. S. Navy, to the Secretary of the Navy regarding an article in a Liverpool paper regarding evasions of the blockade of Wilmington.*

WASHINGTON, [D. C.], October 18, 1864.

Sir: I have read the letter of the consul at Liverpool to the honorable the Secretary of State, transmitting an editorial article in a Liverpool paper, in regard to evasions of the blockade of Wilmington in the squadron lately under my command.

The consul considers the article to merit notice because the editor is a friend to our Government and cause.

The charges are very vague and indefinite. They are introduced with some more general observations still, on the "official venality, the treachery, treason, iniquity, and rascality that pervade official life" in the United States. On that ground the editor recommends his statements and charges to credit; and because otherwise "the Yankees would belie their character" for turning occasions of "jobbery to profitable account."

I find only one matter stated with a show of tangible specification—that “A Liverpool gentleman being so unfortunate as to be captured, bribed the prize master and thereby procured leave to walk on deck and the use of a bed, and afterwards, at Boston, by the friendly aid of the same officer, bribed the U. S. marshal with 50 sovereigns and thereby procured his discharge to take his passage home in the next steamer.”

Among the many prizes sent into Boston for adjudication it is impossible for me to conjecture on which one this improbable tale is meant to hang.

If, however, it can be ascertained what prize case is meant, and the information furnished to Admiral Porter, it may be in his power to institute an enquiry into it so far as the naval service is concerned.

In regard to the general effectiveness of the blockade of Wilmington, I have had the satisfaction to do justice to the officers and men of the squadron in a continued service of such severe labor, by bringing to the notice of the Department that in fourteen months they have captured or destroyed fifty-two ocean steamers, prepared and furnished, with few exceptions, with all the resources of science and the mechanical skill of the shipyards of England. Than such fact no statement or argument can be more convincing. It is true the Department could not command vessels to establish a blockade impossible to be evaded, if indeed such blockade can ever be. It was a blockade of peculiar difficulties. The port has two entrances. The extent of the shoals makes the distance by sea between the entrances near 50 miles to the blockading squadron. Low, swift steamers, guided by harbor lights, running the bar and shoals under the shore batteries, and under cover of darkness, might sometimes evade the most vigilant watch. Under the circumstances all was done that could be.

The suggestion that a blockade maintained by many vessels wherein every officer and man is interested in every capture can be evaded by criminal connivance and arrangement with any parties in the squadron, is contrary to sense and probability.

The laws for the government of the Navy and the distribution of naval prize seem to contain every necessary and useful provision that could unite the incentives of interest and duty.

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

S. P. LEE,  
*Captain, U. S. Navy.*

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

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*Report of Commander Parrott, U. S. Navy, Commanding U. S. S. Canonicus, of the arrival of that vessel in James River, needing repairs.*

U. S. IRONCLAD CANONICUS,  
*Off Wilson's Wharf, James River, October 19, 1864.*

SIR: We have arrived at this place, and I regret to inform you that our main pillow block of the crank bearing is broken across the key-hole of the holding-down bolt on the port side. I believe it can be repaired in three days, but it is not now considered safe to turn the engines. It will be necessary to have two tugs or other propellers alongside to take her back to Norfolk, as she would not steer with a tow ahead. I have sent for them to City Point, to be asked for from the Navy or Army. As there may be some delay in getting them,

would it not be well to send us assistance from Norfolk or Hampton Roads? I hope our services may be considered of sufficient importance to make this worth while. I am very anxious to have the repairs made in time.

I am, respectfully, your obedient servant,

E. G. PARROTT,  
*Commander.*

Commodore WM. RADFORD,  
*Commanding Division of Ironclads.*

October 20.—We are on our way down, towed by two army tugs, but moving slowly.

Respectfully,

E. G. PARROTT.

*Order of Rear-Admiral Porter, U. S. Navy, to Captain Smith, U. S. Navy, to assign the U. S. S. Stepping Stones to duty in the Severn River.*

HAMPTON ROADS, October 19, 1864.

CAPTAIN: When you can spare the services of the *Stepping Stones* you will order her to the mouth of Severn River, Mobjack Bay, with strict instructions to prevent intercourse with the rebels, and to break up the contraband trade supposed to be going on there. Take one of the other vessels away if you find it necessary.

Very respectfully, your obedient servant,

DAVID D. PORTEE,  
*Rear-Admiral.*

Captain MELANCTON SMITH,  
*Comdg. Fifth Division, North Atlantic Squadron, James River.*

*Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Harris, U. S. Navy, to proceed to duty on the blockade of New Inlet.*

HAMPTON ROADS, VIRGINIA, October 20, 1864.

SIR: Proceed with the *Lilian* under your command to New Inlet, Cape Fear River, and report to Captain O. S. Glisson for duty on the blockade of that inlet as an outside cruiser.

Very respectfully,

DAVID D. PORTEE,  
*Rear-Admiral, Commanding North Atlantic Squadron.*

Acting Volunteer Lieutenant T. A. HARRIS,  
*Commanding U. S. S. Lilian.*

*Order of Rear-Admiral Porter, U. S. Navy, to the commanding officer of the U. S. S. Cherokee to proceed to duty off New Inlet, North Carolina.*

HAMPTON ROADS, October 20, 1864.

SIR: You will proceed down the coast off New Inlet, North Carolina, and report to Captain O. S. Glisson, commanding *Santiago de Cuba*, for duty on the blockade as a chaser off the bar.

Very respectfully, your obedient servant,

DAVID D. PORTEE,  
*Rear-Admiral.*

COMMANDING OFFICER U. S. S. CHEROKEE.

*Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Baker, U. S. Navy, commanding U. S. S. Huron.*

HAMPTON ROADS, [October 20,] 1864.

SIR: You will proceed with the *Huron* under your command, without delay, and report to me at Hampton Roads.

Respectfully, yours,

DAVID D. PORTER,  
*Rear-Admiral, Commanding North Atlantic Squadron.*

Lieutenant-Commander F. H. BAKER,  
*U. S. S. Huron.*

*Report of Acting Master Lundt, U. S. Navy, regarding the escape of a blockade runner into the Cape Fear River.*

U. S. S. EOLUS,  
*Off Western Bar, Cape Fear River, October 20, 1864.*

SIR: I have the honor to report to you, with much regret, the entrance of a blockade runner over the bar at about ten minutes past 12 o'clock last night. It was a small two-smokestack steamer and very fast. While patrolling on my station, I had just turned around on the western terminus, Bald Head light bearing E. by S.  $\frac{1}{4}$  S. per compass, a strange light was reported by the lookout right astern and close to the beach, which I soon made out to be the flame out of the smokestacks of a steamer at full speed. As quick as it could be done I turned the head of the *Eolus* around and toward the steamer, firing first a shell from the 24-pounder howitzer from the stern at him, and from the 30-pounder Parrott rifle from the bows, as soon as I could get it to bear, at the same time running after him as far as it was prudent for the safety of the *Eolus*, and finding it impossible to head him off or to overtake him, I fired, alternately, five shells from the howitzers and three from the rifle, all of which struck and exploded near and over, if they did not hit him, but all of no avail, for he succeeded in getting in.

When the blockade runner was first discovered, Bald Head light bore E. by S.  $\frac{1}{4}$  S., the *Eolus* at the time heading S. in 4 $\frac{1}{2}$  fathoms water, and the U. S. S. *Aries* bore S. S. E. and another of the blockading vessels about S. E. The weather at the time was hazy around the horizon with a bright moon overhead.

Being so very close in, and sheltered by the land, nothing could be seen of the steamer excepting the flame out of her two very low smokestacks.

Very respectfully, your obedient servant,

W. O. LUNDT,  
*Acting Master, Commanding U. S. S. Eolus.*

Lieutenant-Commander D. L. BRAINE,  
*Senior Officer Present.*

[Telegram.]

HEADQUARTERS ARMY OF THE JAMES,  
*October 20, 1864—4: 10 p. m.*

I desire very much six 12-pounder boat howitzers for a special service, with their equipments, complete, as well for land as water.



*Order of Rear-Admiral Porter, U. S. Navy, to Captain Smith, U. S. Navy, to transfer the command of the Fifth Division.*

OCTOBER 21, 1864.

SIR: You will turn over the command of the Fifth Division to the officer next in rank to yourself, together with the books, general orders, and other public property in your charge, and proceed to Hampton Roads and take command of the U. S. S. *Wabash*.

I am, respectfully, your obedient servant,

DAVID D. PORTER,  
*Rear-Admiral.*

Captain M. SMITH,  
*Comdg. Fifth Division, North Atlantic Squadron, James River.*

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*Report of Acting Volunteer Lieutenant Brown, U. S. Navy, of chase of a blockade runner off Western Bar, Wilmington.*

U. S. S. DUMBARTON,  
*Off Western Bar, Wilmington, October 21, 1864.*

SIR: I have the honor to report that at 8:30 last night, Bald Head light bearing N. by E., Bug light N. by W.  $\frac{1}{2}$  W., heard a report of a gun in a N.W. direction; immediately after saw a rocket fired in S.W. direction, so immediately started ahead under full speed, steering W. N. W., and went to quarters. Guns and rockets continued to be fired as before. When we arrived at the western limits of our beat, Bald Head light N. E., Bug light N.  $\frac{1}{2}$  E., we stopped, pulling the ship's head W. S. W., to await further developments of the runner. We had not laid still over two minutes before we saw a steamer burning black smoke steering S. E. Attempted to cross our bow at a distance of 600 yards, as near as we could judge. The forward pivot gun was immediately fired at her, and the ship started ahead at full speed; the runner immediately, on becoming aware of our presence, turned head S. S. W. We gave chase, at the same time kept firing the fore-castle pivot at her, and sent two rockets in that direction, and in attempting to fire a second rocket it exploded on deck and burned the hand of Arthur Ball, quartermaster, very severely. We kept up with the chase very well for some fifteen or twenty minutes, when we began gradually to drop astern. As we had laid with four fires banked, we were unable to generate steam enough to keep up a full supply at this speed. At 9:10 the *Fort Jackson* came up from a westerly direction and took up the chase. This necessitated my returning to my beat, which I did, and arrived there at 10 p. m.

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

H. BROWN,  
*Acting Volunteer Lieutenant, Commanding.*

Captain B. F. SANDS, U. S. Navy,  
*Commanding Division Western Bar, Wilmington Blockade.*



*Report of Acting Master Keyser, U. S. Navy, of chase of a blockade runner off Western Bar, Wilmington.*

U. S. S. VICTORIA,  
Off Western Bar, North Carolina, October 21, 1864.

SIR: I have the honor to report that on the 20th instant, at 8:15 p. m., being in 3½ fathoms water, with Bald Head light bearing E. ½ N. and Bug light N. E. ½ N., we saw a side-wheel steamer pass Bug light and stand to westward close along the beach and to northward of the shoals. We started ahead N. N. E. very slowly. For some reason, which I do not know, she turned back, and we saw her pass close under the light toward the water battery. In about fifteen minutes saw her approaching the bar by the channel. As soon as she had crossed the bar we started ahead full speed to westward and opened fire with our starboard battery, also threw up rockets. Soon after the U. S. S. *Vicksburg* opened fire upon her, and threw rockets also.

We continued the chase as long as we could see her, and then returned to our station.

Fired in all 18 guns and 5 rockets.

I am, very respectfully, your obedient servant,

E. S. KEYSER,  
Acting Master, Commanding U. S. S. *Victoria*.

Captain B. F. SANDS,  
Senior Officer Present, off Western Bar, North Carolina.

*Report of Rear-Admiral Porter, U. S. Navy, transmitting report regarding the capture of the steamer Wando, October 21, 1864.*

FLAGSHIP NORTH ATLANTIC SQUADRON,  
Norfolk, October 23, 1864.

SIR: I enclose you a report of Captain B. F. Sands, commanding U. S. S. *Fort Jackson*, in relation to the capture of the blockade runner steamer *Wando*, late *Let Her Rip*, with 550 bales of cotton on board. This vessel is a registered Confederate vessel by the captain's confession. Please instruct me with regard to the prisoners.

Captain Sands chased this vessel in accordance with instructions which I gave him, which seem to work well so far. I enclose a plan for the capture of vessels for the future, which I hope will be followed by success.

I am, sir, very respectfully,

DAVID D. PORTER,  
Rear-Admiral.

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

[Enclosure.]

U. S. S. FORT JACKSON,  
Off Wilmington, N. C., October 21, 1864.

SIR: I have the honor to report to you the capture by this vessel, under my command, of the steamer *Wando* (late *Let Her Rip*) this morning at 11 o'clock, in longitude 76° 40' W., latitude 33° 05' N.

She was seen by the blockading division off Western Bar as she came out over the bar of that entrance of Cape Fear River. This vessel took up the chase at 9:30 p. m. last night, soon losing sight of her, but continued the chase S. by E. until daylight, when she was discovered on our port beam, and as we stood for her she altered her course N. E., we gaining upon her; she afterwards set sail and steered E. by S., and finding she did no better on that course, she took in sail, hauling N. E. again, we firing at her and overhauling her, and at 10:30 a. m. she rounded to and gave up, as a vessel attempting to run the blockade off Wilmington, after receiving a fire from us in the chase of 56 shots from 100-pounder and 42 from 30-pounder.

She hoisted English colors during the chase, but upon surrendering hauled them down and threw them overboard, having destroyed her Confederate colors and register, as her captain states to me, acknowledging that she was a Confederate registered vessel and had no right to the English colors.

She is a fine paddle-wheel steamer of 600 tons, and this is her second trip to Wilmington; is now loaded with about 550 bales of cotton, having thrown overboard some 40 bales in the chase. I send her to Boston for adjudication in charge of Acting Ensign S. K. Hopkins and Boatswain P. A. Chason, of this vessel, with a prize crew, and respectfully request they may be ordered to return to the *Fort Jackson* as soon as their services to the court can be dispensed with.

I have the honor to be, respectfully, etc., your obedient servant,

B. F. SANDS,

*Captain, U. S. Navy, Senior Officer,  
Comdg. Division off Western Bar, Wilmington.*

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington City, D. C.*

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*General order of Rear-Admiral Porter, U. S. Navy, embodying instructions to blockading vessels off Eastern and Western bars.*

GENERAL ORDERS, }  
No. 18. }

NORTH ATLANTIC SQUADRON,  
*Flagship Malvern, October 22, 1864.*

The following instructions are issued for the guidance of blockading vessels, and must be observed as nearly as possible, except in cases where there is a chance of losing a vessel by too close adherence to orders. While it is desirable to observe some system in blockading, still there are times when officers must deviate from their orders to insure success; and when success follows, or the officer shows the necessity of deviating from general orders, I will approve. A few vessels properly arranged will do more than a crowd of vessels with no system.

To enable me the better to form a correct idea of the situation of things at the bars, senior officers blockading are directed to give me their views and experience on the subject, and for the future the following order will be carried out as nearly as possible:

An equal division of vessels must be made at the Eastern and Western bars, and there must be established an inner and outside line. The slower vessels of the divisions are to be stationed near the bars ready to fire on the blockade runners as they attempt to pass in or out, and

one or two fast vessels furnished with calcium lights are to be ready with steam up to chase. The slow vessels stationed at the bar are not to chase offshore, but the fast chasers are to pursue as long as there is any chance of catching the blockade runner. The moment a chase commences the chasers must, at night, carry a red light over the stern so that there will be no danger of our vessels firing into each other. These lights must be protected on the sides that they may not show abeam.

Whichever vessel sights a blockade runner and chases her at night must indicate by signal the course the blockade runner is steering, according to the following table:

*Course signals.*

1 rocket—Northward.	}	2 rockets and white Coston—Southward.
2 rockets—Northeastward.		2 rockets and red Coston—Southwestward.
1 rocket and white Coston—Northwestward.		2 rockets and green Coston—Southeastward.
1 rocket and green Coston—Eastward.		
1 rocket and red Coston—Westward.		

And rockets will be thrown horizontally in the direction of the chase from time to time.

*Course signals by steam whistle.*

1 short whistle—Northward.	}	3 long whistles—Southward.
1 long whistle—Northeastward.		1 long and 1 short whistle—Southeastward.
2 short whistles—Northwestward.		1 short and 1 long whistle—Southwestward.
2 long whistles—Eastward.		
3 short whistles—Westward.		

The vessels blockading the bars must not go in until twilight, and must then lie in as close as they can. The picket boats will cruise inside of them over the bar. No lights will be shown by bar blockaders, nor will any noise be allowed on board.

Each bar vessel will keep out a good, swift boat in fair weather, well armed, and provided with a bright red lantern, enclosed in a box, and the light is to be shown only toward the bar blockaders when anything is seen coming out. The picket steam launches will be provided in the same way.

Vessels lying at the bar will be careful to ascertain the position of each and every blockader, so that there will be no danger of collision or firing into each other.

Those vessels that are not to chase will (when signal is made that a blockade runner has passed the bar) hold a red light over the side opposite the batteries; these lights always to be kept lit on deck. It is to be remembered that the inshore line is not to chase, but to fire on blockade runners as they go in or out.

The moment a blockade runner is signaled the bar vessels will endeavor to get in between her and the bar and turn her off. If a vessel supposed to be a blockade runner does not show a red light at once, and attempts to run, she must be fired into immediately, and any vessel making doubtful movements must be brought to. If a vessel moves while being boarded, the boarding boat must be left to take care of itself and the vessel pursued and fired at. The chase must lie with her broadside bearing on the blockade runner and make her blow off her steam.

The following are the signals to be made when a vessel is sighted, and every commander will study them and strictly observe them:

Day of month.	Vessel making signal first.	Answer.
1	1 flash white.....	3 flashes red.
2	2 flashes white.....	1 flash red.
3	3 flashes white.....	2 flashes red.
4	1 flash red.....	3 flashes white.
5	2 flashes red.....	1 flash white.
6	3 flashes red.....	2 flashes white.
7	1 flash white, red burning.....	3 flashes red, white burning.
8	2 flashes white, red burning.....	1 flash red, white burning.
9	3 flashes white, red burning.....	2 flashes red, white burning.
10	1 flash red, white burning.....	3 flashes white, red burning.

Day of month.	In fog, vessel making signal first.	Answer.
1	1 short whistle.....	4 long whistles.
2	2 short whistles.....	1 long whistle.
3	3 short whistles.....	2 long whistles.
4	4 short whistles.....	3 long whistles.
5	1 short, 1 long.....	4 long, 1 short.
6	2 short, 1 long.....	1 long, 1 short.
7	3 short, 1 long.....	2 long, 1 short.
8	4 short, 1 long.....	3 long, 1 short.
9	1 long, 1 short.....	1 short, 1 long.
10	2 long, 1 short.....	1 short, 2 long.

Day of month.	Vessel making signal first.	Answer.
1	Coston's No. 1.....	Coston's No. 2.
2	2.....	3.
3	3.....	4.
4	4.....	5.
5	5.....	6.
6	6.....	7.
7	7.....	8.
8	8.....	9.
9	9.....	0.
10	10.....	1.

This system to be recommenced at the end of every ten days of the month. It is not intended by it to particularize any vessel or ship, but to serve as a password to any vessel which may be moving within or about the blockading line or suddenly sighting a friendly vessel at night; the Coston signals to be the last resorted to. Should either of the vessels thus interchanging signals desire to communicate by hail or by boat, the vessel so desiring will "wave" a white light until it be answered by a similar movement from the other vessel. But should the vessel thus summoned be upon urgent duty admitting of no delay, she will, after answering, burn a Coston "A." The challenge for the 31st day of the month will be the same as on the 1st. To signalize to the blockading fleet the presence of a blockade runner, a gun will be fired by the vessel sighting her and signals made to show the direction she is going. Care should be taken, however, that the runner be not prematurely alarmed, and if coming out or going in the vessel seeing her should endeavor to get, if possible, between her and the bar before alarming her or the fleet. The signal for danger will be the firing of a gun and the burning of a blue light.

One or two fast vessels will be kept 40 miles to the eastward and westward of the bar, and cruise alongshore in the daytime to see if any vessels are anchored ready to run in at night. The vessels to the eastward and westward of the bar will sometimes, at night, burn false lights

corresponding as nearly as possible to the lights shown by the light-houses at the entrances to Cape Fear River. This may lead the runners astray. In doing this the same position must not always be taken.

There will be a line of outside blockaders, who will observe the following general rules, deviating from them only when there is a chance of losing a blockade runner. These vessels must lie off Cape Fear at such a distance as would allow the outward-bound blockade runner to make 13 miles per hour from sundown until daylight, remain with low steam after 10 o'clock in the morning, to keep everything in working order, the lookouts aloft to dress in light-colored clothes. Before daylight full steam must be got up to chase the moment a blockade runner appears.

The position for the senior officer to take will be about the latitude of  $33^{\circ} 15'$ , longitude  $75^{\circ} 50'$ . A line of vessels will then stretch in a N. N. W. line for Cape Lookout, keeping in signal distance of each other if possible. Another line will stretch N. E. by E., keeping within signal distance. Vessels and diagrams will be sent to these stations as soon as possible.

The blockade runners will likely try to cross the bar after dark or in the twilight. By allowing 13 knots an hour, they will make the positions assigned the outside line about daylight; they will also start from about that point at night to make the bar at daylight. If seen by the outside line, they must be chased until lost sight of; and commanders will keep on hand a supply of pine wood to enable them to run their steam up quickly.

If nothing is in sight at daylight, the vessels on the N. E. by E. line will steer in, calculating to meet blockade runners that left as late as 12 o'clock of that night. After running in about 20 miles, and not meeting anything, they will return to their stations, looking out for inward-bound blockade runners. These will likely make their appearance from 2 o'clock p. m. until sunset, at such a distance from Cape Fear inlets as will enable them to cross the bar by or before daylight.

Blockade runners will try to get head to wind and sea on account of draft and steady running. If two vessels are chasing them, try and keep them in the trough of the sea and not let them get before or off the wind to enable them to carry sail. Other directions will be issued as occasions offer and I become more familiar with the tricks of these blockade runners.

Every officer will keep a small chart or diagram, including Cape Lookout and Cape Fear, and 40 miles each side of both those places. The position of vessels seen and the line on which they are chased will be marked down and sent to me at such times as may be most convenient. This will best enable me to lay down general rules for the capture of vessels.

When blockade runners are run on shore at the bar, or beached, they must be destroyed at all hazards, unless they are in a position where they can certainly be got off.

Every officer must keep a close account of the tides, as the runners will often be governed in their movements by high water, especially at night; but the tides must not be relied on to govern their movements, as the class of vessels now employed in illicit trade do not draw much water and can run in and out at any time.

When calcium lights are supplied they will be kept at night in readiness on the fore-castle, and when chasing be kept turned to the runner. Certain vessels on the bar will be supplied with calcium lights, and they will turn them on the bar when a runner is trying to get out or in.

As these lights require nice management, they will only be intrusted to competent persons.

The pipes, hulls, and all parts of blockaders should be painted one uniform color. As the fog signals and course signals will be used at different times, the latter only in clear weather, the former only in fogs, there can be no confusion.

DAVID D. PORTER,  
*Rear-Admiral, Commanding North Atlantic Squadron.*

[Telegram.]

NAVY DEPARTMENT, *October 22, 1864.*

Let the *Unadilla* go to Hampton Roads and report to Rear-Admiral D. D. Porter.

GIDEON WELLES.  
COMMANDANT PHILADELPHIA NAVY YARD,  
*Philadelphia, Pa.*

*Order of Rear-Admiral Porter, U. S. Navy, to Captain Pickering, U. S. Navy, to assume command of the U. S. S. Vanderbilt.*

FLAGSHIP MALVERN,  
*Norfolk, Va., October 22, 1864.*

SIR: Your orders to the *Wabash* are hereby revoked and you will, upon the arrival of the U. S. S. *Vanderbilt* at Hampton Roads, assume command of that vessel and at once prepare for sea.

Very respectfully,

DAVID D. PORTER,  
*Rear-Admiral, Commanding North Atlantic Blockading Squadron.*  
Captain CHAS. W. PICKERING, U. S. Navy.

*Letter from Rear-Admiral Porter, U. S. Navy, to Brigadier-General Shepley, U. S. Army, advising a search of Mayor Lamb's house for important information.*

NORFOLK, *October 22, 1864.*

GENERAL: I beg leave to send the following information of importance, just received: There is a Major Lamb living at Tanner's Point, Norfolk. He has two sons in the Confederate service, one a quartermaster and the other commanding at Fort Fisher or Fort Caswell. They are in constant correspondence by the way of Nassau, and I understand that much valuable and important matter can be found at Lamb's house.

I would respectfully suggest that Lamb's house be searched and he arrested, as it is very important that no information should be sent to the rebels at this time.

Very respectfully, your obedient servant,

DAVID D. PORTER,  
*Rear-Admiral.*

Brigadier-General GEO. F. SHEPLEY,  
*Commanding Department of Eastern Virginia, Norfolk, Va.*

*Letter from Brigadier-General Shepley, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding Mayor Lamb.*

HEADQUARTERS DISTRICT OF EASTERN VIRGINIA,  
Norfolk, Va., October 22, 1864.

ADMIRAL: I have to acknowledge the receipt of your letter of this date.

There is no such person at Norfolk as Major Lamb, residing at Town Point.

The person referred to by your informant is undoubtedly Mayor Lamb, who lived on Smith's Point, Norfolk. He is the father of Colonel Lamb, commanding at Fort Caswell [Fisher]. He was sent into the Confederacy in May last. His house was confiscated and searched, and is now assigned for quarters to Major [Wickham] Hoffman, assistant adjutant-general, who would be happy to see you there at all times, especially if accompanied by Mrs. Porter.

Very respectfully, your obedient servant,

G. F. SHEPLEY,  
Brigadier-General, Commanding.

Admiral D. D. PORTER, U. S. Navy,  
U. S. Flagship *Malvern*.

*Report of Captain Glisson, U. S. Navy, regarding the condition of the U. S. steamers Governor Buckingham and Monticello and the blockade of Wilmington, N. C.*

U. S. S. SANTIAGO DE CUBA,  
Off New Inlet, North Carolina, October 22, 1864.

SIR: I have ordered the *Governor Buckingham* and the *Monticello* to proceed to Hampton Roads and report to you for repairs. You will see by the survey that they are considered unsafe to remain here, should a gale of wind come on. It will require but a short time for their repairs.

The rebels have a large force employed increasing their fortifications at New Inlet. The impression here is that this channel is no longer used by the blockade runners, and that torpedoes have been laid in it ready for our fleet. No vessels have gone in or out on this side for the last fifteen days.

I am, very respectfully, your obedient servant,

O. S. GLISSON,  
Captain and First Divisional Officer, off New Inlet.

Rear-Admiral DAVID D. PORTER,  
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

*Engagement of Confederate fleet and naval batteries with Federal army batteries near Signal Hill, Va.*

Report of Captain Pierce, U. S. Army.

FORT BRADY, VA., October 22, 1864.

COLONEL: I have the honor to report that, by reason of being compelled to attend to the fire on the gunboats, was unable to visit the

[Dutch] **Gap** until late this p. m. Am informed by my sergeant, however, that the rebels have shelled but little and with slight effect. Mr. Lewis sent a few shots at them from 4.5-inch gun, making very good practice. Presume Mr. Woodruff gave you all particulars of the firing at the rebel boats this afternoon. The wooden one was struck at least fifteen times before she could get out of the way; was evidently somewhat damaged. Ironclads and all were much frightened and steamed up the river out of sight. Ashby's battery made miserable practice. Regretted that you could not be there.

Very respectfully, your obedient servant,

H. H. PIERCE,

*Captain, First Connecticut Artillery.*

Colonel H. L. ABBOT,

*Commanding Siege Artillery.*

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Detailed report of Captain Pierce, U. S. Army.

FORT BRADY, VA., *October 23, 1864.*

SIR: Pursuant to instructions, I have the honor to report that the three 30-pounder and the four 20-pounder Parrots (the latter belonging to Ashby's battery) were placed in position in the new work above Fort Brady during the night of the 21st, and everything put in order to open fire on the morning of the 22d. At daylight discovered what appeared to be one of the enemy's wooden gunboats lying quietly in plain sight from my pieces, distant 1,000 yards, according to Colonel Abbot's computations. Fearing the distance might be greater, or the powder prove weak (as it often does), ordered three and a half degrees elevation, which, by the tables, gives a range of 1,506 yards. The first shell (percussion) struck apparently about 6 feet from her hull and did not explode; added one-fourth degree to the elevation and worked all of the pieces as rapidly as possible, concentrating the fire upon that single boat. Evidently taken by surprise, it took her some time to get in readiness to move. Had the satisfaction of seeing sixteen shell strike her and burst before she was fairly underway. Sent some six or eight shots after her with good effect while getting out of sight; consider her somewhat damaged. In the meantime the rebel rams and ironclads, seemingly startled by the sudden attack, had got up steam and moved farther out into the stream for the purpose of following in the wake of the wooden vessel. Turned all my attention to them. Deeming the fire too hot to permit of their crossing the open space, they gave up the attempt and sought the shelter of the bank below as rapidly as possible, giving us one or two rounds as they went. The bank did not prove high enough, however, to hide their smokestacks by 4 or 5 feet, and we aimed at them, striking one. Not thinking it prudent to remain longer in that position, after steaming up and down the river several times, seeking a safe hiding place, but failing, they finally mustered courage sufficient to pass the open space. Paid strict attention to them as they sailed by. After reaching a point a mile or two above they overtured four shots, which came bounding over the field, doing us no injury. After the boats were out of danger the rebel heavy-gun batteries on the opposite shore opened on us with great vigor, bursting three X-inch columbiad shell on the parapet, two inside the work, and the remainder far in rear. One of the shells which went over cut off a man's foot and killed a horse belonging to Captain



Ashby's battery; all the casualties that occurred. Returned the fire of the land batteries with the only piece (a 30-pounder) that I could bring to bear. Expended 145 rounds of ammunition, all of which took the grooves and burst, but two.

Am happy to state that the affair was more successful than I at first expected. Deem it just to say that I am greatly indebted to Mr. Woodruff, of my company, for his valuable assistance.

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

H. H. PIERCE,

*Captain, First Connecticut Artillery.*

Lieutenant PETER S. MICHIE,

*U. S. Engineers, Acting Chief Engineer.*

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Report of Flag-Officer Mitchell, C. S. Navy.

FLAGSHIP VIRGINIA,

*James River Squadron, October 22, 1864.*

, SIR: This morning about 7 o'clock the enemy's batteries near Boulware's house and on Signal Hill opened upon the gunboats *Drewry*, *Hampton*, and *Roanoke*, anchored in line just above Kingsland Reach. Acting under previous instructions from me, they weighed anchor and retired under cover of Chaffin's Bluff. The *Drewry* reports by signal having been struck four times, had two men wounded, and her gun carriage disabled.

After the gunboats retired, the batteries opened successively on the *Fredericksburg*, the *Richmond*, and the *Virginia*, anchored in the order named, from Kingsland Bar to Boulware's Landing.

In ten or fifteen minutes the *Fredericksburg* had her smokestack badly riddled and five men wounded by splinters from the wooden grating of the shield deck. She was repeatedly struck in hull and shield without serious damage.

The *Richmond* and this vessel were both struck without serious damage to either and no casualties. The *Richmond* has several holes through her smokestack and one plate knocked out of the knuckle on her starboard quarter.

The projectiles that struck us appeared to be chiefly about 30-pounder Parrotts, although heavier projectiles were used without effect.

From the distance, near 1 mile, of the nearest batteries of the enemy and their position, it would have been a useless waste of our ammunition to engage in a regular contest with them. I therefore retired with the ironclads up the river beyond their effective range, taking with the *Richmond* and this ship a position still to cover the front of the works on Chaffin's Bluff, within reach of our fire. The fire was returned from the ironclads as their guns were brought to bear on the enemy.

To-night our usual position with the ironclads will be resumed, ready to operate against the enemy should he attempt any movement across the river.

So soon as regular reports are received from the several commanding officers a more detailed report will be submitted to the Department.

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

JNO. K. MITCHELL,

*Flag-Officer James River Squadron.*

Hon. S. R. MALLORY,

*Secretary of the Navy, Richmond, Va.*

Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Cenas, C. S. Navy, commanding Battery Semmes.

FLAGSHIP VIRGINIA,  
*James River Squadron, October 22, 1864.*

SIR: Whenever the enemy opens fire upon our squadron, the naval batteries on shore will immediately open on him, taking care not to waste ammunition when it can be avoided.

Be pleased to keep an exact record of the firing of each of your guns, which will be required for your regular returns. In your next report state the quantity of ammunition expended in your firing against the enemy this morning.

You will communicate these instructions at once to Lieutenant Commanding Hays at Battery Brooke.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

Lieut. Comdg. HILARY CENAS, Provisional Navy C. S.,  
*Battery Semmes.*

Additional report of Flag-Officer Mitchell, C. S. Navy, transmitting reports of commanding officers.

FLAGSHIP VIRGINIA,  
*James River Squadron, October 27, 1864.*

SIR: I have the honor to enclose herewith for the better information of the Department the reports from the commanding officers of the ironclads *Richmond*, *Fredericksburg*, and *Virginia*, of the gunboat *Dreary*,\* and of the batteries Semmes and Brooke of the affair of Saturday last, the 22d instant, between them and the batteries of the enemy on the north side above Dutch Gap.

I have little to add to my report made on the 22d. The firing continued not more than an hour and a half, or possibly two hours, commencing about 7 a. m. The fire from our two batteries seems to have been well directed, and though those of the enemy ceased firing, I am inclined to think it was on account of the retirement of our gunboats and ironclads up the river rather than from any damage sustained from the fire of our well-served batteries.

The reports from the gunboats *Hampton* and *Roanoke* are important.

The conduct of officers and men afforded satisfactory assurance that they could be relied on for courage and zeal in more serious affairs. But the occasion showed the necessity for full and well-trained crews at the guns of the ironclads, which has been rendered impracticable from deficient complements of officers and men on account of sickness, etc., and the frequent changes among them. The importance of well-trained officers and guns' crews can not be overrated, especially respecting the heavy guns of the ironclads, and they should become, by long and consistent practice, thoroughly acquainted with each other as well as the guns they serve. Changes among officers and men are very much to be deprecated, unless obviously for the interests of the service, especially when important services may be required at any moment from the vessels to which they belong.

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

JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

Hon. S. R. MALLORY,  
*Secretary of the Navy.*

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\* Not found.

Report of Lieutenant Maury, C. S. Navy, commanding C. S. S. Richmond.

C. S. S. RICHMOND,  
*James River, October 22, 1864.*

SIR: The enemy opened fire upon us from their shore batteries and Signal Hill at 20 minutes to 7 a. m. to-day. In obedience to signal, got out spring and opened fire upon them. Got underway and moved farther up the river, by signal. We fired, in all, 4 10-second shell. Whilst under the enemy's fire our smokestack was perforated in 24 places by fragments of shell. A slab of iron 2 inches thick, about 8 feet long, on the fantail on starboard side near the water's edge, was knocked off; another slab of the same kind started, and the iron pennant staff shot in two. This is all the damage we sustained.

Very respectfully, sir, your obedient servant,

J. S. MAURY,  
*Lieutenant, Commanding.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Report of Commander Rootes, C. S. Navy, commanding C. S. S. Fredericksburg.

IRONCLAD FREDERICKSBURG,  
*James River Squadron, October 22, 1864.*

SIR: I have to report this morning, after getting underway from Bishop's and standing up the river for the anchorage above the Graveyard, about 7 o'clock a. m., the enemy opened his batteries to the right and left of Boulware's house, on the gunboats *Drewry* and *Hampton*, also the ironclad *Fredericksburg*.

This ship was under a very heavy fire for twenty-five or thirty minutes, head upstream, and as I received no signal from the flagship, put the ship's head downstream and stood for the flagship *Virginia* and hailed, when I was ordered to send a boat. On return of the boat received orders to put ship's head upstream and follow the motions of the flagship. I afterwards received orders from the flag-officer to proceed to Chaffin's Bluff. In proceeding up the river the ship was again under the fire of the enemy about twenty-five minutes. The ship was struck from twenty to fifty times with shells and bolts, size, I should judge, from 20 to 100 pounder Parrotts. One shot struck the wooden gratings on the upper deck, fore and aft; the splinters came inside the shield and wounded five men. This shot, I think, afterwards struck the pilot house, started a number of the bolts and boltheads, and made a considerable indentation in the plate of iron, and from the appearances should say it was a 100-pounder Parrott. Another shot, same size, struck the iron plate on the coamings of the open space of the upper deck, sprung the iron and several bolts, also the fore and aft and athwartship carlines that support the upper deck. A number of shot and fragments of shells struck the ship, doing but little damage, starting some of the bolts and boltheads. Smokestack struck a number of times by fragments of shells. Iron braces of same cut away, etc.

I would respectfully recommend that between the iron on the upper deck, which is 9 inches apart and 2 inches thick, that iron bars of the same thickness be placed in the middle, making a distance of 4½ inches. The wooden gratings are very dangerous, as the splinters are likely to wound many men. This distance, 9 inches, will allow a 7 or 8 inch shot or bolt, also shell, to pass through, and no doubt but would go through the main deck into the engine room or magazine.

I would again call your attention to the upper deck over the shield having no iron on it, and ask, so soon as circumstances will permit, to have it covered with iron, as it will make her a much more effective ship, and, in my opinion, save many lives.

I have seen Mr. Meads, and he informs me that he can have the iron placed on the deck in forty-eight hours, as he has it on hand.

The following are the charges we fired at the enemy on the 22d:

Two 15-pound charges X-inch, one 6-inch stand X-inch grape, one 5-second X-inch shell, one 8-pound charge 7-inch rifle, one 10-second 7-inch shell, one 8-pound charge 6.4-inch rifle, one 5-second 6.4-inch shell.

Very respectfully, your obedient servant,

THOS. R. ROOTES,  
*Commander, Provisional Navy C. S.*

Flag-Officer JNO. K. MITCHELL, Provisional Navy C. S.,  
*Commanding James River Squadron, near Chaffin's Bluff.*

*Wounded.*—Samuel Barnes, pilot, in left hand and right hip. Lawrence Hinds, seaman, left hand and forearm. M. B. Turner, landsman, on head. David Horner, ordinary seaman, over sacrum and right scapula. William M. Stedman, landsman, near left eye (severely). M. C. Williams, landsman, in dorsal region.

Respectfully,

T. R. R.

[Endorsement.]

*October 27.*—Transmitted a copy to the Secretary of the Navy with the following endorsement, viz: "The recommendations of Commander Rootes for protection to his shield deck are fully approved, and ought by all means to be adopted, as all the ironclads will necessarily be exposed to a plunging fire from the elevated or distant batteries of the enemy.

Respectfully,

J. K. MITCHELL,  
*Flag-Officer.*

Report of Lieutenant Wall, C. S. Navy, regarding the opening of the enemy's battery in Boulware's field upon the C. S. S. *Drewry*.

C. S. GUNBOAT DREWRY,  
*James River Squadron, October 21, 1864.*

SIR: I have the honor of submitting to you the following report of the opening of the enemy's battery, located in Boulware's field and near what is known as the Fishery, on James River, upon my vessel this morning. At 6:20 a. m. the "offdeck" reported to me that the enemy had opened their battery upon me. I immediately went on deck and gave orders to get underway. The firing being quite rapid, I had the men conceal themselves behind the bulwarks as much as possible. Several shot struck the vessel, one striking the boat hoisted on the port quarter, one passing through the smokestack, one striking the flagstaff, and one entering the slide of the gun carriage, burying itself in the center transom near the center pivot and exploding, wounding two of my men severely and disabling the gun. Many places in the awning show that fragments of shell passed through it. The enemy having my range so accurately, and my gun being loaded with grape, together with your order not to engage the land batteries unless necessary, I

deemed it prudent not to fire, but to get out of range as soon as possible. I accordingly went under cover of Chaffin's Bluff and anchored. Sickness prevented my reporting on board to you in person after the occurrence. I have just received your order to go to the city for repairs and will exert all my energy in soon being again able for duty.

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

W. H. WALL,  
*Lieutenant Commanding, Provisional Navy C. S.*

Flag-Officer JNO. K. MITCHELL, Provisional Navy C. S.,  
*Commanding James River Squadron.*

The number of guns of the enemy, I think, was three 30-pounder Parrotts.

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Report of Lieutenant Shepperd, C. S. Navy, commanding C. S. S. Virginia.

C. S. S. VIRGINIA,  
*James River, October 24, 1864.*

SIR: I have the honor to submit the following report of the operations of this ship on Saturday, the 22d instant, on the occasion of the shelling of our squadron by the enemy's batteries on the north bank of the river.

About 7 a. m. I got underway preparatory to moving up the river in obedience to your orders, the *Fredericksburg* lying at the time above us near the bar in Kingsland Reach, and the *Richmond* about two ships' length below us in Graveyard Reach.

The whole fire of the enemy was at first concentrated upon the *Drewry*, lying at the head of Kingsland Reach. As soon as she passed out of range their fire was directed upon the *Fredericksburg*; now and then a shell was fired at the *Richmond* from Signal Hill, but this ship did not receive their attention until she got into the position occupied by the *Fredericksburg*, when a concentrated fire from the battery above Boulware's was directed at her, but, being underway at the time, only two shells struck her, doing no damage whatever. Whenever we could get the range we returned the fire from the stern and broadside guns. We fired three shells from each, and after coming to anchor above Kingsland Reach I used the bow gun of the *Beaufort* against the enemy's battery.

After our squadron passed up the river a brisk duel was kept up for an hour between our batteries on the south bank and those of the enemy on the north bank.

None of the enemy's guns were, I believe, larger than 30-pounder Parrotts.

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

F. E. SHEPPERD,  
*Lieutenant, and in Command.*

Flag-Officer J. K. MITCHELL, Provisional Navy C. S.,  
*Commanding James River Squadron.*

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Report of Lieutenant Cenas, C. S. Navy, commanding Battery Semmes.

NAVAL BATTERY SEMMES, *October 22, 1864—9:30 a. m.*

SIR: I most respectfully report that, in obedience to an order from Captain Hays, at 8:30 I opened on Signal Hill from my columbiads.

The firing, sir, was excellent, most of the shells exploding either in the enemy's works or just above them. Our firing was returned from light pieces, but without effect. We succeeded, sir, in silencing them.

Very respectfully, your obedient servant,

HILARY CENAS,  
*Lieutenant, Commanding.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron.*

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Additional report of Lieutenant Cenias, C. S. Navy, commanding Battery Semmes.

NAVAL BATTERY SEMMES, *October 23, 1864.*

SIR: The following amount of ammunition was yesterday expended from the two X-inch columbiads:

Fifteen 15-pound charges of powder, 2 12-pound charges of powder, 17 X-inch shells, 16 15-second time fuzes, 1 10-second time fuze, 19 friction primers.

Very respectfully, your obedient servant,

HILARY CENAS,  
*Lieutenant, Commanding.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron.*

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Report of Lieutenant Hays, C. S. Navy, commanding Battery Brooke.

BATTERY BROOKE, *October 25, 1864.*

SIR: I respectfully inform you that the enemy opened fire about 8 a. m. on Saturday last on this place from two batteries. The fire was returned from this and Battery Semmes with apparently good effect; the firing was continued about one and one-half hours, when it ceased altogether at Signal Hill. The enemy fired with rapidity and precision, but no casualties occurred at the battery.

The conduct of the officers and men was good, notwithstanding it was the first time many of them had been under fire.

There was expended from this battery 13 10-pound cartridges for 7-inch gun, 13 10-second shells for 7-inch gun, 12 15-pound cartridges for X-inch gun, 12 10-second shells for X-inch gun, 40 primers, 13 McEvoy igniters.

I am unable to state the precise time the enemy opened on the fleet. I think about half an hour before fire was opened from this battery.

Very respectfully, your obedient servant,

CHAS. W. HAYS,  
*Lieutenant, Commanding.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron, etc.*

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Report of Lieutenant Murdaugh, C. S. Navy, commanding C. S. S. Hampton.

C. S. S. HAMPTON,  
*James River Squadron, October 22, 1864.*

SIR: I have the honor to report that at 6:40 a. m. the enemy's batteries opened on this vessel.

In obedience to orders for such a contingency I immediately hove up anchor and retired beyond the reach of the enemy's fire.

Although a number of shells fell and burst in my immediate vicinity I can not discover any damage done to the vessel.

My officers and crew are deserving of credit for their coolness under a very hot, accurate fire. No one nor the vessel touched.

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

J. W. MURDAUGH,  
*Lieutenant, Commanding.*

Flag-Officer JOHN K. MITCHELL,  
*Commanding, etc., James River Squadron.*

Report of Master Shippey, C. S. Navy, commanding C. S. S. Roanoke.

C. S. GUNBOAT ROANOKE,  
*James River Squadron, October 22, 1864.*

SIR: At 6:30 this morning the enemy opened a heavy fire from his battery at Boulware's upon the fleet of wooden gunboats lying in the reach below Chaffin's Bluff, firing with such rapidity and precision as to render our position very dangerous; and in compliance with your instructions, after satisfying myself that the fire was not for the purpose of covering any important movement of troops, which, by holding my position, I could harass, I retired under the shelter of the bluff in company with the *Drewry* and *Hampton*.

Although many shells fell near to and exploded over the *Roanoke*, she was not struck, and sustained no damage in the shelling.

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

W. FRANK SHIPPEY,  
*Master in Charge.*

Flag-Officer JOHN K. MITCHELL,  
*Commanding James River Squadron, Flagship Virginia.*

*Capture of the Confederate steamer Hope, October 22, 1864.*

[Telegram.]

FOR TRESS MONROE, *October 26, 1864.*

SIR: I have the honor to report the capture by the *Eolus* of the blockade runner *Hope*, of 1,000 tons, and a very valuable assorted cargo—a new vessel of great power and speed, caught by bursting of steam pipe. I recommend her to be purchased.

DAVID D. PORTER,  
*Rear-Admiral.*

Hon. G. WELLES.

Report of Captain Sands, U. S. Navy, transmitting report.

U. S. S. FORT JACKSON,  
*Off Western Bar, Wilmington, October 23, 1864.*

SIR: I have the pleasure to enclose herewith the report of Acting Master W. O. Lundt, commanding U. S. S. *Eolus*, of the capture of the

fine Confederate steamer *Hope*, of Wilmington, which was driven off from this inlet endeavoring to violate the blockade off Wilmington on the night of the 21st instant, chased, and captured the next morning at 6 a. m. by the *Eolus*. She was inward bound with a cargo of machinery.

She is said to be the finest and fastest steamer in the trade, and so well adapted for war purposes or for privateering that it was boasted she would fight her way through the blockade. She is steel, side-wheel, very strong, 1,000 tons, 280 feet long, 30 feet beam, 11 feet draft, watertight compartments, and has carried 1,800 bales of cotton. Should she be taken by the Government, I would respectfully recommend the command to be given to Lieutenant-Commander D. L. Braine, who has shown himself most active and energetic in this blockade for the two years that I have been senior officer in command.

Very respectfully, etc., your obedient servant,

B. F. SANDS,

*Captain, Comdg. Division Western Bar, off Wilmington, N. C.*

REAR-ADMIRAL,

*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

[Enclosure.]

U. S. S. EOLUS,

*Off Western Bar, Cape Fear River, October 23, 1864.*

SIR: I have the honor to report to you the capture of the side-wheel steamer *Hope*, of Wilmington, N. C., by the U. S. S. *Eolus*, under my command, sailing under the Confederate flag, while trying to run the blockade of this bar on the morning of the 22d of October.

She was sighted at 1 a. m., chased 65 miles out to sea, and finally captured at 6 a. m., October 22. No ship's papers of any kind were to be found on board of her, but a Confederate flag, which her commander freely acknowledges for the *Hope* to have sailed under, besides which her name, "*Hope*, of Wilmington," is painted in large letters on her stern. She was from Nassau, New Providence, last, with a very valuable cargo and a crew and officers of 66 men. The above prize was captured by the U. S. S. *Eolus* alone, no other vessel being in sight or within signal distance at the time. Enclosed I send a complete prize list of all officers and crew attached to the U. S. S. *Eolus* at the time of the above capture claiming a share in said prize. The *Hope* will be sent in charge of a prize master and crew to Boston.

Along with this I send a list of the names of all persons found on board of the prize, and their depositions taken before me under oath.

Very respectfully, your obedient servant,

W. O. LUNDT,

*Acting Master, Commanding U. S. S. Eolus.*

HON. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

[Telegram.]

FORTESS MONROE, *October 27, 1864.*

There are 58 prisoners here, captured on the *Hope*, who claim protection as foreign subjects. The *Hope* was a Confederate vessel, having her name "*Hope*, of Wilmington," painted on her stern and sailing under the Confederate flag. The captain acknowledges her to be a



Confederate vessel. Shall I turn the prisoners over to the provost-marshal here as prisoners of war?

DAVID D. PORTER,  
*Rear-Admiral.*

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *October 27, 1864.*

Turn over prisoners captured on board the *Hope* to the provost-marshal at Fortress Monroe as prisoners of war.

GIDEON WELLES,  
*Secretary of the Navy.*

Rear-Admiral D. D. PORTER, U. S. Navy,  
*Commanding North Atlantic Squadron, Hampton Roads.*

*Instructions from Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, regarding the course of action against the Confederate ram in the sounds.*

Confidential.]

NORTH ATLANTIC SQUADRON,  
*U. S. Flagship Malvern, Norfolk, October 22, 1864.*

SIR: As there is a ram in your neighborhood and she may be induced to attack you if you do not keep a strong force together, you will be ready to attack her at all times.

There is but one chance for wooden vessels in attacking an ironclad. You will, in case she comes out, make a dash at her with every vessel you have, and "lay her on board," using canister to fire into her ports, while the ram strikes her steering apparatus and disables her. You will see that every vessel is provided with proper grapnels, to hold on by while going alongside, and a boarding party will be appointed to lash the vessels together. Even if half your vessels are sunk you must pursue this course. At the time of boarding you must cover the enemy's ports with riflemen and prevent him from opening them. While lashing the vessels, make each one let go their anchors, which will hold the ram stationary and you can then fight it out. There will be no doubt about the result. You should be provided with hand grenades. Your hot-water apparatus should be kept ready, if you have any, or buckets should be kept in readiness to draw hot water from the boilers, and pour it through the air holes and hatches on to the enemy.

A well-organized party should capture that vessel in ten minutes.

I have directed Lieutenant Cushing to go down in a steam launch, and if possible destroy this ram with torpedoes. I have no great confidence in his success, but you will afford him all the assistance in your power, and keep boats ready to pick him up in case of failure.

Send me a description of the ram and who commands her.

Very respectfully, your obedient servant,

DAVID D. PORTER,  
*Rear-Admiral.*

Commander W. H. MACOMB,  
*Senior Naval Officer, Sounds of North Carolina.*

*Report of Acting Volunteer Lieutenant Green, U. S. Navy, regarding expeditions in Core Sound and Pungo Creek.*

U. S. S. LOUISIANA,  
*Pamlico River, October 22, 1864.*

SIR: I have the honor to report that on the 14th instant I sent a boat expedition from this ship and the U. S. S. *Ceres* to break up a notorious rendezvous of contraband trade at a place called Rumley's Hammocks, in Core Sound. The boats returned the next day, having captured a large boat loaded with contraband goods, which were sent to New Berne by the U. S. S. *Ceres*. I am sorry to say that the man in charge of the boat escaped. On the 21st instant, learning that a large amount of provisions was being carried out of Hyde County for the support of the rebel troops, I anchored in Pungo Creek and sent Acting Master's Mate Edward Cassady with twenty-three men to destroy the bridge across Pungo Creek, with orders to capture and destroy any wagons or other rebel Government property. Mr. Cassady obeyed his orders perfectly, returning the same day after destroying the bridge, capturing a four-mule baggage wagon (one evidently captured from us), and attacking and destroying, after a slight skirmish with the cavalry pickets, the picket station with a lot of provisions, clothing, saddles, and arms. The baggage wagon contained corn meal and flour and was destroyed by burning. The mules were shot.

I am happy to say that not a man on our side was hit. Whether the rebels got off as easily, I do not know.

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

F. M. GREEN,  
*Acting Volunteer Lieutenant, Commanding.*

Commander W. H. MACOMB, U. S. Navy,  
*Comdg. Fourth Division, North Atlantic Blockading Squadron.*

*Report of Rear-Admiral Porter, U. S. Navy, transmitting reports regarding a reconnoissance of the Roanoke River, October 22-24, 1864.*

NORTH ATLANTIC SQUADRON,  
*U. S. Flagship Malvern, Hampton Roads, November 16, 1864.*

SIR: I have the honor to enclose herewith the reports of Lieutenant-Commander Truxtun, of the *Tacony*, in which he warmly commends Acting Ensign R. Sommers, of that vessel, in a reconnoissance of the Roanoke River, which reports are approved and forwarded by Commander Macomb, commanding the District of the Sounds.

I wish to join my commendations to those above mentioned, and to call the special attention of the Department to the gallantry and skill displayed by Mr. Sommers in this affair.

I have the honor to be, sir, very respectfully, your obedient servant,  
DAVID D. PORTER,  
*Rear-Admiral.*

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

[Enclosures.]

U. S. S. TACONY,  
*Albemarle Sound, North Carolina, October 25, 1864.*

SIR: I have to report to you that with your approbation I sent, on the 22d instant, Acting Ensign R. Sommers, in one of the cutters of

this vessel, with a crew of seven men on a reconnoissance of the Roanoke River.

Mr. Sommers has just reached the ship, and states that about meridian of the 24th instant, while on his return, he was fired into by a party of rebels placed in ambush, by which John Williams, quartermaster, was killed, William G. Green, ordinary seaman, seriously wounded in the head, and the boat so badly shattered as to cause her to sink, and force himself and party to take to the swamp.

After great exertion, and with his usual indomitable perseverance, Mr. Sommers succeeded in constructing a raft, on which he made his way to the mouth of the river, where he was picked up by the boats of the *Wyalusing*. He brought with him William G. Green, wounded, and Charles Seaton, quartermaster.

Mr. Sommers says Green behaved, as usual, in the most gallant manner. I know that Mr. Sommers did.

The missing are, no doubt, still in the swamp, and we may be able to find them. One of the missing men, while in the swamp and still under a heavy fire from the opposite bank, reported himself as wounded in the arm. The voice sounded like that of McKenzie, seaman.

I append a list of the killed, missing, and wounded: John Williams (quartermaster), killed; William G. Green (ordinary seaman), wounded (head); John Scott (coxswain), missing; Henry Parker (seaman), missing; Samuel McKenzie (seaman), missing, and supposed to be wounded.

Very respectfully, your obedient servant,

W. T. TRUXTUN,

*Lieutenant-Commander.*

Commander W. H. MACOMB,

*Commanding District of the Sounds, North Carolina.*

U. S. S. TACONY,

*Albemarle Sound, North Carolina, October 29, 1864.*

SIR: I have to state that the following men reported as missing from a reconnoitering party on the 25th instant have this day returned to the ship, after being four days in the swamp without food, viz:

John Scott (coxswain), Henry Parker (seaman), Samuel McKenzie (seaman), wounded, doing well.

They were brought off by a party from the torpedo boat *Belle*.

Very respectfully, your obedient servant,

W. T. TRUXTUN,

*Lieutenant-Commander.*

Commander W. H. MACOMB,

*Commanding Division of the Sounds, Albemarle Sound, N. C.*

*Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Quackenbush, U. S. Navy, regarding the transfer as passenger of Commander Rolando, U. S. Navy.*

HAMPTON ROADS, VIRGINIA, October 24, 1864.

SIR: You will proceed without delay to a point on the coast where you will be likely to find the *Vicksburg*, looking out in the meantime for blockade runners.

You will take on board as a passenger Commander Rolando, and put him on board the *Keystone State*, somewhere in latitude  $33^{\circ} 15'$ , longitude  $75^{\circ} 50'$ .

Lieutenant-Commander Braine will relieve you in the command of the *Pequot*, after which you will return by first opportunity and report to the Department.

Respectfully, yours,

DAVID D. PORTER,  
*Rear-Admiral, Commanding North Atlantic Squadron.*

Lieutenant-Commander S. P. QUACKENBUSH,  
*Commanding U. S. S. Pequot.*

*Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Braine, U. S. Navy, to assume command of the U. S. S. Pequot.*

HAMPTON ROADS, October 24, 1864.

SIR: You will take command of the U. S. S. *Pequot*, agreeable to the orders of the Navy Department. Your cruising ground will be from the latitude  $33^{\circ} 15'$ , longitude  $75^{\circ} 50'$ , on a line N. E. by E. or thereabout, filling as near as possible the instructions in General Orders, No. 18, enclosed herewith.

Very respectfully, your obedient servant,

DAVID D. PORTER,  
*Rear-Admiral.*

Lieutenant-Commander D. L. BRAINE,  
*Commanding Vicksburg.*

*Order of Rear-Admiral Porter, U. S. Navy, to the commanding officer of the U. S. S. Olematis.*

OCTOBER 24, 1864.

SIR: You will proceed without delay with the vessel under your command to the Western Bar, off Wilmington, and report to the senior naval officer for such duty as he may assign you.

Very respectfully,

DAVID D. PORTER,  
*Rear-Admiral, Commanding North Atlantic Squadron.*

COMDG. OFFICER [Act. Vol. Lieut. E. D. BRUNER, U. S. Navy],  
*U. S. S. Olematis, Hampton Roads, Virginia.*

*Report of Captain Sands, U. S. Navy, regarding the blockade of Wilmington, N. C.*

U. S. S. FORT JACKSON,  
*Western Bar, off Wilmington, October 24, 1864.*

SIR: Having read with much concern, as senior officer commanding this division of the blockade off Wilmington for nearly two years, the frequent animadversions in newspapers, reflecting upon it as wanting

in vigilance and efficiency, I deem it my duty to report information obtained in the examination of prisoners captured in the prize steamer *Wando* (late *Let Her Rip*) by this vessel under my command.

The captain of the *Wando*, speaking of those newspaper articles, says, "The people of Wilmington abuse you much more for the stringent blockade kept, and are much exercised at the vigilance of the cruisers off the bar, and the danger of running the blockade," and assured me that blockade running was still carried on at Charleston. Two of the *Wando's* passengers testify that there were, on the 18th instant, seven blockade runners in that port (Charleston), lately arrived; among them the *Coquette*, *Let Her Be*, *Stag*, *Siren*, *General Whiting*, etc., and in the newspapers I sent you are notices of the sale of the cargoes of the *Siren* and *Coquette*.

The captain states that the *Red Gauntlet* and *Little Heroine*, blockade runners, escaped from Mobile since the capture of Fort Morgan.

If this is done in ports in our possession (wholly in one and partly in the other) is it surprising that they succeed here?

I make the statement received from prisoners in justice to the commanding and other officers who have passed so many sleepless nights and watchful days in the endeavor to render this blockade perfect, and that they may receive some credit for their labor.

Very respectfully, your obedient servant,

B. F. SANDS,

*Captain, Commanding Division, Western Bar, off Wilmington.*

Rear-Admiral D. D. PORTER,

*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

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*Escape of a blockade runner at Western Bar, October 24, 1864.*

Report of Acting Volunteer Lieutenant Wells, U. S. Navy.

U. S. S. ARIES,

*Off Western Bar, Wilmington, N. C., October 25, 1864.*

SIR: I beg leave to report that at 7:30 last evening, while on my night station No. 4, in 5 fathoms water, Bald Head light bearing E. by S., saw guns and rockets fired from vessels bearing E. S. E., indicating the presence of a blockade runner, standing to the westward. I steamed a short distance S. W., in a direction to head the runner off, and then stopped to await a more accurate development of his course and position. At 7:45 a flash of lightning revealed the stranger on my starboard quarter, bearing N., and steering about W. by N. with two blockaders in chase bearing E. by N. I immediately gave chase on a course nearly parallel with that of the stranger, intending to corner him between the other blockaders and the land, thereby rendering his destruction or capture almost a certainty; meantime kept up a fire upon him and threw rockets in his direction, to encourage the other vessels to follow, in case they had lost sight of him. I continued to chase in this manner till 10 p. m., when the stranger disappeared to the westward, having altered his bearings about 8 points in two and a quarter hours. We were then off Little River, well in with the land, and obliged to keep off more to the southward. I steamed S. W. till 10:25 and gave up the chase and turned toward Western Bar, where I arrived at 3:20 this morning. While chasing I gained rapidly away from my two consorts, and at 9:30 they were out of sight astern. The stranger

appeared to be a very long, side-wheel steamer, with three funnels. So long as my wood lasted, I could steam 12 knots and the stranger gained little, if any, on me. After the wood was exhausted my speed dwindled down to 9 knots.

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

F. S. WELLS,

*Acting Volunteer Lieutenant, Commanding.*

Captain B. F. SANDS,

*Commanding Division off Western Bar, Cape Fear River.*

Report of Lieutenant-Commander Braine, U. S. Navy.

U. S. S. VICKSBURG,

*Off Western Bar, Cape Fear River, N. Carolina, October 25, 1864.*

SIR: I have to report the escape of a blockade runner, supposed outward bound, under the following circumstances: At 7:30 p. m., 24th instant, while steaming slowly S. E. on our night station, in  $5\frac{1}{2}$  fathoms water, Bald Head light bearing N. E., saw the flash and heard the report of a gun and afterwards a rocket thrown to the S. W. from one of the blockaders bearing about N. W. by N. of us. Immediately steamed fast, steering W. by N. and then W. We then sighted the runner steering W. S. W. Discovering us she altered her course to about W. N. W., we keeping in chase and endeavoring to intercept her, throwing up rockets to indicate the runner's course and firing at her. She now changed her course to the southward and westward; we continued firing. I again tried to intercept her when she stood to the westward. At 9:15 lost sight of the chase.

The U. S. S. *Dumbarton* was in company with us part of the time, and a vessel offshore, supposed to be the U. S. S. *Fort Jackson*,\* showing a light, and afterwards burned the Coston signal for the night.

Now being satisfied I had lost the runner, owing to her superior speed, I returned to my station. At this time I was in  $5\frac{1}{2}$  fathoms water, Bald Head light-house bearing E.  $\frac{1}{4}$  S.

I am, very respectfully, your obedient servant,

D. L. BRAINE,

*Lieutenant-Commander.*

Captain B. F. SANDS,

*Divisional Officer, off Western Bar, Cape Fear River.*

Report of Acting Master Keyser, U. S. Navy.

U. S. S. VICTORIA,

*Off Western Bar, North Carolina, October 25, 1864.*

SIR: I have the honor to report that on the 24th instant, at 7:35 p. m., being in  $3\frac{1}{2}$  fathoms water, with Bald Head light bearing E.  $\frac{1}{4}$  N. and Bug light N. E. by N., I saw a large side-wheel steamer, two smoke-stacks, coming toward us from the bar, bound out, to southward and eastward. Waited with crew at quarters until she discovered us and then fired our port broadside gun at her (about 300 yards distant, ships rolling heavily) and a rocket in the direction she was going; for want of speed could not keep her in sight. In about five minutes saw

\* The *Fort Jackson* did not show light or Coston signal—Note on original.

rockets to southward and eastward of us, and a gun; then saw more rockets from two vessels in that direction. Am sure one of them was the runner, as I could see two smokestacks by the light of the rockets, which were different from ours. Soon after saw guns and rockets to the southward and westward of us, and later more guns and rockets to the westward of us, and at 8:45 a Coston signal W. by N. from us, followed by a gun and rocket toward the bar. As soon as I lost sight of her (7:45) returned close to the bar. I think no other vessel came out with her, as we kept a close watch upon the bar all the time, suspecting she had a companion.

I am, very respectfully, your obedient servant,

E. S. KEYSER,

*Acting Master, Commanding U. S. S. Victoria.*

Captain B. F. SANDS,

*Senior Officer Present, U. S. S. Fort Jackson, off Western Bar.*

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Report of Acting Volunteer Lieutenant Brown, U. S. Navy.

U. S. S. DUMBARTON,

*Off Western Bar, Wilmington, October 25, 1864.*

SIR: I respectfully beg leave to report that at 7:20 last night, Bald Head light bearing N. E., Bug light N., heard a report of a heavy gun in a northerly direction, and immediately after saw a rocket fired from that direction directly toward us. Called all hands to quarters, started ahead under one bell and laid the ship's head in westerly direction, knowing very well that as soon as the runner got sight of us he would have to turn in that direction. At about 7:25 saw a large white steamer coming under a full head of steam directly toward us. I stopped the engines and gave orders for everything to be kept still and quiet, but for all these precautions the runner saw us before he had approached nearer than a thousand yards. He immediately put his head round in a W. by S. direction. We started ahead under full speed, parallel with him and about 3 points forward of our beam. We fired our forecastle pivot at him, and sent a rocket in the direction he was going to indicate his course to the blockaders on the western station. Being very anxious to have him headed off by them, I ordered another rocket to be fired, and here one of those vexatious occurrences happened by the explosion of the rocket, which we ought not to be subject to if proper rockets were supplied us. The rocket, instead of going into the air to indicate the direction of the blockade runner, blew all the charge downward, causing an intense blaze of light for half a minute, and when the head exploded fragments of fire flew all over the ship. This naturally caused every man in the ship to look in that direction, the effect of which was that every man on board was blinded for perhaps ten or fifteen minutes. When we had recovered sufficiently to see any distance, the runner was nowhere to be seen; seeing, however, the *Vicksburg* keep the chase and firing guns and rockets to the westward, we still kept on and passed the *Vicksburg* about 9 o'clock. I hailed her and enquiring the direction of the runner, was answered, "On the star-board bow." Went in that direction until 9:40, but did not see the slightest indication of a vessel anywhere; at this time Bald Head was out of sight. Under these circumstances, not seeing anything to chase, I turned round for my station, at which place I arrived at 11:30.

In connection with the explosion of the rocket above stated, I wish

to say that the bottom of the rocket had not been punctured; it was exactly in the state we received it at the Boston navy yard.

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

H. BROWN,

*Acting Volunteer Lieutenant, Commanding.*

Captain B. F. SANDS, U. S. Navy,

*Commanding Division, Western Bar, Wilmington.*

*Memorandum and extracts from consular dispatches.*

*From U. S. consul at Bermuda.*

October 24, 1864.—In port: Steamers *Wild Rover* and *Talisman*, under British flag, from Wilmington, with cotton. *Owl* and *Little Hattie*, under the rebel flag, with cotton, from Wilmington. The *Owl* received several shots coming out, wounding the captain and some of the crew. The *Agnes Fry* and *Stormy Petrel* attempted to enter Wilmington, but failed and returned here. *Wild Rover* and *Agnes Fry* leave to-day for Wilmington. *Caroline* loading. *Dieppe* has been here for some weeks; difficulty about ownership. The *Talisman* is commanded by Captain Gilpin, who has been captured three or four times.

November 7.—Departures for Wilmington: *Wild Rover* and *Agnes Fry*, on 26th October. *Owl*, *Carolina*, and *Little Hattie*, on the 29th. *Stormy Petrel* and *Talisman* on 4th November. The *Stormy Petrel* is commanded by Captain Gordon, who has made twenty-seven voyages through the blockade. *Virginia*, from Wilmington, on 30th October, with 1,000 bales cotton; considered the most valuable vessel of the fleet.

November 16.—Arrivals from England: *Vixen*, *Vulture*, *Emma Henry*, and *Evelyn*. The three first named are much alike, paddle wheel, two masts, two stacks, and about 300 tons. *Evelyn*, larger, has three stacks, fore and aft, side-wheels, with capacity for about 1,000 bales of cotton. All have been painted white since arrival, have cargoes, and will probably leave for Wilmington in a few days. *Mary*, late *Alexandra*, arrived yesterday, reported eight days from Halifax, bound to Nassau; very slow boat. *Virginia* sailed yesterday for Wilmington.

*From U. S. consul at Nassau.*

November 1.—*Banshee* arrived from Wilmington with 1,241 bales of cotton, turpentine, etc. If her time is correctly reported, she is the fastest boat engaged in the trade. She brings news of the loss of the *Florrie*, which left here for Wilmington some time since; ran on an old wreck. *Flora*, formerly the prize steamer *Rouen*, and on 25th from St. John, [New Brunswick], went to Havana on the 27th to run to Galveston. *Beatrice* has probably gone into the same trade. *Wild Rover* arrived last night, having been driven off from Wilmington; brings news that the *Stormy Petrel* exploded her boilers at Bermuda, killing and wounding several. Since last report *Chicora*, *Armstrong*, and *Siren* have arrived from Charleston and Wilmington.

November 7.—Arrivals since last report from England via Halifax and Madeira: *Caroline*, *Marmora*, *Colonel Lamb*, and *Laurel*. From Charleston, the steamers *Kate Gregg*, recently the *Stag*, and the *Coquette*, each with 1,200 bales of cotton. *Will o' the Wisp* arrived; reports having been driven off from Wilmington and chased twelve hours. One of the steamers engaged in blockade running started yesterday for



Savannah; another to leave soon. Large quantities of cotton are said to be lying there, and as so many of the vessels have been unsuccessful in reaching Wilmington for the last few days, they are looking out for other ports to employ the large and accumulating fleet now here and expected. The *Colonel Lamb* is commanded by the notorious Tom Lockwood, who used to make his boast that his success lay in his managing to make arrangements with the naval officers to let him pass. She is 285 feet long, good beam, but can not carry as much as expected; light draft and of great speed. The Charleston route appears to be still open, and they are looking for two more arrivals during the morning.

November 21.—Few arrivals and departures since last report. The *Colonel Lamb*, now here, is reported as having sixteen guns, many of heavy caliber, in her hold. The *Laurel* is supposed to be intended for war purposes; she is still here. The abatement in arrival of steamers from blockaded ports is attributed to moonlight nights. About twenty were in this harbor on Friday last. The *Ptarmigan* went to Havana on the 9th instant to engage in the Galveston trade.

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*Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding prize steamers.*

NAVY DEPARTMENT, October 25, 1864.

SIR: Until further orders, send the captured prize steamers to New York.

Very respectfully, etc.,

GIDEON WELLES,  
*Secretary of the Navy.*

Rear-Admiral D. D. PORTER,  
*Comdg. North Atlantic Blockading Squadron, Hampton Roads.*

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*Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Pickering, U. S. Navy, commanding U. S. S. Fort Donelson.*

HAMPTON ROADS, October 25, 1864.

SIR: You will proceed and take up your position off Wilmington on the blockade, according to the place marked on the enclosed chart, longitude 76° 48' W., latitude 33° 15' N.

Very respectfully, your obedient servant,

DAVID D. PORTER,  
*Rear-Admiral.*

Acting Volunteer-Lieutenant THOS. PICKERING,  
*Commanding Fort Donelson, Hampton Roads.*

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*Order of Rear-Admiral Porter, U. S. Navy, to Commander Spotts, U. S. Navy, regarding cruising station.*

HAMPTON ROADS, October 25, 1864.

SIR: You will proceed down the coast and cruise between Cape Lookout and Cape Fear on blockading duty.

Very respectfully, your obedient servant,

DAVID D. PORTER,  
*Rear-Admiral.*

Commander J. H. SPOTTS,  
*Commanding Pawtuxet, Hampton Roads.*

[Telegram.]

NAVY DEPARTMENT, *October 25, 1864.*

Order the *Chippewa* to Hampton Roads, when she is ready, without waiting for officers. When the officers ordered to her report, send them to Hampton Roads.

GIDEON WELLES,  
*Secretary Navy.*

Commander REED WERDEN,  
*Commandant Navy Yard, Philadelphia.*

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*Letter from Lieutenant-Commander Truxtun, U. S. Navy, to the Chief of the Bureau of Ordnance, regarding the condition of the magazines of the U. S. S. Tacony.*

U. S. S. TACONY,  
*Albemarle Sound, North Carolina, October 25, 1864.*

SIR: I have to call your attention to the condition of the magazines and magazine passages of this ship. They are so damp that I am obliged to keep them open for several hours at a time, at least twice a week; notwithstanding these precautions 500 musket-ball cartridges and 25 red signal lights have been ruined. One magazine dress has become so rotten as to be useless. All the metallic cartridges are covered with verdigris, and the rats, with which the ship swarms, have cut their way through the bulkheads and destroyed in one night three magazine dresses and the dusting brushes.

The magazines are not leaded or provided with waste or emptying pipes.

Very respectfully, your obedient servant,

W. T. TRUXTUN,  
*Lieutenant-Commander.*

Commander HENRY A. WISE,  
*Chief of Bureau Ordnance, Washington, D. C.*

[Endorsement.]

Returned to Lieutenant-Commander Truxtun. Such reports as effect the efficiency of a vessel should be made to me direct. Your vessel will be relieved to have the necessary repairs made.

DAVID D. PORTER,  
*Rear-Admiral.*

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*Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Parker, U. S. Navy, commanding U. S. S. Maumee, to proceed in search of the C. S. S. Tallahassee.*

HAMPTON ROADS, *October 26, 1864.*

SIR: You will get underway without delay and go in pursuit of the *Tallahassee*. Keep 40 miles off the coast until you get up to the latitude of Boston, then proceed off the port of Halifax. Make enquiries as you go along about this vessel, and follow her wherever you can hear of her. Keep a good lookout off the port of Halifax for her, and see that she does not get in. Sink her at all hazards. If you find there is no truth in the reports, return to your station. You will not enter the

port of Halifax unless in want of coal, and Portland is a better place to get it. If you hear of the *Tallahassee* committing depredations, follow her up and go on the banks among the fishermen.

Come back on the track blockade runners would take if going to Wilmington.

Resort to every expedient to get that vessel, *Tallahassee*.

Respectfully, yours,

DAVID D. PORTER,  
*Rear-Admiral, Commanding North Atlantic Squadron.*

Lieutenant-Commander JAMES PARKER,  
*Commanding U. S. S. Maumee.*

[Orders of same date and tenor to Lieutenant-Commander J. E. De Haven, commanding U. S. S. *Tallapoosa*, and Lieutenant-Commander T. C. Harris, commanding U. S. S. *Yantic*.]

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*Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Newman, U. S. Navy, commanding U. S. S. Nyack.*

HAMPTON ROADS, October 26, 1864.

SIR: You will proceed to your station on the blockade off Wilmington.  
Very respectfully, your obedient servant,

DAVID D. PORTER,  
*Rear-Admiral.*

Lieutenant-Commander L. H. NEWMAN,  
*Commanding U. S. S. Nyack.*

*Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Roath, U. S. Navy, commanding U. S. S. Bignonia.*

HAMPTON ROADS, October 26, 1864.

SIR: You will proceed with the *Bignonia* under your command to Western Bar, off Wilmington, and report to senior officer present for duty.

Very respectfully,

DAVID D. PORTER,  
*Rear-Admiral, Commanding North Atlantic Squadron.*

Acting Volunteer Lieutenant W. D. ROATH,  
*Commanding Bignonia.*

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*Order of Rear-Admiral Porter, U. S. Navy, to Captain Sands, U. S. Navy, calling attention to general order regarding blockaders.*

HAMPTON ROADS, October 26, 1864.

CAPTAIN: I beg leave to call your attention to the general order in relation to blockaders, etc.

You will select the fastest vessels now near the bars and mentioned as bar blockaders. These fastest vessels are to chase as long as there is any chance of catching the runner. It is useless for the dull vessels to chase off.

You will see by the diagram I enclose you the arrangement I have made for blockading. A small, fast lot of vessels will be sent to the bar as soon as possible.

Stick to the arrangement (I send) in the diagram, and let no vessel come north if it can possibly be helped. Arrange it so that two-thirds of the vessels will always be off the bar.

Very respectfully, yours,

DAVID D. PORTER,  
*Rear-Admiral, Commanding North Atlantic Squadron.*

Captain B. F. SANDS,  
*Commanding U. S. S. Fort Jackson.*

[Letter of same date and like tenor to Captain Glisson, commanding U. S. S. *Santiago de Cuba*.]

*Report of Commander Renshaw, U. S. Navy, commanding U. S. S. Massasoit, of departure from New York for Hampton Roads.*

U. S. S. MASSASOIT,  
*At Sea, October 26, 1864.*

SIR: I have the honor to inform you that I left New York in this vessel for Hampton Roads, Virginia, at 1:05 p. m. to-day, in company with the monitor *Monadnock* and steamers *Mohican* and *Little Ada*.

The list of officers on board this vessel remains the same.

I am, respectfully, your obedient servant,

R. T. RENSHAW,  
*Commander, U. S. Navy.*

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

*Report of Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Vicksburg, regarding the unsuccessful chase of a blockade runner.*

U. S. S. VICKSBURG,  
*Off Western Bar, Cape Fear River, October 26, 1864.*

SIR: I have to report that this morning at 1:30 a. m., while steaming slowly N. W. in 6½ fathoms water, Bald Head light-house bearing N. E. by E., saw a blockade running steamer off our port bow, and going at a high rate of speed W. N. W. None of our guns bearing on her, could not fire with effect. We immediately steamed fast in chase of her, and threw a rocket to indicate her course. Her speed was such that before our guns could be brought to bear she was out of sight.

Shortly after a gun was fired from the northward and westward at her, supposed from the U. S. S. *Victoria*. We stood in till in 4½ fathoms water; could see nothing of the runner.

From the lights displayed on shore I presume he made his entrance in this port.

What effect the shot had upon him, fired by the vessel inshore, I can not tell.

I am, very respectfully, your obedient servant,

D. L. BRAINE,  
*Lieutenant-Commander.*

Captain B. F. SANDS,  
*Divisional Officer, off Western Bar, North Carolina.*

*Report of Acting Master Keyser, U. S. Navy, commanding U. S. S. Victoria, of the escape of a blockade runner at Western Bar.*

U. S. S. VICTORIA,  
Off Western Bar, North Carolina, October 26, 1864.

SIR: I have the honor to report that at 1:40 this a. m., being in 3½ fathoms of water, with Bald Head light bearing E. ½ N. and Bug light N. E. by N., I saw a rocket fired from the S. W., near by us, and in a moment afterwards saw a steamer cross our stern from southward and westward bound in. Before I could turn my vessel and get a gun to bear she had crossed the bar. We fired the bow pivot at her, while she was steaming up the channel toward Caswell. She had a light set at the time we fired.

I am, very respectfully, your obedient servant,

E. S. KEYSER,  
Acting Master, Commanding U. S. S. Victoria.

Captain B. F. SANDS,  
Senior Officer Present, off Western Bar, North Carolina.

*Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, forwarding information received from the U. S. consul at Halifax, Nova Scotia.*

NAVY DEPARTMENT, October 27, 1864.

SIR: The U. S. consul at Halifax reports to the Secretary of State by telegraph as follows:

October 24.—British blockade running steamer *Piarmigan*, 284 tons, 50 men, heretofore described, sails to-day with valuable cargo adapted to Southern markets, including large quantity of medicines. She cleared for Nassau, but doubtless will attempt to go direct to Wilmington.

October 25.—Blockade runners at Bermuda report that pirate steamers *Tallahassee* and *Edith* have sailed from Wilmington and will cruise along our Northern coast.

October 25.—The *Colonel Lamb* draws too much water to [enter] any of the inlets, and, it is said, will be able only to enter the main channel at Wilmington. It is believed she is intended to be converted into rebel privateer.

October 25.—British blockade running steel-plated new steamer *Colonel Lamb*, heretofore reported and described, cleared to-day for Nassau with valuable cargo, and will doubtless attempt to go direct to Wilmington.

Very respectfully, etc.,

GIDEON WELLES,  
Secretary of the Navy.

Rear-Admiral D. D. PORTER,  
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

*Instructions of Rear-Admiral Porter, U. S. Navy, to Acting Master Studley, U. S. Navy, regarding guard duty at the mouth of York River.*

FLAGSHIP MALVERN,  
Hampton Roads, Virginia, October 27, 1864.

SIR: You will proceed with your vessel to the mouth of York River and select the best position you can for permanent guard ship. Two twelve-oared cutters will be furnished you as soon as possible, and you will be careful to see that they are properly fitted for service of any kind. In addition to the general instructions for guard ships, you will see that vessels arriving for the purpose of oystering are strictly examined; that

they have nothing on board for the purpose of trade. Direct that they shall anchor near you at night, and take any precautions that may suggest themselves to you to prevent capture or illicit traffic.

You will keep a watch ready day and night for service and one boat always ready for instant service.

A sufficient number of men will be allowed you for these purposes, and if you have not a sufficient number of officers and of men, you will immediately inform me of the deficiency.

Make all your reports to Lieutenant-Commander R. B. Lowry, of the *Sabine*, and inform him from time to time of such wants as you may have. The boarding officer must wear his proper uniform and side arms.

Respectfully, yours,

DAVID D. POETEB,

*Rear-Admiral, Commanding North Atlantic Squadron.*

Acting Master IRA B. STUDLEY,

*Comdg. Guard Ship Young Rover, Hampton Roads, Virginia.*

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*Instructions of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Lowry, U. S. Navy, regarding guard duty at Hampton Roads.*

FLAGSHIP MALVERN,

*Hampton Roads, Virginia, October 27, 1864.*

SIR: You will, until further orders, assume the duties of guard ship for Hampton Roads, and the commander of the present guard vessel, *Young Rover*, will be instructed to turn over to you all orders now in his possession.

It will be your duty to examine, night and day, all vessels that come into or go out of port, mentioning in the columns of the ——— reports furnished you the required information.

You will examine the manifest of all vessels and see that they have on board nothing but what is intended for the Army and Navy. Sutlers' stores, and stores of all sorts within fort, and stores to be sent, will be permitted to pass.

No vessel will be allowed to carry any stores or merchandise to trade within the limits of my command, and you will see that the vessels entering this port will anchor in a proper place and not obstruct the main channel. Merchant vessels will anchor on the Hampton side, and vessels of war where they now are, leaving a wide, open passage between them.

No vessels employed by the Army, except the passenger boats to Baltimore, will be permitted to leave unless they are permitted by the military authorities.

Vessels entering at night must anchor by the guard vessel unless, in your opinion, there is a necessity for their passing in, which they must do with care, keeping the main channel and not running into other vessels. Any vessel entering and colliding with another at night will be responsible for damages inflicted.

Whenever a vessel is lying on the main way, you must have her moved.

Give to vessels entering information on these points, and also in relation to having proper permits from the military authorities before they can go out. If a vessel employed by the Navy, you will pass her yourself and endorse her papers.

Make daily reports to me in duplicate of all vessels entering this port when I am here, and when not, send one copy to senior officer and one to the Navy Department.

Weekly reports to be made as has heretofore been the custom.

You will receive the reports of the guard vessels at York River and Norfolk and forward them to me when I am here and to the Department when I am not.

These vessels will be subject to your inspection at all times, and you will see that the duty required of them is properly performed and they are kept in an efficient state for service.

They will be required to wear the guard flag at the fore during the day, and one red and one white light at night, the red above the white, and displayed in some conspicuous part of the vessel.

See that the *Young Rover* has a full complement of men and two twelve-oared cutters, properly fitted for service, in addition to the two boats she now has.

Any men over the required number you will receive on board.

You will keep a watch on deck at night and two boats ready to go at a moment's notice for boarding vessels or other purposes, and the boarding officer must always wear his side arms and proper uniform. At sunset, at evening inspection at quarters, you will see that the guns are cast loose and ready for instant action in the event of an enemy's vessel attempting to enter the harbor.

Examine all suspicious boats that may be seen night or day about the roads, and when you can spare a tug for the service, let her patrol the harbor and environs.

Great attention must be paid to the health of your crew, and you are particularly enjoined not to wet decks before breakfast and to keep the ship in cold weather as warm and dry as possible. Make requisition for stoves for gun deck, and get sashes to your ports if you can. Anything you can get up for the improvement of your crew or for their recreation will be approved.

You will see that all buoys in the harbor are properly looked after and kept in place.

Keep a list of all pilots hereabout, with their respective degrees of skill, so far as you may be enabled to decide, that I may be able at all times to select the best. Naval vessels must have the preference in obtaining pilots.

It will be your duty to take charge of all mail matter for this squadron, assort it, and have it ready to send off when an opportunity occurs. I will have you a list of vessels and their stations made, which will enable you to perform this duty satisfactorily. You will appoint a competent mail officer, who will go on shore every day for the mails and deliver them to each vessel. He must keep a list of the vessels in port. While I am in port, I will send for my own letters, but when I am absent my letters must be taken from the officer, put in a separate bag, and sent to me by the first opportunity.

You will take on board all supernumerary recruits that may come to this station or be sent on board to you from vessels of the squadron. You will station these men at once at guns. \* \* \* Supply them to vessels that may be deficient in their complement, keeping on hand a list of good names whom you can recommend as petty officers. You must also select a number of the smartest seamen for captains of guns, to be thoroughly drilled in the exercise and at target firing, so that when called upon you can furnish good captains of guns. All the exercises required in a port with men-of-war will be taught the men on board your vessel.

You will keep an account of all the harbor tugs, a list of which will be furnished you. Supply them with men when necessary, keep them painted and in good order, and have them numbered and painted of a uniform drab color, with a red streak. Keep on hand such supplies as the tugs may require, and make them coal from the vessel kept here.

The tugs assigned for service here will be ordered to report to you.

Keep a coal schooner in the harbor below here, ready to coal vessels coming in, and do not let any vessels coming here with coal delay. They will not be entitled to demurrage until they go to the yard to discharge, and you will so inform them. After this squadron leaves here, not more than two coal schooners at a time will be kept at Craney Island, and you will so instruct the coal inspector, Acting Ensign William Ottiwell.

One of our steam launches has been captured and supposed destroyed by the rebels in Wicomico River. The destruction is not certain, and, therefore, as she is fitted with, and admirably adapted for, torpedoes, you will instruct the guard vessels to keep a particularly bright lookout for such an object. A tug would soon destroy her by running her down, and musketry more advantageously used than great guns, though they should be used also with grape and canister.

Orders will be sent to you from time to time upon matters relating to harbor duty.

You will send me a list of such officers as you may require to enable you to carry out closely these instructions.

Have plenty of sentries on duty at night with loaded muskets.

DAVID D. PORTER,

*Rear-Admiral, Commanding North Atlantic Squadron.*

Lieutenant-Commander R. B. LOWRY,

*Commanding U. S. S. Sabine.*

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*Order of Rear-Admiral Porter, U. S. Navy, to Commander Nichols, U. S. Navy, regarding the detachment of guard vessels from the Fifth Division.*

HAMPTON ROADS, VIRGINIA, October 27, [1864].

SIR: The *Wyandotte* and *Mystic* are temporarily detached from the Fifth Division as guard vessels, and will report to Lieutenant-Commander R. B. Lowry, commanding the U. S. S. *Sabine*.

Respectfully, yours,

DAVID D. PORTER,

*Rear-Admiral, Commanding North Atlantic Squadron.*

Commander E. T. NICHOLS,

*U. S. S. Mendota.*

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*General order of Rear-Admiral Porter, U. S. Navy, regarding the assignment of vessels.*

GENERAL ORDERS, {  
No. 27. }

NORTH ATLANTIC SQUADRON,  
*Flagship Malvern, October 27, 1864.*

The herein named vessels of the North Atlantic Squadron are assigned to divisions as follows, and their commanders are ordered to



conform to directions given in previous general orders relative to flags, reports, etc.:

First Division—*Vanderbilt, Wilderness.*

Third Division—*Nansemond, Mercedita, Banshee, Bignonia, Sassacus.*

Fourth Division—*Clematis, Chippewa.*

DAVID D. PORTER,  
*Rear-Admiral, Commanding North Atlantic Squadron.*

*Order of Rear-Admiral Porter, U. S. Navy, to Captain Pickering, U. S. Navy, commanding U. S. S. Vanderbilt, regarding that vessel.*

FLAGSHIP MALVERN,  
*Hampton Roads, Virginia, October 27, 1864.*

SIR: The *Vanderbilt* is hereby attached to the First Division of the North Atlantic Squadron, and will report to Commodore H. K. Thatcher, U. S. S. *Colorado*, commanding that division.

Respectfully, yours,

DAVID D. PORTER,  
*Rear-Admiral, Commanding North Atlantic Squadron.*

Captain C. W. PICKERING,  
*Commanding U. S. S. Vanderbilt.*

*Expedition for the destruction of the C. S. ram Albemarle, at Plymouth, N. C., October 27-28, 1864, under the command of Lieutenant Cushing, U. S. Navy.*

[Telegram.]

FORTRESS MONROE, VA., *November 1, 1864.*  
(Received 1:25 p. m.)

I sent Lieutenant Cushing on the 17th of October, with picket launch *No. 1*, to blow up the ram *Albemarle*. He returned to-day and reports to me he blew up the *Albemarle* on the morning of the 28th. The destruction was complete. Picket launch *No. 1* was destroyed by the enemy's shot and sunk; one man escaped with Lieutenant Cushing; the others captured. I promised Cushing promotion to another grade if he succeeded. Hope the Department will honor the promise if the report is corroborated. Commander Macomb writes me: "From circumstances which have since occurred, I am able to inform you that the ram is sunk."

DAVID D. PORTER,  
*Rear-Admiral.*

Hon. G. WELLES.

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

NORTH ATLANTIC SQUADRON,  
*U. S. Flayship Malvern, Hampton Roads, November 1, 1864.*

SIR: I have the honor to enclose herewith copies of the reports of Commander Macomb, dated October 29, 1864, and of Lieutenant Cushing, dated October 30, 1864, of the destruction of the rebel ram *Albe-*

*marle* at Plymouth, N. C., on the night of October 27, ultimo, by the steam torpedo launch under command of Lieutenant Cushing.

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

DAVID D. PORTER,

*Rear-Admiral, Commanding North Atlantic Squadron.*

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

Report of Commander Macomb, U. S. Navy, commanding district of the sounds.

U. S. S. SHAMROCK,

*Albemarle Sound, North Carolina, October 29, 1864.*

ADMIRAL: I have the honor to report that on the night of the 27th instant Lieutenant W. B. Cushing ascended the Roanoke River in his torpedo boat, having the second cutter of this vessel in tow, for the purpose of blowing up the ram *Albemarle* at Plymouth. He passed the *Southfield* without being noticed, and arrived within a short distance of the ram before he was discovered, when he cast loose the cutter, ordering it to board the *Southfield* and capture the picket stationed there, while he attacked the ram with his torpedoes.

Although the enemy kept up a severe fire of musketry and with howitzers mounted on the wharf, Lieutenant Cushing succeeded in exploding his torpedo under the *Albemarle* at the same instant that the gun of that vessel (to which they were directly opposite) was fired on the torpedo boat, which immediately filled, and the lieutenant ordered his officers and men to save themselves, and jumped overboard. He was picked up by the *Valley City* on the night of the 28th.

From circumstances which have since occurred, and which I will explain in a detailed report by the first opportunity, I am able to inform you that the ram was sunk.

Very respectfully,

W. H. MACOMB,  
*Commander, etc.*

Rear-Admiral D. D. PORTER.

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

ALBEMARLE SOUND, NORTH CAROLINA, *October 30, 1864.*

SIR: I have the honor to report that the rebel ironclad *Albemarle* is at the bottom of the Roanoke River. On the night of the 27th, having prepared my steam launch, I proceeded up toward Plymouth with 13 officers and men, partly volunteers from the squadron.

The distance from the mouth of the river to the ram was about 8 miles, the stream averaging in width some 200 yards, and lined with the enemy's pickets. A mile below the town was the wreck of the *Southfield*, surrounded by some schooners, and it was understood that a gun was mounted there to command the bend. I therefore took one of the *Shamrock's* cutters in tow, with orders to cast off and board at that point if we were hailed. Our boat succeeded in passing the pickets, and even the *Southfield*, within 20 yards, without discovery, and we were not hailed until by the lookouts on the ram. The cutter was then cast off and ordered below, while we made for our enemy under a full head of steam.

The rebels sprung their rattle, rang the bell, and commenced firing, at the same time repeating their hail and seeming much confused.

The light of a fire ashore showed me the ironclad made fast to the wharf, with a pen of logs around her about 30 feet from her side.

Passing her closely, we made a complete circle so as to strike her fairly, and went into her bows on. By this time the enemy's fire was very severe, but a dose of canister at short range served to moderate their zeal and disturb their aim. Paymaster Swan, of the *Otsego*, was wounded near me, but how many more I know not. Three bullets struck my clothing, and the air seemed full of them.

In a moment we had struck the logs, just abreast of the quarter port, breasting them in some feet, and our bows resting on them. The torpedo boom was then lowered and by a vigorous pull I succeeded in diving the torpedo under the overhang and exploding it at the same time that the *Albemarle's* gun was fired. A shot seemed to go crashing through my boat, and a dense mass of water rushed in from the torpedo, filling the launch and completely disabling her.

The enemy then continued his fire at 15 feet range, and demanded our surrender, which I twice refused, ordering the men to save themselves, and removing my own coat and shoes. Springing into the river, I swam, with others, into the middle of the stream, the rebels failing to hit us.

The most of our party were captured, some were drowned, and only one escaped besides myself, and he in another direction. Acting Master's Mate Woodman, of the *Commodore Hull*, I met in the water half a mile below the town, and assisted him as best I could, but failed to get him ashore.

Completely exhausted, I managed to reach the shore, but was too weak to crawl out of the water until just at daylight, when I managed to creep into the swamp, close to the fort. While hiding a few feet from the path, two of the *Albemarle's* officers passed, and I judged from their conversation that the ship was destroyed.

Some hours' traveling in the swamp served to bring me out well below the town, when I sent a negro in to gain information and found that the ram was truly sunk.

Proceeding through another swamp, I came to a creek and captured a skiff, belonging to a picket of the enemy, and with this, by 11 o'clock the next night, had made my way out to the *Valley City*.

Acting Master's Mate William L. Howorth, of the *Monticello*, showed, as usual, conspicuous bravery. He is the same officer who has been with me twice in Wilmington harbor. I trust he may be promoted, when exchanged, as well as Acting Third Assistant Engineer Stotesbury, who, being for the first time under fire, handled his engine promptly and with coolness. All the officers and men behaved in the most gallant manner. I will furnish their names to the Department as soon as they can be procured.

The cutter of the *Shamrock* boarded the *Southfield*, but found no gun. Four prisoners were taken there.

The ram is now completely submerged, and the enemy have sunk three schooners in the river to obstruct the passage of our ships.

I desire to call the attention of the admiral and Department to the spirit manifested by the sailors on the ships in these sounds. But few men were wanted, but all hands were eager to go into the action, many offering their chosen shipmates a month's pay to resign in their favor.

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

W. B. CUSHING,  
Lieutenant, U. S. Navy.

Rear-Admiral D. D. PORTER,  
Commanding North Atlantic Squadron.

The name of the man who escaped is William Hoftman, seaman, on the *Chicopee*. He did his duty well, and deserves a medal of honor.

Respectfully,

W. B. CUSHING,  
U. S. Navy.

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Report of Acting Ensign Gay, U. S. Navy.

PORTSMOUTH, N. H., *March 7, 1865.*

SIR: In obedience to your order I have returned to my home, and submit the following report of my capture: On the 26th of October, 1864, Lieutenant Cushing came alongside of the U. S. S. *Otsego*, then on picket duty near the mouth of the Roanoke River, with picket boat No. 1, to proceed up to Plymouth to endeavor to destroy the rebel ram *Albemarle*. Wishing to act a part in the expedition, I immediately offered my services, which were accepted. Having made all necessary preparations we left the U. S. S. *Otsego* at 11 p. m., having the U. S. S. *Shamrock's* cutter in tow, with 2 officers and 10 men. We then proceeded up the river. Having passed the pickets on the *Southfield* and Fort Race without being discovered, we came within hailing distance of the ram. The cutter was then cast off and ordered to proceed back and capture the pickets on the *Southfield*. Seeing a light ahead, which we took to be on board the *Albemarle*, we approached carefully under full speed, but on coming parallel with the light [it] showed us the ram astern of us. On turning around we were hailed from the ram. We made no answer. We were hailed again, making no answer, but still getting in a fair position.

The next call was not so pleasant, for we were discovered, and the grape and canister began to play on our small craft in rapid succession, which was returned by our 12-pounder. At the same time Lieutenant Cushing sang out with several others, "Leave the ram, or I'll blow you to pieces!" Having backed our boat sufficiently to get headway enough on her to jump the log pen which encircled the ram, we succeeded in jumping the logs and lowering the torpedo boom, and by a vigorous pull Lieutenant Cushing succeeded in exploding the torpedo under the port bow of the ram. Everything now was in the greatest of excitement on account of the heavy musketry we were receiving from the ram. Having backed our boat off from the *Albemarle*, we came in contact with the logs which were encircled around her. Finding it impossible to extricate our boat, and being twice ordered to surrender, Lieutenant Cushing gave the order not to surrender, at the same time sang out, "Men, save yourselves," and immediately sprang overboard, several others following the example. I had not proceeded far from the boat when I fell in with Acting Ensign William L. Howarth on a log, unable to proceed farther without assistance. Having a life preserver with me, I gave it to him and returned to the boat to procure another, not knowing how far I might have to swim, and at the same time I destroyed two boxes of ammunition and several carbines. I had not gone far the second time when I found myself chilled, and after a severe struggle I regained the circle of logs, where I found several of the crew, with a boat from the ram in charge of Lieutenant Roberts. We were all taken on shore and marched to the prison, where we remained until our gunboats made their approach up the river. We were then marched to Tarboro, N. C., a distance of 60 miles, [at] which place we arrived on the 2d of November, being very tired and feet

badly swollen. On the 3d we were sent to Salisbury, where we arrived on the 5th. After marching about 2 miles we arrived at the stockade, where we were enclosed with some 10,000 prisoners. Here we suffered immensely for the want of shelter from the inclemency of the weather and also for provisions, as our fare was very poor, being one-half pint of meal per day, which was very inconvenient on account of having no cooking utensils. On the 13th we were sent to Danville, where [we] arrived on the 14th. Here we were placed in a brick building with about 500 army officers. This place we found to be more comfortable, as we were sheltered from the weather, but still not having a blanket or cover of any kind, which made it very severe for us. Our ration here was a piece of corn bread, 4 inches long, 2 wide, and 1½ thick; this consisted of our day's ration. On the 11th of December we were sent to Richmond, Va., and confined in Libby Prison. There we found the treatment much the same as at Danville. On the 21st of February, 1865, we were paroled, and arrived at Cox's Landing the same afternoon and repaired on board of the flag-of-truce steamer *New York*, where we received a bountiful supply [of] eatables. Hoping this will meet with your approbation,

I remain, your obedient servant,

THOMAS S. GAY,  
*Acting Ensign, U. S. Navy.*

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

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Report of Rear-Admiral Porter, U. S. Navy, forwarding papers.

NORTH ATLANTIC SQUADRON,  
*U. S. Flagship Malvern, Hampton Roads, November 11, 1864.*

SIR: I have just received, and have the honor to forward to you, the following papers from Commander Macomb, commanding the District of the Sounds [North Carolina]:

(a) Commander W. H. Macomb, November 1, 1864, reporting the sinking of the ram *Albemarle* and enclosing—

(b) Copy of a paper,\* apparently official, addressed "Hon. S. R. Mallory, Secretary of the Navy," which is evidently the report of the commander of the ram to his chief.

(c) Copy of a letter found in the post-office at Plymouth on its occupation by the Federal naval forces.

(d) Report of a survey on the ram *Albemarle* made by order of Commander Macomb; and

(e) A drawing† of the ram, showing her casemate and mode of plating.

The attack of Lieutenant Cushing was evidently a surprise, and the destruction of the ram complete and immediate.

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

DAVID D. PORTER,  
*Rear-Admiral.*

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

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\*This paper was an unsigned copy of the official report of Lieutenant Warley, C. S. Navy, of the destruction of the C. S. ram *Albemarle*.—COMPILERS.

†See Series I, volume 9, for view and deck plan of the C. S. ram *Albemarle*.—COMPILERS.

Report of Commander Macomb, U. S. Navy, commanding District of the Sounds.

U. S. S. SHAMROCK,  
Off Plymouth, N. C., November 1, 1864.

ADMIRAL: I have the honor to report that on the night of the 27th ultimo Lieutenant W. B. Cushing went up the Roanoke River in his torpedo boat, having the second cutter of this ship in tow, with a crew of 11 men, under Acting Gunner William Peterkin and Acting Master's Mate W. D. Burlingame, both of this ship. He arrived at a short distance from the ram before he was perceived, when he cast loose the cutter and going at full speed he struck the logs with which the ram was surrounded with such force as to run his vessel over them. He then exploded his torpedo, but a gun which was fired from the *Albemarle* at this instant prevented him from seeing what damage he had done, and his boat being full of water, he jumped overboard and swam down the river.

He will, himself, I suppose, give you the account of his escape, and I shall therefore merely state that he was picked up on the night of the 28th ultimo by the *Valley City*.

I enclose a copy of a letter which I found in the post-office at Plymouth on taking possession of that town, as I report in my No. —, and also a copy of paper found in the town, which seems to be official, both of which give accounts of the affair. On my arrival I found the ram sunk at the wharf as far as her ports, and the top plating of her casemates entirely blown off. I have ordered a survey, and herewith enclose the report.

Lieutenant Cushing's intention in taking the cutter with him was to land at the wharf in case he was not discovered, and casting loose the fastenings of the ram, to take her out of the river. This he was prevented from doing, but the cutter captured four rebel pickets on duty on the *Southfield*, which they brought off.

As far as I know at this time, Lieutenant Cushing and Edward J. Horton, ordinary seaman of the *Chicopee*, were the only persons belonging to the party that escaped; the rest were either captured or drowned. I have private letters picked up in Plymouth which state that 11 were taken prisoners. The following are the names of the missing ones belonging to the vessels under my command:

F. H. Swan, acting assistant paymaster, *Otsego*.

Charles L. Steever, acting third assistant engineer, *Otsego*.

Thos. S. Gay, acting master's mate, *Otsego*.

John Woodman, acting master's mate, *Commodore Hull*.

Bernard Harley, ordinary seaman, *Chicopee*.

William Smith, ordinary seaman, *Chicopee*.

Richard Hamilton, coal heaver, *Shamrock*.

I am, sir, respectfully, your obedient servant,

W. H. MACOMB,  
Commander, Comdg. District of the Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,  
Commanding North Atlantic Squadron.

Copy of letter found in the post-office at Plymouth, N. C., November 1, 1864.

C. S. S. ALBEMARLE,  
Plymouth, N. C., October 29, 1864.

ESTEEMED FRIEND: I received your kind epistle of the 20th instant, finding me lingering under a severe attack of the fever. I am now up

and about again, nearly as well as ever. They are sending out expeditions every now and then. We captured a Yankee yawl boat. It is supposed we killed nearly all of her crew, consisting of about eight men. But the most awful thing of all (perhaps you will hear of it before this reaches you) is that a Yankee torpedo boat steamed up the river Thursday night, and about 3 o'clock Friday morning ran into the *Albemarle*. The torpedo bursting, blew a great hole in her some 6 feet long, sinking her almost instantly. She is now lying at the bottom of the Roanoke River. The crew lost everything they had, bed clothing and everything. Some lost their hats and shoes, and some even came out in their shirts and drawers, barefooted. We are in an awful condition. I believe they are going to hold the place to the bitter end. Captain Warley says he intends to fight as long as there is a man left (this is all gas). I never did witness such an uproar before in my life. Troops were hurrying to and fro, expecting every moment to meet in battle dread. But, fortunately, there has been no attack, though there is no telling how soon we may see a man-of-war steaming up the river, belching forth fury in her mad career, carrying in her front the token of devastation and ruin. We are going to take command of one of the forts on the river.

\*            \*            \*            \*            \*            \*            \*

Direct your letter to Plymouth, N. C., care of Captain Warley.  
I remain, as ever, your sincere friend,

E. K. L.

Order of Commander Macomb, U. S. Navy, to a board of engineers for the examination of the ram.

U. S. S. SHAMROCK,  
*Off Plymouth, N. C., November 1, 1864.*

GENTLEMEN: You are hereby appointed a board to examine the late rebel ironclad *Albemarle*, and will report in duplicate, describing her hull, armor, machinery, armament, and general condition, and the injuries probably inflicted on her by the torpedo exploded by Lieutenant Cushing.

Very respectfully, your obedient servant,

W. H. MACOMB,  
*Commander, Comdg. District of the Sounds, North Atlantic Squadron.*

H. H. STEWART,  
*Chief Engineer.*

T. M. DUKEHART,  
*First Assistant Engineer.*

WM. H. HARRISON,  
*Second Assistant Engineer.*

Report of the board appointed for the examination of the ram.

U. S. S. WYALUSING,  
*Off Plymouth, November 1, 1864.*

SIR: In obedience to your order of this date, we have examined the late rebel ironclad ram *Albemarle*, and respectfully submit the following report:

She is sunk at the wharf and heading downstream, heeling offshore at an angle of about 10°; the flat part of the casemate on the port side is

22 inches out of water. We find the entire top of the casemate blown off; the angles\* marked *a*, *b*, *c*, and *d* in the drawing are completely disconnected, the angle marked *d* quite 10 inches.

As it is reported that she was again blown up by the rebel authorities after she was sunk by Lieutenant Cushing, it is impossible to say how much of the damage was done by him.

Her armament consists of two 8-inch† rifle guns worked on pivots, so as to fire either from the side or ahead; one of these guns is partly out of water, the other entirely immersed.

Her machinery is entirely submerged, so that it is impossible to examine it. The dimensions of the hull and casemate we enclose with this report.

We are, respectfully,

H. H. STEWART,  
*Chief Engineer.*

THOS. DUKEHART,  
*First Assistant Engineer.*

WM. H. HARRISON,  
*Second Assistant Engineer.*

Commander W. H. MACOMB, U. S. Navy,  
*Commanding District of the Sounds, North Carolina.*

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Report of Commander Macomb, U. S. Navy, regarding the guns of the C. S. ram *Albemarle*.

U. S. S. SHAMROCK,  
*Off Plymouth, N. C., November 10, 1864.*

ADMIRAL: I have the honor to acknowledge the receipt this day of your two letters of the 1st instant, and one of the 28th ultimo, also of General Orders, Nos. 27 to 30, inclusive.

I beg leave to correct a mistake made by the board in surveying the late C. S. ram *Albemarle*. They stated that the guns were 8-inch Brooke rifles, but I find by careful measurement that they are but  $6\frac{1}{8}$  inches bore.

Very respectfully, your obedient servant,

W. H. MACOMB,  
*Comdr., Comdg. District of the Sounds, North Atlantic Squadron.*

Rear-Admiral D. D. POETER,  
*Commanding North Atlantic Squadron.*

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Report of Commander Macomb, U. S. Navy, of the burial of those lost in the expedition.

U. S. S. SHAMROCK,  
*Off Plymouth, N. C., November 9, 1864.*

ADMIRAL: I have the honor to report that the bodies of Acting Master's Mate John Woodman, *U. S. S. Commodore Hull*, and Samuel Higgins, first-class fireman, of the steam launch, who lost their lives in

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\* For deck plan of C. S. ram *Albemarle* see Series 1, Vol. 9, p. 733. The angles *a*, *b*, *c*, and *d* are the four angles of the casemate at the forward end. The angle *d* was the angle at the junction of the forward transverse casemate with the starboard diagonal casemate.—COMPILERS.

† See following letter.



the expedition to blow up the *Albemarle*, have been found and buried with the usual honors.

Very respectfully, your obedient servant,

W. H. MACOMB,  
Comdr., Comdg. District of the Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,  
Commanding North Atlantic Squadron.

General order of Rear-Admiral Porter, U. S. Navy, announcing the destruction of the ram.

GENERAL ORDERS, }  
No. 34. }

NORTH ATLANTIC SQUADRON,  
*Flagship Malvern, November 5, 1864.*

Nothing stimulates the energy and zeal of officers and men more than a proper appreciation of their services. It is always my desire to give full credit to all officers and men under my command who may distinguish themselves and reflect credit upon the naval service. It is right that the creditable works of an officer should be made known to those serving in the same squadron.

It affords me pleasure to inform the officers and men of the squadron under my command that the rebel ram *Albemarle*, which has for so long a time kept a large force of vessels employed to watch her, has been destroyed by Lieutenant William B. Cushing, who, in this hazardous enterprise, has displayed a heroic enterprise seldom equaled and never excelled. In the face of a watchful enemy, and under a heavy fire of musketry and great guns, he went right into the ram *Albemarle* and blew her up, his own boat being destroyed by one of the enemy's shot. To say nothing of the moral effect of this gallant affair, the loss of this vessel to the rebels can not be estimated. It leaves open to us all the Albemarle Sound and tributaries, and gives us a number of vessels for employment elsewhere (hitherto kept to watch the ram), which has been a great source of annoyance to the vessels in the sound. The gallant exploits of Lieutenant Cushing previous to this affair will form a bright page in the history of the war, but they have all been eclipsed by the destruction of the *Albemarle*. The spirit evinced by this officer is what I wish to see pervading this squadron. He has shown an absolute disregard of death or danger, and will no doubt be suitably rewarded by the Government, which reward he well deserves. Opportunities will be offered to all those who have the energy and skill to undertake like enterprises; and 20 volunteers are wanted at this moment to perform a like service. The chances are death, capture, glory, and promotion.

DAVID D. PORTER,  
Rear-Admiral, Commanding North Atlantic Squadron.

To be read to the officers and crew assembled on the quarter-deck of each vessel in this squadron.

NOTE.—In response to General Orders, No. 34, requesting twenty volunteers for extra hazardous duty, 77 officers, 149 enlisted men, and the entire ship's company of the U. S. S. *Tuscarora* volunteered their services.—COMPILED.

Letter of commendation from the Secretary of the Navy to Lieutenant Cushing, U. S. Navy.

NAVY DEPARTMENT, *November 9, 1864.*

SIR: Your report of October 30 has been received, announcing the destruction of the rebel ironclad steamer *Albemarle* on the night of the 27th ultimo at Plymouth, N. C.

When last summer the Department selected you for this important and perilous undertaking, and sent you to Rear-Admiral Gregory at New York to make the necessary preparations, it left the details with you to perfect. To you and your brave comrades, therefore, belongs the exclusive credit which attaches to this daring achievement. The destruction of so formidable a vessel, which had resisted the continued attack of a number of our steamers, is an important event, touching our future naval and military operations. The judgment, as well as the daring courage displayed, would do honor to any officer, and redounds to the credit of one 21 years of age.

On four previous occasions the Department has had the gratification of expressing its approbation of your conduct in the face of the enemy, and in each instance there was manifested by you the same heroic daring and innate love of perilous adventure—a mind determined to succeed and not to be deterred by any apprehensions of defeat.

The Department has presented your name to the President for a vote of thanks, that you may be promoted one grade, and your comrades also shall receive recognition.

It gives me pleasure to recall the assurance you gave me at the commencement of your active professional career that you would prove yourself worthy of the confidence reposed in you and of the service to which you were appointed. I trust you may be preserved through further trials, and it is for yourself to determine whether, after entering upon so auspicious a career, you shall by careful study and self-discipline be prepared for a wider sphere of usefulness on the call of your country.

Very respectfully,

GIDEON WELLES,  
*Secretary of the Navy.*

Lieutenant W. B. CUSHING, U. S. Navy,  
*Washington, D. C.*

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Letter of the President of the United States to Congress, recommending a vote of thanks to Lieutenant Cushing, U. S. Navy.

*To the Senate and House of Representatives :*

In conformity to the law of the 16th July, 1862, I most cordially recommend that Lieutenant William B. Cushing, U. S. Navy, receive a vote of thanks from Congress for his important, gallant, and perilous achievement in destroying the rebel ironclad steamer *Albemarle* on the night of the 27th October, 1864, at Plymouth, N. C. The destruction of so formidable a vessel, which had resisted the continued attacks of a number of our vessels on former occasions, is an important event touching our future naval and military operations, and would reflect honor on any officer, and redounds to the credit of this young officer and the few brave comrades who assisted in this successful and daring undertaking.

This recommendation is specially made in order to comply with the requirements of the ninth section of the aforesaid act, which is in the following words, viz:

That any line officer of the Navy or Marine Corps may be advanced one grade, if, upon recommendation of the President by name, he received the thanks of Congress for highly distinguished conduct in conflict with the enemy, or for extraordinary heroism in the line of his profession.

ABRAHAM LINCOLN.

WASHINGTON CITY, *December 15, 1864.*

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Letter from the Secretary of the Navy to the secretary of the New York Chamber of Commerce, acknowledging resolutions of approval.

NAVY DEPARTMENT, *December 17, 1864.*

SIR: The Department has had the satisfaction to receive a copy of the resolutions adopted by the Chamber of Commerce of New York, enclosed in your letter of the 13th instant, recognizing the gallant and perilous exploit of Lieutenant W. B. Cushing, U. S. Navy, in destroying the rebel ram *Albemarle*, and also the services of Chief Engineer William W. Wood, U. S. Navy, for his invention of the torpedo, which was so skillfully and successfully applied on the occasion referred to. The Department expresses its gratification at the deserved and timely notices of these officers from so eminent a source, and trusts that the resolutions of the chamber will inspire them to renewed efforts in arresting the causeless war in which the country is engaged.

Very respectfully,

GIDEON WELLES,  
[*Secretary of the Navy.*]

JOHN AUSTIN STEVENS, Jr.,  
*Secy. Chamber of Commerce of the State of New York, New York City.*

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Resolution tendering the thanks of Congress to Lieutenant Cushing and to the officers and men who assisted him in the destruction of the C. S. ram *Albemarle*.

That the thanks of Congress are due, and are hereby tendered, to Lieutenant William B. Cushing, of the United States Navy, and to the officers and men under his command, for the skill and gallantry displayed by them in the destruction of the rebel ironclad steamer *Albemarle* at Plymouth, North Carolina, on the night of the twenty-seventh of October, eighteen hundred and sixty-four.

Approved December 20, 1864.

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Abstract log of the U. S. S. *Shamrock*, Commander Maccomb, U. S. Navy, commanding.

*October 24, 1864.*—From meridian to 4 p. m.: Steam launch, under command of Lieutenant Cushing, arrived.

*October 26.*—From 8 to midnight: Steaming up the sound. At 9:30 p. m. came to anchor at picket station. Acting Master's Mate Burlingame and 6 men returned from an expedition up Roanoke River.

*October 27.*—From midnight to 4 a. m.: Steam launch went up Roanoke River. Fleet came up and anchored off picket station. At 6:30 a. m. the steam launch returned from up the river and communicated with this ship. At 6:45 the fleet weighed anchor and steamed down the sound. At 8 came to anchor at their respective stations. At 8:30 p. m.

came to anchor up at the picket station. At 11:15 p. m. weighed anchor, shifted berth, came to anchor, and veered to 15 fathoms. At 11:28 p. m. the steam launch under command of Lieutenant Cushing, together with Acting Gunner William Peterkin, Acting Master's Mate Burlingame, and 10 men from this ship, with the second cutter, started up the Roanoke River.

October 28.—At 6:45 a. m. the second cutter returned with Acting Master's Mate Burlingame and Acting Gunner William Peterkin and 4 rebel prisoners, which they took from the *Southfield*. Reported the steam launch, under Lieutenant Cushing, as having attacked the rebel ram, but what damage to her did not ascertain, as the ram kept up a heavy fire of musketry and artillery for about ten minutes. At 6:50 a. m. made 192 to *Otego* and 252 to *Commodore Hull*. At 7:15 a. m. the *Commodore Hull* got underway, came down, and communicated with us. From 4 to 6 p. m.: The tug *Belle* returned from up the river with the *Otego's* cutter. Recovered 3 of the *Tacony's* men who were missing after an expedition up the Roanoke River; also picked up two torpedoes. At 9:15 p. m. the *Valley City* arrived from Roanoke Island. At 10 p. m. went on picket at the mouth of the Roanoke. At 11 p. m. returning from picket, blowing her whistle. We hove up anchor. At 11:30 the *Valley City* came off our starboard beam, having on board Lieutenant Cushing, of the steam launch. Called all hands to "cheer ship." Lieutenant Cushing reported the ram blown up and launch sunk. Fired one round IX-inch gun and made Ooston signal to fleet preparatory. At 11:45 p. m. the *Valley City* left for the fleet. We anchored, veered to 15 fathoms.

November 8.—From 8 a. m. to meridian: Discovered a dead body of a man floating around the ship; recognized the same to be the body of Acting Master's Mate John Woodman, who was supposed to have been drowned on the morning of October 28, 1864, he being one of the party in the steam launch at the time of the blowing up of the rebel ram *Albemarle*. From 4 to 6 p. m.: Steamer *Massasoit* arrived with troops from New Berne. Picked up the body of a seaman floating in the river. It proved to be the body of a fireman belonging to the steam launch engaged in blowing up the rebel ram *Albemarle*.

OCTOBER 27, 1864.

Hour.	Wind.		Weather.	Temperature.		Barom-eter.
	Direction.	Force.		Air.	Water.	
1 a. m.	S.	1	C.			
2 a. m.	S.	1	C.			
3 a. m.	S.	1	C.			
4 a. m.	S.	1	C.	67		30.43
5 a. m.	S.	1	C.			
6 a. m.	S. S. E.	1	C.			
7 a. m.	S. S. E.	1	B. C.			
8 a. m.	S. S. E.	1	B. C.	57		30.44
9 a. m.	S. by E.	1	C.			
10 a. m.	S. by E.	1	C.			
11 a. m.	S. by E.	1	C.			
12 a. m.	S. by E.	1	C.	65		30.44
1 p. m.	S.	1	C.			
2 p. m.	S. S. E.	1	C.			
3 p. m.	S. E.	1	C.			
4 p. m.	S. E.	1	C.	65		30.34
5 p. m.	S. E.	1	C.			
6 p. m.	S. E.	1	C. & R.			
7 p. m.	S. E.	1	C. & R.			
8 p. m.	S. E.	1	C. & R.	68		30.24
9 p. m.	S.	1	C. & R.			
10 p. m.	S.	1	C. & R.			
11 p. m.	S.	2	C. & R.			
12 p. m.	S.	2	C. & R.	66		30.12



OCTOBER 28, 1864.

Hour.	Wind.		Weather.	Temperature.		Barom-eter.
	Direction.	Force.		Air.	Water.	
1 a.m.	S.	1	R.			
2 a.m.	S.	1	C.			
3 a.m.	S. W.	1	B. C.			
4 a.m.	S. W.	1	B. C.	65		30.04
5 a.m.	W. S. W.	2	C.			
6 a.m.	W. S. W.	3	C.			
7 a.m.	W. by S.	3	C.			
8 a.m.	W.	3	B. C.	61		30.00
9 a.m.	W. by S.	3	B. C.			
10 a.m.	W. by S.	3	B. C.	66		30.10
11 a.m.	W. by S.	3	B. C.			
12 a.m.	W.	3	B. C.	72		30.11
1 p.m.	W.	3	B. C.			
2 p.m.	W.	3	B. C.			
3 p.m.	W.	3	B. C.			
4 p.m.	W.	3	B. C.	70		30.10
5 p.m.	W.	1	B. C.			
6 p.m.	W.	1	B. C.	65		30.02
7 p.m.	W.	1	B. C.			
8 p.m.	S. W.	1	B. C.	62		30.18
9 p.m.	S. W.	1	B. C.			
10 p.m.	W. S. W.	1	B. C.			
11 p.m.	W. S. W.	1	B. C.			
12 p.m.	W. S. W.	1	B. C.	53		30.24

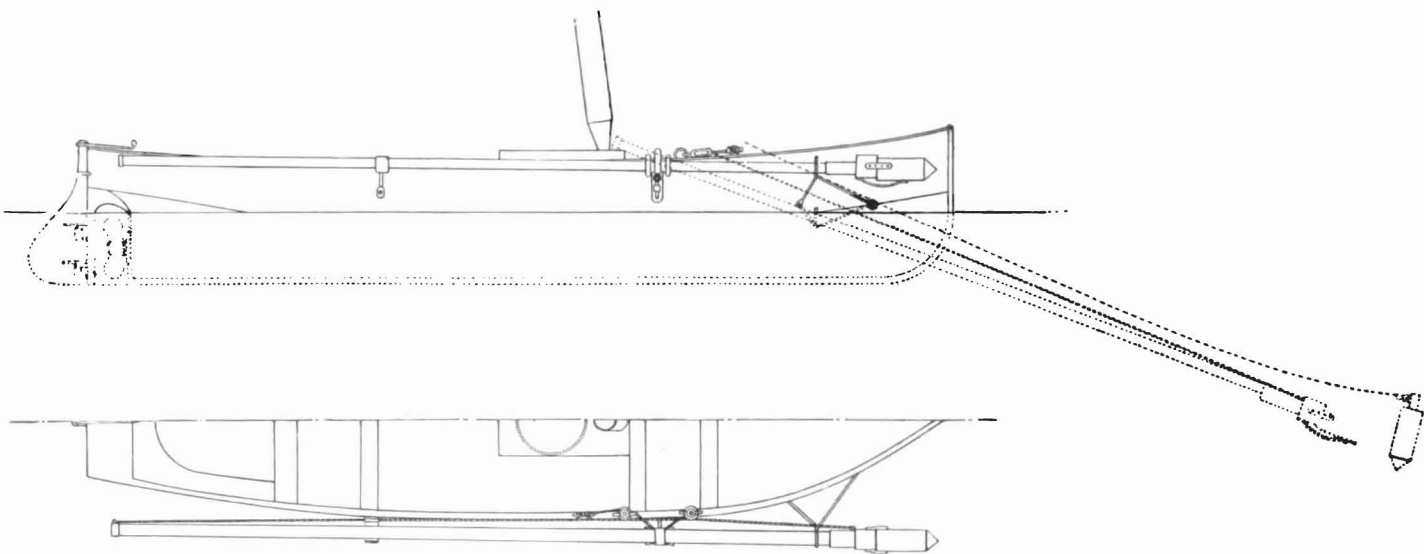
Abstract log of the U. S. S. Valley City, Acting Master Brooks, U. S. Navy, commanding.

October 27, 1864.—At 6:30 p. m. came to anchor off Roanoke Island; weather too rough to proceed.

October 28.—At 6:20 a. m. weighed anchor and proceeded up, the schooner *James S. Watson* and U. S. tug *Hoyt* in tow. At 7:10 a. m. entered Croatan Sound. From 8 to meridian, as per column: Proceeding up Albemarle Sound. At 5:10 p. m. went to quarters for exercise. At 7 p. m. arrived at the fleet off Sandy Point. At 7:55 p. m. proceeded up the sound toward Roanoke River. At 8:45 p. m. stood for the mouth of the Roanoke River. At 9:40 p. m. anchored off the buoy. At 10:15 p. m. heard some one hailing for a boat. Went to quarters and slipped the cable, sent an armed boat away in charge of Acting Ensign Milton Webster, which brought on board Lieutenant William B. Cushing, who was afterwards put on board the flagship *Shamrock*.

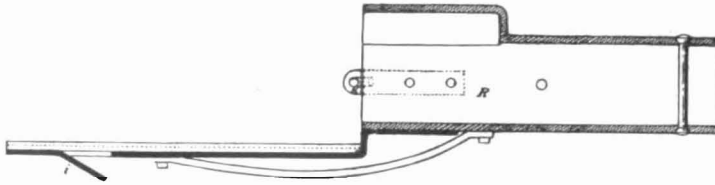
October 29.—At 1:40 a. m. proceeded up the sound. At 3:50 anchored up the mouth of the Roanoke River. At 10:49 a. m. cleared for action, weighed anchor, and proceeded up the Roanoke River in obedience to signal from flagship. At 12:05 p. m. entered the Middle River; called all hands to quarters. Picked up William Hoftman, seaman, of the U. S. S. *Chicopee*, out of the swamp, he being one of Lieutenant William B. Cushing's party. At 1:50 p. m. entered Roanoke River. At 2:20 p. m. anchored about  $1\frac{1}{2}$  miles from Plymouth, N. C. Captain went away in the launch to reconnoiter and was fired upon from river battery. At 4:30 p. m. launch returned and we proceeded down the Middle River, entered the Cashie River. At 7:15 p. m. entered the Albemarle Sound. At 7:50 p. m. exchanged signals with the steamer *Commodore Hull*. From 8 to midnight: Went alongside the U. S. S. *Shamrock* and received 4 rebel prisoners, also 2 sick men from the U. S. S. *Wyalusing*. Names of prisoners: John R. Carbet, John Ward, William Carey, and John Baize.

October 30.—At 12:30 a. m. cast off from the *Wyalusing*; proceeded down the sound. At 6 a. m. passed within hail of the U. S. S. *Chicopee* and sent William Hoftman, seaman, on board. At 6:15 a. m. entered Croatan Sound. At 7:45 anchored off Roanoke Island. At 12:03 m. weighed anchor and proceeded down Croatan Sound.

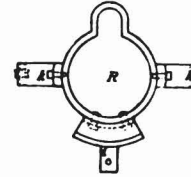


CUSHING'S TORPEDO LAUNCH—OUTLINE DRAWINGS.

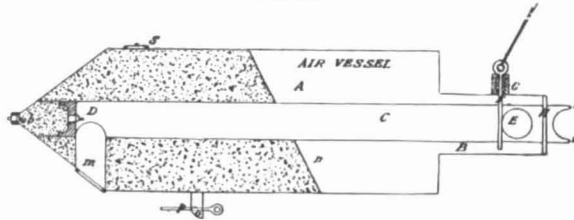
**HEAD OF TORPEDO BAR.**  
**FIG. 1.**



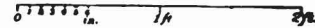
**END VIEW.**



**TORPEDO SHELL.**  
**FIG. 2.**



**SCALE.**



TORPEDO USED BY LIEUTENANT CUSHING IN THE DESTRUCTION OF THE CONFEDERATE STATES RAM ALBEMARLE.



*November 1.*—At 7:15 a. m. anchored near the flagship *Malvern* in Hampton Roads. Lieutenant William B. Cushing went on board the flagship. From 8 to meridian delivered the 4 prisoners of war to the provost marshal at Old Point, Va.

Description of torpedo shell and head of bar as adapted to the picket boats and light-draft monitors.

The shell, which is shown in figure 2 of the accompanying drawing, is constructed and used in the following manner:

A is a cylinder which is conical shaped at its lower extremity and which contracts into a smaller cylinder, B, at its upper end. Through the center of this cylinder there runs a tube, C, to the lower end of which a gun nipple, D, is attached, and at the upper end the ball or weight E is deposited, which is held in its place by the pin F, which works through the stuffing box G from the outside, the same being attached to the small cylinder B. The weight is inserted through the opening H, and the loading of the shell is accomplished through the opening *a*, while *b* is a small opening for priming the nipple tube, and the cavity and opening *m* is for capping the shell. In order to fire this shell, withdraw the pin F and the ball E will drop on the nipple D and explode the cap, igniting the powder and exploding the shell. The diaphragm *n* prevents the powder from shifting about, thus forcing the shell to assume a vertical position when in the water. The lug *o* and pin *p* are intended to hold the shell down on the head or socket, the pin going through the inclined plane *i*, as shown in figure 1, which represents the head of torpedo bar.

The upper end, B, of the shell is deposited into the socket R, and the lower end is fastened as before stated by means of the lug. There are two brackets, *k* and *k*, of which the former is provided with a friction roller and by means of which the shell is to be detached from the head. A lanyard, which is fastened to *k*, runs into the socket around the upper end of the shell through the two lugs *a a*, and from thence to *k*, around the friction roller, and from there to the vessel. The pin *p* is also connected with the same lanyard and in such a manner that when the lanyard is drawn tight it must draw the pin first before it forces the shell out of the socket, the latter being accomplished by drawing the lanyard tight between the brackets *k* and *k*. After thus being attached, the shell is fired by withdrawing the pin F.

List of names of the officers and men who took part in the destruction of the C. S. ram *Albatross*, October 27, 28, 1864.

Names.	Rank.	Vessel.	Remarks.
William B. Cushing ..	Lieutenant .....	Commanding expedition	Escaped.
William L. Howorth ..	Acting master's mate .....	Picket boat No. 1 .....	Taken prisoner.
John Woodman .....	do .....	U. S. S. Commodore Hull ..	Drowned; body found.
Thomas S. Gay .....	do .....	U. S. S. Otaego .....	Taken prisoner.
Francis H. Swan .....	Acting assistant paymas- ter.	do .....	Do.
William Stotesbury ..	Acting third assistant engineer.	Picket boat No. 1 .....	Do.
Charles L. Steever ..	do .....	U. S. S. Otaego .....	Do.
Edward J. Houghton ..	Ordinary seaman .....	U. S. S. <i>Chiopees</i> .....	Escaped.
Bernard Harley .....	do .....	do .....	Taken prisoner.
William Smith .....	do .....	do .....	Do.
Richard Hamilton ..	Coal heaver .....	U. S. S. <i>Shamrock</i> .....	Do.
R. H. King .....	Landsman .....	Picket boat No. 1 .....	Do.
Henry Wilkes .....	do .....	do .....	Do.
Lorenzo Deming .....	do .....	do .....	Do.
Samuel Higgins .....	First-class fireman .....	do .....	Drowned; body found.

[According to some accounts, and the logs of some of the ships the name of Steever is given as Heener, and Houghton is given as Hoftman and Horton.]

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Report of Lieutenant Warley, C. S. Navy, commanding the C. S. ram *Albemarle*.

PLYMOUTH, N. C., October 28, 1864.

SIR: The night of the 27th instant, a dark, rainy night, I had the watch on board doubled and took extra precaution. At or about 3 o'clock a. m., on the 28th, the officer of the deck discovered a small steamer in the river, hailed her, received an unsatisfactory answer, rang the alarm bell, and opened fire on her with the watch. The officers and men were at their quarters in as quick time as was possible, but the vessel was so near that we could not bring our guns to bear, and the shot fired from the after gun loaded with grape, failed to take effect. The boat running obliquely, struck us under the port bow, running over the boom, exploded a torpedo, and smashed a large hole in us just under the water line, under a heavy fire of musketry. The boat surrendered and I sent Lieutenant Roberts to take charge of her. Manned the pumps and gave the order to fire up, so as to use the donkey engine. The water gained on us so fast that all exertions were fruitless, and the vessel went down in a few moments, merely leaving her shield and smokestack out.

In justice to myself I must say the pickets below gave no notice of her approach, and the artillery which was stationed by the vessel for a protection, gave us no assistance, manning only one piece at too late a time to be of any service.

Having condensed this report as much as I could, I respectfully request a court of enquiry, to establish on whose shoulders rests the blame of the loss of the *Albemarle*.

I am, respectfully, your obedient servant,

A. F. WARLEY,  
*Lieutenant, Commanding, C. S. Navy.*

Hon. S. R. MALLOEY,  
*Secretary of the Navy.*

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CONFEDERATE REPORTS AND CORRESPONDENCE.

*Report of Captain Forrest, C. S. Navy, acknowledging order of detachment from James River Squadron.*

COMMANDANT'S OFFICE,  
*Richmond, May 6, 1864.*

SIR: Your order detaching me from the command of the naval forces on James River and this station has this day been received, and I shall regard myself as awaiting orders.

I am, very respectfully, your obedient servant,

F. FORREST, C. S. Navy.

Hon. S. R. MALLOEY,  
*Secretary of the Navy.*

*Order of detachment from the Secretary of the Navy to Commander Mitchell. C. S. Navy, in charge of Office of Orders and Detail.*

CONFEDERATE STATES OF AMERICA,  
Navy Department, Richmond, May 6, 1864.

SIR: You are hereby detached from the Office of Orders and Detail, and will immediately assume command of all the naval vessels in the James River, the school-ship excepted, and prepare them for service against the enemy with all possible dispatch, exercising all the authority and performing all the duties of the flag-officer of a squadron.

I am, respectfully, your obedient servant,

S. R. MALLOBY,  
Secretary of the Navy.

Commander J. K. MITCHELL, C. S. Navy,  
In charge of Orders and Detail.

[Endorsement.]

Assumed command by General Order May 7, 1864.

[J. K. MITCHELL.]

*Order of Major-General Hoke, C. S. Army, to Lieutenant Minor. C. S. Navy.*

POLLOCKSVILLE, N. C., May 6, 1864.

Captain Minor will return as soon as possible with his fleet of boats to the point at which he launches them.

By order of Major-General Hoke:

JNO. M. RICHARDSON,  
Assistant Adjutant and Inspector General.

*Letter from the Secretary of the Navy to the Secretary of War, urging that a passage through the obstructions in James River be completed.*

NAVY DEPARTMENT, C. S. A.,  
Richmond, May 7, 1864.

SIR: Permit me to call your attention to the fact that the obstructions in the river near Drewry's Bluff are not yet opened to admit the passage of the naval vessels now ready for service below them, and that the work of removing them seems to have ceased. I deem it proper to urge that the passage through them be completed without delay.

Very, respectfully, your obedient servant,

S. R. MALLOBY,  
Secretary.

HON. SECRETARY OF WAR.

[First endorsement.]

ENGINEER BUREAU, May 7, 1864.

I understood some days since that there was a distinct understanding with the honorable Secretary of the Navy that the obstructions would be removed at any time that he would name when his vessels would be ready, and that he was to give a few days' notice. Is not

this so? Since he now desires the obstructions to be moved so as to allow the desired passage, let it be done.

J. A. SEDDON,  
*Secretary.*

[Second endorsement.]

The work has never been discontinued in removing the obstructions since the order for doing so was first given, except during freshets, when it was impossible to work. Every effort has been made to get them out, and I believe there is now and has been enough water to pass them since they have been ready to move.

W. H. STEVENS,  
*Colonel of Engineers.*

[Telegram.]

CONFEDERATE STATES OF AMERICA,  
*Richmond, May 7, 1864.*

Send the crew of the *Virginia* on board at once. They will be required to receive the guns, which will go down to-day.

S. R. MALLORY,  
*Secretary Navy.*

Commander JOHN K. MITCHELL.

*Report of Flag-Officer Mitchell, C. S. Navy, commanding James River Squadron, regarding affairs of his command.*

C. S. FLAGSHIP RICHMOND,  
*Drewry's Bluff, May 8, 1864.*

SIR: In obedience to your order of the 6th instant I yesterday assumed the command of the naval forces on James River.

For the present the *Richmond* is made the flagship. I found her and the *Patrick Henry* at anchor near the *Virginia*, about three fourths of a mile above "Drewry's Bluff," with springs out, both vessels prepared to use their batteries to cover the approaches of the enemy to the works at the "bluff," a position which seems to me to have been judiciously selected on the 5th by Commander Pegram as the best for most effectively operating for the defense of that position under existing circumstances.

The convenient proximity of the *Patrick Henry* to the *Virginia*, on board of which the chief part of the crew detailed for her is quartered, makes it desirable that the crew should not be permanently sent on board of the *Virginia* until it can be done without interference with the mechanical and other work in progress. As many men as can be used to advantage on board are kept employed in working parties detailed from her own crew and that of the *Richmond*. This arrangement I conceive to be acting in accordance with the spirit of your telegraphic order of the 7th to send the *Virginia's* crew on board at once, as, in my judgment, it tends most to the speedy preparation of the vessel for service.

I have the honor to be, very respectfully, your obedient servant,  
JNO. K. MITCHELL,  
*Commanding C. S. Naval Forces, James River.*

Hon. S. R. MALLORY,  
*Secretary of the Navy, Richmond.*

*Letter from Commander Cooke, U. S. Navy, to the Secretary of the Navy, advising the building of an additional gunboat in the Roanoke River.*

C. S. S. ALBEMARLE,  
Off Plymouth, N. C., May 8, 1864.

SIR: In the absence of Commander R. F. Pinkney, I presume to write you indirectly upon a subject of vital importance, which I know will meet Commander Pinkney's approval, as he instructed me to make any communication I saw fit, and I will send him a copy of this letter.

The recent fight in the Albemarle Sound with the enemy's boats demonstrated to me that the *Albemarle* draws too much water to navigate the sounds well, and has not sufficient buoyancy. In consequence, she is very slow and not easily managed. Her decks are so near the water as to render it an easy task for the enemy's vessels to run on her, and any great weight soon submerges the decks.

It is, in my judgment, as I before took the liberty of informing you, of the greatest importance that at least one additional gunboat should be built on the Roanoke River, with the least possible delay, and that the vessel should only draw 6½ feet water. Two courses of 1-inch iron plates are found to answer a better purpose than one of 2-inch iron; the 2-inch plates do not seem to be rolled as compactly as the 1-inch, and two bars of the latter are found to bend where the 2-inch would break. If possible to construct the vessel so that she could have a midship gun, or two broadside guns, making four in all, it would be of the greatest advantage in fighting the ship. I feel no doubt but that we should have had an entire victory in our late fight if there had been two broadside guns in addition to the two now mounted on the *Albemarle*.

I find the shifting the guns in action a very great disadvantage; while the gun is being shifted the enemy's vessel, being close aboard, has time to change position.

I am, very respectfully, your obedient servant,

J. W. COOKE,  
Commander, U. S. Navy.

Hon. S. R. MALLORY,  
Secretary of the Navy, Richmond, Va.

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[Telegram.]

CONFEDERATE STATES OF AMERICA,  
Richmond, May 9, 1864.

Can the *Nansemond* and *Hampton* take a position below Chaffin's Bluff and, covered by it, to annoy the advance of the enemy on Drewry's Bluff? I suggest this for your consideration. I suggest also that you know with certainty your pilots and have good ones for ironclads.

S. R. MALLORY,  
Secretary.

Commander MITCHELL, U. S. Navy,  
(Or Commander Pegram in his absence),  
Commanding Naval Forces, James River.

[Telegram.]

PETERSBURG, [VA.], *May 9, 1864.*

Three gunboats attacked Fort Clifton this afternoon. Martin's light battery disabled one of them, which was afterwards burned by the enemy. What news from General Lee? We are very anxious.

G. E. PICKETT,  
*Major-General.*

General BRAGG,  
*Richmond, Va.*

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*Report of Flag-Officer Mitchell, U. S. Navy, regarding his readiness for cooperation at Drewry's Bluff.*

C. S. FLAGSHIP RICHMOND,  
*Wilton, Above Drewry's Bluff, May 11, 1864.*

SIR: The three ironclads and three of the gunboats are ranged in position at this anchorage, prepared to cooperate with the army to resist a threatened attack by the enemy, who were reported by General Ransom this morning to be in front of the lines of Drewry's Bluff.

The *Fredericksburg* dropped down to this anchorage this morning from the position taken up yesterday between the bars above this point.

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

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Hon. S. R. MALLOBY,  
*Secretary of the Navy, Richmond, Va.*

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[Telegram.]

C. S. FLAGSHIP RICHMOND,  
*Drewry's Bluff, May 12, 1864.*

Your telegram to place the gunboats at the disposition of General Hoke for transportation of troops received.

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

SECRETARY OF THE NAVY.

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*Order of Flag-Officer Mitchell, U. S. Navy, to Lieutenant Maury, U. S. Navy, commanding U. S. S. Hampton, in view of the detention of that vessel at Richmond.*

C. S. FLAGSHIP RICHMOND,  
*Wilton, Near Drewry's Bluff, May 12, 1864.*

SIR: Your report of this date, together with that of Third Assistant Engineer Tomlinson, of the condition of his department, has been received.

You will be pleased to report to the Secretary of the Navy, without delay, the causes of your detention at Richmond, and at the earliest practicable moment rejoin the squadron at this anchorage.

You will, while delayed at Richmond for repairs, fill up with coal,

provisions, stores, etc., and make the *Hampton* ready in all respects for active service.

See that the *Hampton* is provided with three grapnels, fitted with chains, to be used for boarding and dragging, etc.

While in Richmond make a diligent search for competent pilots for the ironclads and the gunboats.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Lieutenant Commanding JNO. S. MAURY, C. S. Navy,

*Commanding Steamer Hampton, Richmond, Va.*

*Letter from Flag-Officer Mitchell, C. S. Navy, to Chief of the Office of Orders and Detail, regarding the need of pilots in James River.*

FLAGSHIP RICHMOND,

*Drewry's Bluff, May 12, 1864.*

SIR: Pilots Parrish and Face, appointed, respectively, for the *Fredricksburg* and the *Virginia*, have not yet made their appearance. There is a serious deficiency in the number of pilots required, and I respectfully request that you will endeavor to provide the squadron with at least three or four as soon as possible.

I am informed that there are two in Petersburg, viz, David Wright and Hezekiah Williams. The latter was in the *Merrimack* in Hampton Roads, and the Department may know whether he is implicated in any way with the loss of that vessel. Any communication for them addressed to the care of Saml. H. Marx, Petersburg, would be received by them.

Six or eight pilots, in addition to those we now have, would not be too many.

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

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Captain S. S. LEE, C. S. Navy,

*Office of Orders and Detail, C. S. Navy Department, Richmond, Va.*

[Telegram.]

DREWRY'S BLUFF, *May 12, 1864—12:10 p. m.*

The enemy are immediately in our front and skirmishing has commenced with small arms. Have just received the following dispatch from the signal station at Gregory's farm:

Two Yankee regiments are moving this way. I will have to cross the river very soon.

Major Terrett is in the trenches. I will keep you informed of the situation.

F. MACRAE,

*First Lieutenant, C. S. Marine Corps, and Adjutant of Post.*

Hon. S. R. MALLOY,

*Secretary of the Navy, Richmond.*

[Telegram.]

DREWRY'S BLUFF, *May 12, 1864—1 p. m.*

Bring down the *Beaufort* and *Drewry*, also the *Allison*, and any other vessels that can be found, forthwith, for the transportation of troops from this place to Richmond. Lose not a moment.

JNO. K. MITCHELL,

*Commanding James River Squadron.*

COMMANDING OFFICER [Lieutenant E. J. MEANS],

*Steamer Beaufort, Navy Yard, Rocketts:*

Major Terrett will please telegraph the above.

*Order of the Chief of the Office of Orders and Detail to Lieutenant Minor, C. S. Navy, to proceed to duty in James River Squadron.*

C. S. NAVY DEPT., OFFICE OF ORDERS AND DETAIL,

*Richmond, May 12, 1864.*

SIR: Report to Flag-Officer John K. Mitchell, C. S. Navy, for duty as flag-lieutenant in the squadron under his command temporarily.

By command of the Secretary of the Navy.

I am, respectfully, your obedient servant,

S. S. LEE,

*Captain in Charge.*

First Lieutenant ROBERT D. MINOR, C. S. Navy,

*Richmond, Va.*

*Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Orders and Detail, requesting the assignment of Commander Wood to the James River Squadron.*

C. S. FLAGSHIP RICHMOND,

*Wilton, Near Drewry's Bluff, May 12, 1864.*

SIR: I respectfully request, if agreeable to him, that Commander J. Taylor Wood, C. S. Navy, be assigned to temporary duty in the James River Squadron, under my command, as fleet captain or commander, during the contemplated movements against the enemy.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Captain S. S. LEE, C. S. Navy,

*Office of Orders and Detail, C. S. Navy Department.*

*Letter from the Secretary of the Navy to Flag-Officer Mitchell, C. S. Navy, regarding method of using fire vessels and rafts.*

CONFEDERATE STATES OF AMERICA,

*Navy Department, Richmond, May 12, 1864.*

SIR: I have had some fire vessels and fire rafts prepared, and the *Shrapnel* will possibly tow them down and deliver them to you this



evening. I think it would be well to have them towed as far down the river as the enemy will permit, and set on fire on an ebb tide. Perhaps one man might be left on board of each with a skiff to enable him to escape after firing the boat. The rafts should, I think, be sent in couples, and they are consequently fastened together.

You will please receive them and do with them as your judgment may deem best.

Very respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary.*

Commander JNO. K. MITCHELL, C. S. Navy,  
*Commanding Naval Defenses, James River.*

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*Letter from Assistant Adjutant and Inspector General Cooke, C. S. Army, to Commander Cooke, C. S. Navy, regarding the withdrawal of the C. S. S. Albemarle in case of the evacuation of Plymouth, N. C.*

HDQRS. DEPT. NORTH CAROLINA AND SOUTHERN VIRGINIA,  
*Petersburg, May 12, 1864.*

CAPTAIN: After having consulted the general commanding in reference to the protection of your ironclad, he directs me to say to you that General Whiting has been placed temporarily in command of this department, and will be given the necessary instructions as to protecting your gunboat in case the enemy should make any serious demonstration against Plymouth. To the end, therefore, that you incur no risk as to the capture of the ironclad vessel that you command, he thinks that you had better communicate by letter with General Whiting, who will, for the present, establish his headquarters at this place. In case it becomes necessary to give up Plymouth, the general commanding is of the opinion that you had better withdraw the *Albemarle* from Plymouth and ascend the Roanoke River, at least to a point beyond Hamilton, where General Whiting has been directed to concentrate the troops now garrisoning Plymouth, and to mount the necessary heavy guns to prevent the enemy from passing the fort located at that place. Of course the above arrangement will only be carried out when the necessity arises for evacuating Plymouth. By communicating by letter with [the] major-general from time to time, you will receive explicit instructions as to what course to pursue as regards your movements against the enemy or his movements against you. In conclusion, the general commanding instructs me to thank you, and, through you, the officers and men of your command, for your and their gallant action in the late attack made on you in Albemarle Sound by nine of the enemy's war vessels.

I am, captain, yours, very respectfully,

GILES B. COOKE,  
*Assistant Adjutant and Inspector General.*

Captain COOKE,  
*Commanding Ironclad Albemarle, Plymouth.*

*Report of Lieutenant Means, C. S. Navy, giving list of officers attached to the C. S. S. Beaufort.*

C. S. S. BEAUFORT, May 12, 1864.

SIR: I respectfully make the following returns of the officers now attached to this vessel:

William H. Carlon, acting master and pilot.	William T. Harding, third assistant engineer.
C. Meyer, midshipman.	A. E. Albertson, master's mate.
	William R. Rowe, master's mate.

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

E. J. MEANS,  
*Lieutenant, Commanding.*

Flag-Officer J. K. MITCHELL.

*Report of Commander Rootes, U. S. Navy, giving list of officers attached to the C. S. S. Fredericksburg.*

C. S. GUNBOAT FREDERICKSBURG,  
*James River, May 12, 1864.*

SIR: The following is a list of the officers attached to this vessel:

*Present.*

Commander Thomas R. Rootes.	Acting Master's Mate Lyman L. Foster.
First Lieutenant Francis E. Shepperd.	Acting Master's Mate J. J. Bronson.
Second Lieutenant Matthew P. Goodwyn.	Gunner C. H. Gormley.
Second Lieutenant Joseph M. Gardner.	Acting Third Assistant Engineer E. F. Gill.
Lieutenant for the war W. H. Wall (temporary).	Second Assistant Engineer J. J. Lyell.
Acting Master John C. Minor (temporary).	Third Assistant Engineer Joe. E. Viernelson.
Acting Midshipman Alex. [T.] Hunt.	Surgeon H. W. M. Washington (temporary).
Acting Midshipman P. H. McCarrick (temporary).	Assistant Surgeon W. J. Addison.
Acting Midshipman W. D. Goode (temporary).	Assistant Surgeon John Leyburn.
Acting Master's Mate R. N. Spraggins.	Paymaster Ladd.

*Absent.*—Boatswain Archibald Wilson, captured, on special duty under Lieutenant Minor. Acting Third Assistant Engineer R. J. Hackley, captured.

*Deficiencies.*—One carpenter, one marine officer, one first assistant engineer.

Very respectfully, your obedient servant,

THOS. R. ROOTES,  
*Commander, C. S. Navy.*

Flag-Officer JOHN K. MITCHELL, C. S. Navy,  
*Commanding James River Squadron.*

*List of officers on board C. S. S. Roanoke, May 13, 1864.*

Maxwell T. Clarke, lieutenant, commanding.	[P. H.] Gibbs, midshipman.
W. F. Shippey, acting master.	Chas. Russell, master's mate.
[F. B.] Dornin, midshipman.	J. H. Parker, third assistant engineer.

*List of officers attached to the steamer Drewry, May 13, 1864.*

Lewis Parrish, master, commanding, absent as pilot for *Fredericksburg*.  
C. N. Golden, master's mate.

E. C. Skinner, master's mate.  
W. Ahern, first assistant engineer.  
J. T. Reams, third assistant engineer.

*Letter from Mary Davidson to Flag-Officer Mitchell, C. S. Navy, giving information of the approach of the enemy's gunboats.*

[MAY 13, 1864.]

Captain Davidson informed me by note late this afternoon that he was this side of Varina at a place called "The Two Gates." The enemy's gunboats were coming up the river, and then reported a little below Varina. I regret that I can not give you a more direct idea of Captain D.'s position, but anyone following the Varina road could not fail to find him, unless he has been again compelled to fall back.

Respectfully, etc.,

MARY DAVIDSON.

Captain MITCHELL.

*Order of the Secretary of the Navy to Flag-Officer Mitchell, C. S. Navy, to furnish information regarding time of proposed cooperative movement.*

CONFEDERATE STATES OF AMERICA,  
*Navy Department, Richmond, May 15, 1864.*

SIR: The Secretary of the Navy requests that you will please inform him at the earliest moment when you will be ready to move, in case you are called upon to cooperate with the Army. It is understood that the obstructions are now in condition to allow the vessels to pass, or will be during the day.

It is important that the commanding general should be informed when we are ready.

By order Secretary Navy:

Very respectfully,

E. M. TIDBALL,  
*Chief Clerk.*

Commander J. K. MITCHELL,  
*Commanding Naval Forces James River.*

*Order of Flag-Officer Mitchell, C. S. Navy, to commanding officers, to furnish complete muster rolls of the vessels under their command.*

C. S. IRONCLAD, RICHMOND, FLAGSHIP JAMES RIVER SQUADRON,  
*Near Drewry's Bluff, May 15, 1864.*

SIR: Before moving down the river a complete muster roll of all officers, the crew, and other persons on board of the *Virginia*, under your command, will be forwarded to me, for transmission to the Navy Department.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Commander R. B. PEGRAM, C. S. Navy,  
*Commanding C. S. Ironclad Virginia.*

[Same order sent to the commanding officers of the *Fredericksburg*, *Richmond*, *Hampton*, *Nansemond*, *Roanoke*, and *Beaufort*.]

*Order of Flag-Officer Mitchell, C. S. Navy, to Master Read, C. S. Navy, commanding C. S. S. Nansemond, to relieve the C. S. S. Beaufort in attendance upon the C. S. S. Virginia.*

C. S. IRONCLAD RICHMOND,

*Flagship James River Squadron, Near Drewry's Bluff, May 15, 1864.*

SIR: The *Nansemond* will relieve the *Beaufort* to-day of her duty in attending upon the mechanics of the *Virginia*, and will receive from Lieutenant Commanding [E. J.] Means his orders respecting this service.

The *Nansemond* will proceed to Richmond with Mr. Graves as soon as he is ready to go up, and await at Rocketts any calls that may be made for important army or naval service, not to allow, except in urgent cases, the regular hours of taking up and bringing down the mechanics to be interfered with.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Master WM. W. READ, C. S. Navy,

*Commanding Steamer Nansemond.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Davidson, C. S. Navy, to furnish information regarding the force and movements of the enemy in the James River.*

C. S. IRONCLAD RICHMOND,

*Flagship James River Squadron, near Drewry's Bluff, May 15, 1864.*

SIR: If you have any information on the following points, or can obtain any, please forward it to me as speedily as possible:

Force and movements of the enemy in the river. Number of monitors, other ironclads, and wooden gunboats. If the enemy have planted torpedoes and placed obstructions, and if so, please state their position.

If the banks of the river are occupied by the enemy's pickets, and if they have any artillery posted to command the channel way. The general condition of the navigation of the river. If any of your torpedoes or stations have fallen into the hands of the enemy.

Any general information in relation to the condition of affairs below which may be useful or important for the commanding officer of the naval forces to be aware of.

Respectfully, your obedient servant,

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Lieutenant Commanding HUNTER DAVIDSON, C. S. Navy,

*In charge of Submarine Batteries.*

*Report of Flag-Officer Mitchell, C. S. Navy, of the readiness of the squadron to move down the James River.*

C. S. IRONCLAD VIRGINIA,

*Flagship James River Squadron, Near Drewry's Bluff, May 15, 1864.*

SIR: In reply to your enquiry of this date, through the chief clerk, as to the readiness of the squadron to move, I have the honor to report that the ironclads *Richmond* and *Fredericksburg* and the four gunboats are now ready for service against the enemy at any moment. The *Virginia* is equipped for battle in all things essentially necessary

except that the steering apparatus is as yet incomplete, broadside port shutters not hung, and no arrangements made for securing the other shutters when closed.

The steering apparatus is promised by Mr. Graves to be ready to-morrow. When ready, it will be tested immediately by getting the vessel underway, and until this test is made—an indispensable requisite—she can not be pronounced ready. A short time will then be desirable to properly train the officers and men at quarters before it would be proper to attack an enemy of superior or equal force.

Torpedoes are not yet fitted to any of the vessels. I deem them of great importance to the success of any enterprise against the reported greatly superior force of the enemy in ironclads as well as in gunboats.

I respectfully refer you to the copy of the report\* of Commander Pegram, herewith enclosed, respecting the condition of the *Virginia* to-day.

Captain Mason, Engineer Corps, U. S. Army, informed me this afternoon that a passage has been opened for the ironclads through the obstructions, and Lieutenant Commanding William H. Parker, with the pilots of the squadron, is engaged at this time in its examination to determine whether it is in a condition for the passage of the ironclads and at what stage of the tide.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Hon. S. R. MALLORY,  
*Secretary of the Navy, Richmond, Va.*

P. S.—Lieutenant Commanding Parker has just returned and reports that the passage is not yet practicable for the ironclads. The engineer corps is still at work removing the obstructions. Enclosed is a copy of his report.

J. K. M.

*Report of Lieutenant Parker, U. S. Navy, regarding the examination of the passage through the obstructions at Drewry's Bluff.*

C. S. IRONCLAD RICHMOND,  
*James River, May 15, 1864.*

SIR: In obedience to your order of this date, I have made with Pilots Parrish and Skinner and Master Carlon, of the *Beaufort*, an examination of the passage through the obstructions, and report that neither the *Virginia* nor *Richmond* can be taken through with safety. Neither would it be prudent to attempt to get the *Fredericksburg* through until after it has been carefully sounded and swept with a weighted line.

I pointed out to the engineer in charge, Captain [Charles T.] Mason, the shoal places, and left him with his men still at work. No attempts should be made with the vessels but at high water. The engineer is working with that end in view. I would suggest that a good pilot be sent there every day to sound at low water, and to assist the men at work with his advice.

I am, respectfully, your obedient servant,

W. H. PARKER,  
*Lieutenant, Commanding.*

Flag-Officer J. K. MITCHELL,  
*Commanding James River Squadron.*

*Letter from the Secretary of the Navy to Flag-Officer Mitchell, C. S. Navy, making suggestions regarding operations in the James River.*

NAVY DEPARTMENT,  
Richmond, May 15, 1864.

SIR: Lieutenant Commanding Davidson, who has just come from the vicinity of the enemy on the river, makes an interesting report, which I have requested him to repeat to you. From his statement you will see that the enemy is slowly feeling his way to discover our submarine batteries, and that if permitted to pursue his present methodical investigations, those under Lieutenant Davidson's control will soon be discovered and captured. One of your vessels would probably be sufficient to keep his sounding and picket boats back, and compel him to push his iron-clads in front, or his heavy gunboats, in which case the torpedoes could be brought into operation. It would seem that the *Fredericksburg* might perform this duty effectually, and I submit the suggestion for your judgment.

No report has yet been made to me of the openings in the obstructions, but I was led yesterday to hope that they would be open to-day.

The sounding and exploring operations of the enemy should, in my judgment, be checked, as his ascending vessels afford a base and great encouragement to his land forces on either bank.

You will keep the commanding general near you advised of your movements, and you will please inform me of your designs.

From the constructor's report to-day I infer that your vessel is ready for action.

Very respectfully, your obedient servant,

S. R. MALLOY,  
*Secretary.*

Commander JNO. K. MITCHELL, C. S. Navy,  
*Commanding Naval Defenses, James River.*

*Second letter from the Secretary of the Navy to Flag-Officer Mitchell, C. S. Navy, regarding operations in the James River.*

CONFEDERATE STATES OF AMERICA,  
Navy Department, Richmond, May 15, 1864.

SIR: I this day brought to your attention the report of the proceedings of the enemy as high as Curles Neck, made by Lieutenant Davidson, and I requested him to call on you and advise you of his observations yesterday and to-day. To keep back the approaches of the enemy by the river, I suggested that the *Fredericksburg* be sent down to prevent them from dragging for torpedoes in their small boats. I have just now, 11 p. m., received the report on the condition of the obstructions, from which I perceive that neither the *Virginia* nor the *Richmond* can yet pass them, and that it is deemed unsafe to attempt to get the *Fredericksburg* through until the opening shall have been swept. I hope this has already been done, and that it has been found sufficient, and that she will be able to get through.

You make no reference to the approaching contest, and may not be aware that General Beauregard intends to attack the enemy at daylight, and that he desires the cooperation of the navy. Confiding in the hope held out by the engineers that they would make a passage for your vessels, I have looked with certainty to such cooperation, and I know that

your disappointment will equal my own if you shall be prevented from rendering it. I trust that you will get your vessels below the obstructions as soon as the passage is made practicable, and that you will cooperate with the army against the enemy in the most effective manner. He should not be permitted to send his boats and unarmored gunboats to drag for and remove torpedoes. From Mr. Graves's report to-day, and your report just received, your vessel, I think, in all essentials, save the drill of the crew at their guns, may be regarded as ready for action. All the ports are up, I perceive, except the port broadside, and should you not leave early in the morning this one will be in place; but this I am convinced would not delay you. The *Virginia* fought her action in Hampton Roads without her port shutters. It would be a great advantage, of course, to have a crew long accustomed to work together, but we can not take time now for imparting such experience, and, moreover, your crew embraces many capital men.

Very respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary.*

Commander JNO. K. MITCHELL, C. S. Navy,  
*Commanding Naval Defenses, James River.*

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*Letter from Lieutenant-Colonel Maury, C. S. Army, to Lieutenant Minor, C. S. Navy, regarding the movements of the enemy.*

HEADQUARTERS,  
*Chaffin's Bluff, May 15, 1864.*

There are six wooden gunboats about 15 miles below here by water, feeling their way up, several ironclads following them. They have not advanced to-day, but are examining the banks on both sides for torpedoes, and I suppose will move up as fast as they can satisfy themselves that all is safe. I will keep you advised of all the information that I can obtain.

Yours, truly,

J. M. MAURY,  
*Lieutenant-Colonel, Commanding.*

Flag-Lieutenant R. D. MINOR,  
*James River Squadron.*

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*Second letter from Lieutenant-Colonel Maury, C. S. Army, to Lieutenant Minor, C. S. Navy, regarding the movements of the enemy.*

HEADQUARTERS,  
*Chaffin's Bluff, May 15, 1864—6:45 p. m.*

The enemy are coming slowly up the river with a small gunboat and a few troops, examining the banks and dragging for torpedoes. The ironclads follow when all is discovered to be safe. The exploring party advanced about 3 miles to-day and anchored at Varina. They are now examining the banks in that vicinity. Varina is 12 miles below here by water.

J. M. MAURY.

Flag-Lieutenant R. D. MINOR,  
*Flagship Virginia.*

[Telegram.]

RICHMOND, 15TH, [1864].  
(Received 6:30 a. m., 16th.)

Are not the obstructions so removed that the *Fredericksburg* may pass out to-morrow morning? It is very important. If others can not pass, can not at least the *Fredericksburg*, which I understand draws least water? Answer at once.

JAMES A. SEDDON,  
*Secretary of War.*

Colonel W. H. STEVENS.

[Endorsement.]

The ironclad *Fredericksburg* can pass the obstructions at high tide to-morrow.

C. T. MASON, C. S. Army.

Hon. SECRETARY OF WAR.

*Letter from the Secretary of the Navy to Flag-Officer Mitchell, C. S. Navy, desiring information regarding the condition of the passage through the obstructions at Drewry's Bluff.*

CONFEDERATE STATES OF AMERICA,  
*Navy Department, Richmond, May 16, 1864.*

SIR: I regret to learn from your letter just received through Lieutenant Minor that you have not been able to get either of your vessels through the obstructions to-day.

The report upon the condition of the passage, made by your officers, leaves the question as to the sufficiency of the depth and width unsettled, and I can not determine from it whether either of your ironclads could be gotten through at slack water. If this question can be determined, it would be well to do so, as it would enable me to point out to the Secretary of War what work is still necessary to be done by the engineers and to urge its completion.

I am, respectfully, your obedient servant,

S. R. MALLOY,  
*Secretary of the Navy.*

Commander J. K. MITCHELL, C. S. Navy,  
*Commanding Naval Forces, James River.*

[First indorsement.]

FLAGSHIP RICHMOND, JAMES RIVER SQUADRON,  
*May 17, 1864.*

Respectfully referred to Commander Rootes, and others composing the commission on the passage through the obstructions, to supply the information desired by the Secretary of the Navy, as far as practicable, by making a supplementary report.

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

[Second indorsement.]

MAY 17, 1864—1 p. m.

The supplementary report received and a copy transmitted to the Secretary of the Navy, together with a copy of instructions to Commander Rootes respecting the work on the obstructions.

J. K. M.



*Letter from Flag-Officer Mitchell, C. S. Navy, to the Secretary of the Navy regarding the proposed cooperative movement in the James River.*

C. S. IRONCLAD RICHMOND,  
*Flagship James River Squadron, Monday, May 16, 1864—3 a. m.*

SIR: I have the honor to acknowledge the receipt of your communication of this date in relation to getting the ironclads below the obstructions, and cooperating with General Beauregard in his contemplated attack upon the enemy this morning.

I was not aware, until the receipt of your letter, of the proposed attack by General B., alluded to by you. My flag-lieutenant (Minor) called upon General B. to-day to communicate to him the information brought by Lieutenant Commanding Davidson. He expressed his thanks for it, but communicated not a word as to any of his own purposes, or any desire for cooperation on the part of the naval forces.

I had already determined, in my own mind, on the receipt of the intelligence brought by Lieutenant Davidson, to place one or more of the ironclads below the obstructions the moment the passage was found practicable, and oppose the advance of the enemy up the river. The determination, I am pleased to find, accords with the wish and views expressed in your letter. No time will be lost nor proper measures omitted to ascertain when the passage becomes practicable, and the ironclads will be held in readiness to take immediate advantage of it.

Master Parrish is the only reliable pilot in the squadron for the ironclads. I would, therefore, beg that the efforts to obtain others be continued, and that Mr. Moore be sent down at once to the squadron.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Hon. S. R. MALLOEY,  
*Secretary of the Navy, Richmond, Va.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Commander Rootes, C. S. Navy, for the examination of the passage through the obstructions at Drewry's Bluff.*

FLAGSHIP RICHMOND, *May 16, 1864—3 a. m.*

SIR: As soon as it is daylight send Master Parrish, with Pilot Skinner, to the obstructions, with directions to thoroughly examine by sweeping and sounding whether the passage is practicable for the *Fredericksburg*, and to report the result to me immediately.

You will be pleased to keep the *Fredericksburg* in readiness to pass below the obstructions the moment it shall be deemed proper to make the attempt.

I am, very respectfully, your obedient servant,

JOHN K. MITCHELL,  
*Commanding James River Squadron.*

Commander THOS. R. ROOTES, C. S. Navy,  
*Commanding C. S. Ironclad Fredericksburg.*

*Report of Flag-Officer Mitchell, C. S. Navy, regarding the proposed movement of vessels through the obstructions.*

C. S. IRONCLAD RICHMOND,  
FLAGSHIP JAMES RIVER SQUADRON,  
Near Drewry's Bluff, May 16, 1864—6 a. m.

SIR: The moment the *Fredericksburg* can pass the obstructions I shall embark on her and move to oppose the advance of the enemy up the river, or to cooperate more directly with the army, as circumstances may dictate.

Instructions will be left for the *Richmond* and the *Virginia* to pass the obstructions as soon as practicable for either or both, and to join me with the utmost dispatch.

Master Parrish and Pilot Skinner were sent at daylight to examine the passage.

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

JNO. K. MITCHELL,  
Commanding James River Squadron.

HON. S. R. MALLORY,  
Secretary of the Navy, Richmond.

*Report of Flag-Officer Mitchell, C. S. Navy, regarding the impracticability of a passage through the obstructions in James River.*

C. S. IRONCLAD RICHMOND,  
Flagship James River Squadron, Near Drewry's Bluff, May 16, 1864.

SIR: I have the honor to enclose herewith a copy of a report\* made to me this day by the commanding officers of the ironclads and three pilots, adverse to the practicability of their passing safely through the obstructions in the present condition of the river.

I have examined the obstructions myself and concur in the opinion expressed by the commission.

At the earliest moment deemed advisable the attempt will be made to get all the ironclads through, trying first the *Fredericksburg*.

I am, very respectfully, your obedient servant,

JOHN K. MITCHELL,  
Commanding James River Squadron.

HON. S. R. MALLORY,  
Secretary of the Navy, Richmond, Va.

*Report of Commander Cooke, C. S. Navy, regarding the raising of guns from the U. S. S. Southfield.*

C. S. [RAM] ALBEMARLE,  
Plymouth, N. C., May 16, 1864.

SIR: I have succeeded in raising two IX-inch Dahlgren guns and one 100-pounder Parrott gun from the *Southfield* and hope to succeed in getting the others.

The Parrott gun I mounted to-day on the river front, and I wish to know what I shall do with the IX-inch Dahlgrens as I have no projectiles for them. I am very anxious to receive the gun to supply the place of the stern gun. I think that your gun is superior to all others,

\*Not found.

and had I had two broadside guns I think that I should have succeeded in sinking the whole Yankee fleet. We were struck 44 times, and that, too, at short musket-shot range; they also endeavored to run us down, and when that failed endeavored to surround us with a seine, but fortunately the lines parted in paying out. Have you sent a torpedo?

Very respectfully, your obedient servant,

J. W. COOKE,  
Commander.

Commander J. M. BROOKE,  
*In Charge of Ordnance Department, Richmond, Va.*

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*Report of Flag-Officer Mitchell, C. S. Navy, transmitting supplemental report regarding the passage of the obstructions in James River.*

C. S. IRONCLAD RICHMOND,  
*Flagship James River Squadron, Near Dreecry's Bluff, May 17, 1864.*

SIR: I have the honor to transmit herewith a copy of the supplemental report\* made this morning by Commander Rootes and others, comprising the commission on the passing through the obstructions, which appears to me to afford the additional information called for in your letter of yesterday on the subject.

I also enclose you a copy\* of instructions to Commander Rootes, which I had prepared before the receipt of your letter referred to above.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Hon. S. R. MALLORY,  
*Secretary of the Navy, Richmond, Va.*

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*Order of Flag-Officer Mitchell, C. S. Navy, to Commander Rootes, C. S. Navy, to facilitate the passage of the ironclads through the obstructions in James River.*

C. S. IRONCLAD RICHMOND,  
*Flagship James River Squadron, Near Dreecry's Bluff, May 17, 1864.*

SIR: Be pleased to visit the obstructions this morning with such officers of the squadron as you may desire to accompany you and the pilots, and make such suggestions to and requests of Captain Mason, Engineer Corps, C. S. Army, respecting the proposed piling and other work that may be deemed necessary to facilitate the speedy and safe passage of the ironclads at the earliest practicable moment.

As soon as the current will admit of it accurate soundings should be taken and the channel or passage swept to determine whether it will be practicable for all or any of the ironclads at slack water.

You will tender and render to Captain Mason any assistance that can be afforded by the squadron.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Commander THOS. R. ROOTES, C. S. Navy,  
*Commanding C. S. Ironclad Fredericksburg.*

[A copy sent to the Secretary of the Navy.]

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\* Not found.

*Report of Master Read, C. S. Navy, commanding C. S. S. Nansemond, forwarding list of officers attached to that vessel.*

C. S. S. NANSEMOND,  
Near Drewry's Bluff, Va., May 17, 1864.

SIR: In compliance with your order of the 14th instant I hereby transmit a list of the officers and men \* attached to this vessel:

Master (in charge) William W. Read.  
Midshipman F. C. Morehead.  
Midshipman T. C. Pinckney.  
Acting Master's Mate C. B. Bohannon.

Acting Third Assistant Engineer S. B. Jordan.  
Second-Class Pilot Charles Layton.

Respectfully submitted.

W. W. READ,  
Master, Commanding.

Flag-Officer JOHN K. MITCHELL,  
Commanding Naval Forces on James River.

[Telegram.]

CHAFFIN'S, May 17, 1864—4:50 p. m.

Three of the enemy's gunboats came up this evening. Opened on them with two X-inch mortars, and after exchanging a few shots they retired. No damage done on either side as far as discerned. They did not come within reach of the main batteries.

J. M. MAURY,  
Lieutenant-Colonel, Commanding.

General BRAGG,  
Richmond, Va.

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Murdaugh, C. S. Navy, to assume temporary command of the C. S. S. Nansemond.*

C. S. IRONCLAD VIRGINIA,  
Flagship James River Squadron, May 18, 1864.

SIR: You will assume the temporary command of the C. S. gunboat *Nansemond*, relieving Master William W. Read, who has been directed to return to duty on board the *Richmond*.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
Commanding James River Squadron.

Lieutenant for the War JOHN W. MURDAUGH, C. S. Navy,  
C. S. Ironclad *Richmond*.

*Order of Flag-Officer Mitchell, C. S. Navy, to Fleet Surgeon Harrison. C. S. Navy, to report for duty on the flagship.*

C. S. FLAGSHIP VIRGINIA,  
James River Squadron, Near Drewry's Bluff, May 18, 1864.

SIR: As this vessel is now the flagship of the squadron, you will

\* Not necessary to publish.

report to Commander Pegram for duty and take up your quarters on board of her.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Fleet Surgeon W. D. HARRISON, C. S. Navy,  
*C. S. Ironclad Richmond.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Clarke, C. S. Navy, to report daily regarding repairs to C. S. S. Roanoke.*

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, Near Drewry's Bluff, May 19, 1864.*

SIR: You will be pleased to report to me in writing, daily, the progress of repairs in the *Roanoke*, under your command.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Lieutenant Commanding M. T. CLARKE, C. S. Navy,  
*Commanding C. S. S. Roanoke.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Hall, C. S. Navy, transferring him from the C. S. S. Virginia to the C. S. S. Drewry.*

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, Near Drewry's Bluff, May 19, 1864.*

SIR: You are hereby detached from the C. S. ironclad *Virginia* and will immediately assume the command of the C. S. S. *Drewry*.

A banded rifle is being prepared under the direction of the office of Ordnance and Hydrography for mounting forward on the *Drewry*. You will please omit no efforts to prepare her for service as a gunboat with all dispatch, and in the meantime she will continue to perform the duties of mail boat now assigned to her.

You will also have the torpedo apparatus fitted to the *Drewry* as speedily as possible.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding, etc.*

Lieutenant W. B. HALL, C. S. Navy,  
*C. S. Ironclad Virginia.*

*Report of Flag-Officer Mitchell, C. S. Navy, giving the changes made among the officers in the squadron.*

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, Near Drewry's Bluff, May 19, 1864.*

SIR: Yesterday the flag of the commander of the James River Squadron was transferred from the ironclad *Richmond* to the ironclad *Virginia*.

I have the honor to report the following changes among the officers of the squadron:

May 15, Assistant Surgeon Addison was transferred from the *Fredricksburg* to the *Richmond*.

May 17, Surgeon Carrington was transferred from the *Virginia* to the *Richmond*.

May 18, Fleet Surgeon Harrison was transferred from the *Richmond* to the *Virginia*. Master William W. Read was detached from the *Nansemond* and ordered to return to his duties on board of the *Richmond*. Lieutenant for the War John W. Murdaugh was transferred from the *Richmond* to the command of the *Nansemond*.

May 19, Lieutenant W. B. Hall was transferred from the *Virginia* to the command of the *Dreary*.

The following officers ordered to the squadron have been assigned to the following vessels, viz:

Name of officer.	Vessel.	Name of officer.	Vessel.
Lieutenant T. W. W. Davies ..	Virginia.	Acting Third Assistant Engineer J. E. Viernelson.	Fredericksburg.
Midshipman C. Cary .....	Do.	Midshipman F. B. Dornin....	Roanoke.
Midshipman R. Pinckney .....	Do.	Midshipman P. H. Gibbs.....	Do.
Midshipman H. H. Scott .....	Do.	Midshipman F. C. Morehead.	Nansemond.
Midshipman D. B. Talbott .....	Do.	Midshipman T. C. Pinckney.	Do.
Acting Master H. B. Edinborough.	Do.	Midshipman F. S. Hunter....	Hampton.
Boatswain A. Blakie .....	Do.	Midshipman G. A. Joiner .....	Richmond.
Midshipman P. [H.] McCarrick.	Fredericksburg.	Midshipman H. H. Tyson .....	Do.
Midshipman W. D. Goode .....	Do.	Midshipman W. F. Wilson....	Do.
Midshipman J. B. Ratcliff .....	Do.	Second-Class Pilot W. W. Skinner.	Do.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
Commanding *James River Squadron*.

Captain S. S. LEE, C. S. Navy,  
Office of Orders and Detail, C. S. Navy Department, *Richmond, Va.*

*Letter of the Secretary of the Navy to the Secretary of War relative to the delay in making a passage through the Confederate obstructions in James River.*

NAVY DEPARTMENT, C. S. A.,  
*Richmond, [Va.,] May 19, 1864.*

SIR: Without special reference to my correspondence on the subject, you are aware of the earnest desire I have evinced to have a passage made through the James River obstructions to permit our ironclads as completed to go below them, a measure deemed by me as important to the defenses of Richmond. My last letter to your Department calling attention to this subject was of the 2d of January, 1864, in which I referred to the ironclads *Richmond* and *Fredericksburg*. On the 3d of March last I received the following letter from Colonel Stevens, dated February 29, 1864:

I have the honor to state that a copy of your letter to the Secretary of War, of date January 2, 1864, has been sent to me by General Bragg. I shall commence at once to open the obstructions upon the receipt of information when the gunboats will be ready to move. I respectfully enquire if I can have a caisson built at the navy yard.

The *Richmond* was then ready for action and the *Fredericksburg* was completed and required only her guns to be put on board, and in my reply of the 10th of March to Colonel Stevens I named six weeks, the time within which the *Virginia* would also be ready. Up to this hour I am not advised that a practicable passage for the ironclads had been completed, and they are still above the obstructions. On the 6th instant the enemy's war vessels in ascending the river approached our lowest

submarine battery station at Deep Bottom, and we blew up and totally destroyed the gunboat *Commodore Jones*. This checked his advance, and he began methodically sounding and dragging the river, using for this purpose row barges followed at a distance by wooden gunboats and protected by infantry pickets on the river banks, advancing at the rate of only half a mile per day on the ground guarded by our submarine batteries; and in this manner he has succeeded in gradually pushing back Lieutenant Davidson and his torpedo party to Chaffin's Bluff, captured the submarine batteries up to that point, and opened fire upon it from a wooden gunboat. It is needless to say that this unfortunate result, paralyzing the usefulness of our vessels and rendering the labors of our submarine-battery party abortive, is due to the failure to open the obstructions. Had a practicable passage even for the *Fredericksburg*, the lighter ironclad, been made in time, she could have arrested the operations of the enemy's boats and checked his advance. He would have been compelled to explore the river in his ironclads, against which our torpedoes were designed to act. Without a knowledge of the causes which have prevented a removal of the obstructions for the passage of the ironclads in time for the service indicated, and for such other service as they might have rendered, I must limit myself to bringing the subject by this brief statement to your notice, and to saying that I regard the failure as prejudicial to the interests of the country, and specially to the naval service, which has thus been prevented from rendering important service.\*

I have the honor to be, very respectfully, your obedient servant,  
S. R. MALLORY,  
*Secretary of the Navy.*

Hon. JAMES A. SEDDON,  
*Secretary of War.*

[Telegram.]

What about the obstructions? Is a practicable passage yet made, or is the work to make one progressing rapidly as possible?

S. R. MALLORY,  
*Secretary Navy.*

Commander MITCHELL, U. S. Navy,  
*Commanding James River Squadron.*

[Endorsement.]

Received on board at 12:30, May 20, 1864, after Commander M. had left in *Richmond*.

*Report of Flag-Officer Mitchell, U. S. Navy, regarding the progress upon the passage through the obstructions.*

C. S. IRONCLAD VIRGINIA,  
*Flagship James River Squadron, Near Drewry's Bluff, May 21, 1864.*

SIR: In reply to your endorsement on the report of Colonel W. H. Stevens, C. S. Engineer Corps, to Lieutenant-Colonel D. Urquhart, assistant adjutant-general, of the 18th instant, that there is a practicable passage through the obstructions at Drewry's Bluff for the iron-

\* See Mallory to Seddon, May 24, 1864.

clads of this squadron, I have the honor to submit the following statement:

On the 12th Captain Charles T. Mason informed me by note, a copy of which is furnished herewith, that there were about 18 inches of stone to be removed from the cribs, and that the passage would probably be open by evening.

On the 13th, at the request of Colonel Stevens, I furnished him with a cross-section sketch of the ironclads, which I obtained from Chief Constructor Porter.

Sunday, May 15, Captain Mason informs me by note, a copy of which accompanies the report of Colonel Stevens, that the engineer officers think the obstructions sufficiently removed to pass the ironclads; he gives no soundings or depth, however, but suggests an examination by navy officers. An examination was accordingly immediately ordered by me and made that day by Lieutenant Commanding William H. Parker with Pilots Masters Parrish and Skinner, a copy of whose report is herewith furnished, stating that neither the *Virginia* nor *Richmond* can be taken through with safety; neither would it be prudent to attempt to get the *Fredericksburg* through until it has been carefully sounded and swept. He states, moreover, that he pointed out to the engineer in charge, Captain Mason, the shoal places.

The next day, Monday, the 16th, a commission, composed of Commanders Rootes and Pegram, Lieutenant Commanding Parker, and Pilot Moore, Masters Parrish and Skinner, examined the obstructions and found it impossible to sound or sweep the channel on account of the strong current produced by the freshet, owing to which and the tortuous course [to] be steered, it would be attended with very great risk to attempt getting through the lightest draft ironclad in the squadron, etc.

Their supplementary report of the 17th says the width of the channel is sufficient, but could not determine the depth, as they were unable to take soundings on account of the rapid current, and that before taking any vessel through the passage should be carefully sounded and swept, which can only be done at slack water. Copies of their report and supplementary report are sent herewith.

The day after Captain Mason reports the obstructions sufficiently removed, the views of the commission were communicated to him verbally, at the obstructions, about the impracticability of the passage during the freshet and of the impossibility of determining while the freshet continues whether at slack water there would be a sufficient depth, and this may be considered a sufficient reply to the endorsement of Colonel Stevens stating, "No answer received up to the 18th." Further communication from me direct, either to Captain Mason or to Colonel Stevens, did not and has not since appeared to me called for until the required examination could be had. Up to yesterday, inclusive, the rapid current in the channel through the obstructions, caused by the freshet, continued to prevent the necessary examination, which requires slack water to render it reliable.

Constructor Porter, in his note accompanying his cross-section diagram, states that the depth of 15 feet would be sufficient. Colonel Stevens deduces (vide his letter of the 18th instant) from the cross-section sketch that the draft is 13 feet 9 inches, and that according to his soundings on the cribs there are 14 feet, and adds that "but for the freshet in the river they could have gone out." There appears to be an error in the measurement of Colonel Stevens, for from the sketch it would give a draft of a very small fraction under 14 feet, which, according to the cross-section sketch, may be assumed as the draft, and of course something more than 14 feet is required to float the vessel.



The channel, as far as it can be determined by personal observations on the spot, appears to be more tortuous than it is represented in the accompanying sketch, marked "No. 1," which makes it almost direct.

Colonel Stevens' letter of the 18th May states that two days were lost by an accident to the pile driver, and two days after the repairs of the pile driver there was 14 feet on the cribs. This would make the 12th of the month, and on that very day Captain Mason states in a note to me (a copy of which is sent herewith) that he then had about 18 inches of stone to remove from one of the cribs. It was not until the 15th that Captain Mason informs me by note, in reply to my enquiry of the same date, "The engineer officers think the obstructions sufficiently removed to pass the ironclads," not, however, stating the depth of water, as before remarked.

A copy of the report of the examination of the obstructions to-day, by the commission composed of Commander Rootes and others, is submitted herewith, a copy of which will also be furnished Colonel Stevens.

I am, very respectfully, your obedient servant,

JOHN K. MITCHELL,  
*Commanding James River Squadron.*

Hon. S. R. MALLORY,  
*Secretary of the Navy, Richmond, Va.*

*Letter from Flag-Officer Mitchell, C. S. Navy, to Naval Constructor Porter, C. S. Navy, calling attention to discrepancy in reported draft of the C. S. S. Virginia.*

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, Near Drewry's Bluff, May 21, 1864.*

SIR: The draft of this ship, by the drawing of the cross section forwarded by you, is a very small fraction less than 14 feet; by the report of Constructor Graves, a copy of which is annexed, it is stated to be, aft, 13 feet 4½ inches; forward, 12 feet 8 inches.

Your attention is called to the discrepancy, for such action as you may deem proper.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Chief Constructor JNO. L. PORTER, C. S. Navy,  
*Richmond, Va.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Hall, C. S. Navy, revoking his orders to the C. S. S. Drewry.*

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, Near Drewry's Bluff, May 21, 1864.*

SIR: In consequence of previous arrangements having been made by the Navy Department for the command of the steamer *Drewry*, your order of the 19th instant is hereby revoked, and you will relinquish the command of that vessel to the executive officer and report to Commander R. B. Pegram for duty on board of this vessel.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Lieutenant W. B. HALL, C. S. Navy,  
*C. S. S. Drewry.*

*Letter from the Secretary of the Navy to Flag-Officer Mitchell, C. S. Navy, regarding orders to vessels.*

RICHMOND, *Sunday, May 22, 1864—3:40 a. m.*

(Received 6 a. m. by *Shrapnel.*)

SIR: Your dispatch is just received, and the *Beaufort* is directed to join you at once, and the *Dreary* and *Roanoke* also as soon as ready. I will attend personally to it at daylight.

Very respectfully, your obedient servant,

S. R. MALLOY, *Secretary.*

Commander MITCHELL, C. S. Navy,  
*Commanding James River Defenses, Dreary's Bluff.*

Notify Lieutenant Davidson to be ready with such services as his submarine batteries may render.

*Order of Flag-Officer Mitchell, C. S. Navy, to Commander Rootes, C. S. Navy, to move the C. S. S. Fredericksburg below the obstructions when practicable.*

C. S. FLAGSHIP VIRGINIA,

*James River Squadron, Near Dreary's Bluff, May 22, 1864.*

SIR: So soon as the passage through the obstructions shall be deemed practicable by the commission (of which you are the senior officer) for the ironclad *Fredericksburg*, under your command, you will proceed immediately to get her below the obstructions. Every facility that can be afforded by any and all the vessels of the squadron will be at your command.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Commander THOS. R. ROOTES, C. S. Navy,  
*Commanding C. S. Ironclad Fredericksburg.*

[Telegram.]

C. S. FLAGSHIP VIRGINIA,

*James River Squadron, Near Dreary's Bluff, May 23, 1864.*

SIR: I respectfully request that you will keep me advised of the position, number, and character of the enemy's naval forces on James River, so far as can be ascertained, and of all changes that may take place.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

General G. T. BEAUREGARD, C. S. Army.

[Same to Lieutenant-Colonel Maury, commanding at Chaffin's Bluff.]

*Letter from General Beauregard, C. S. Army, to Flag-Officer Mitchell, C. S. Navy, regarding the obtaining of information.*

HDQRS. DEPT. NORTH CAROLINA AND SOUTHERN VIRGINIA,  
May 23, 1864.

SIR: I am directed by General Beauregard to acknowledge the receipt of your communication of this date and to say that, though the means at his command for complying with the request therein contained are limited, he will take pleasure in forwarding you such information as he may obtain of the character you desire so soon as it may come to his possession, and that he will use every effort in his power to get such information.

I have the honor to be, sir, very respectfully, your obedient servant,  
J. M. OTEY,  
*Assistant Adjutant-General.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron.*

P. S.—There are three gunboats and three monitors reported in sight of our lines this evening.

JNO. M. OTEY,  
*Assistant Adjutant-General.*

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*Report of Flag-Officer Mitchell, C. S. Navy, regarding the passage of the obstructions by the C. S. S. Fredericksburg.*

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, Near Drewry's Bluff, May 23, 1864.*

SIR: I have the honor to report that the *Fredericksburg* passed safely through the obstructions this afternoon, and is now at anchor a short distance below them.

It is believed that there is a sufficient depth of water in the channel for the *Virginia* and the *Richmond*. The attempt will be made to-morrow to pass one of them through at high water and the other on the following day. The two can not be passed through at one tide.

I am, very respectfully, your obedient servant,

JOHN K. MITCHELL,  
*Commanding James River Squadron.*

Hon. S. R. MALLOREY,  
*Secretary of the Navy.*

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*Report of Flag-Officer Mitchell, C. S. Navy, advising an attack upon the enemy at Trent's Reach.*

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, Near Drewry's Bluff, May 24, 1864.*

SIR: I reported yesterday the safe passage of the *Fredericksburg* through the obstructions.

A communication from General Beauregard, received last night, says "There are three gunboats and three monitors reported in sight of our lines this evening."

Every effort will be made to get the *Virginia* and *Richmond* through this afternoon at high water. Should the effort succeed, I propose,

with your approbation, making an attack with our three ironclads and the gunboats on the enemy at Trent's Reach at the earliest practicable moment. I contemplate moving down into his immediate vicinity under cover of the night, attacking about daylight to-morrow morning, or as soon as the position of the enemy's forces can be determined with sufficient accuracy

I shall advise General Beauregard of my purpose.

Pilots are essential to the movement, and I beg that every effort will be made at the Department to send them down to-day.

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

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Hon. S. R. MALLOY,

*Secretary of the Navy.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Commander Rootes, C. S. Navy, in view of immediate movement against the enemy in Trent's Reach.*

Confidential.]

C. S. IRONCLAD VIRGINIA,

*James River Squadron, May 24, 1864.*

SIR: Be pleased to use every effort to get your torpedo apparatus fitted to-day and have the *Fredericksburg* prepared in all other respects for an immediate movement against the enemy's land and naval forces at Trent's Reach.

A movement is contemplated to-night should the *Virginia* and *Richmond* pass the obstructions during the day. This is strictly confidential.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Commander THOS. R. ROOTES, C. S. Navy,

*Commanding C. S. Ironclad Fredericksburg.*

*Letter from Flag-Officer Mitchell, C. S. Navy, to General Beauregard, C. S. Army, stating plan of operations.*

C. S. IRONCLAD VIRGINIA,

*Flagship James River Squadron, May 24, 1864.*

GENERAL: I have the honor to acknowledge the receipt, last night, of Colonel Jno. M. Otey's communication of yesterday's date, and to thank you for the important information it contains of the position, number, and character of the enemy's naval forces in sight of your lines. The ironclad *Fredericksburg* passed below the obstructions yesterday, and the attempt will be made to get the other two, the *Virginia* and *Richmond*, through at slack water to-day. If successful, and should it not interfere with any of your plans, I contemplate making a movement down the river so as to approach the immediate vicinity of the enemy under cover of the night and attack him about daylight, or as soon as the position of his forces can be satisfactorily determined.

When the movement is definitely settled you will be immediately apprised of it.

It shall be my pleasure at all times to cooperate with your forces in any practicable manner you may be pleased to indicate, and I shall always be glad to receive from you any suggestions or advice to this end or for the public interests.

I am, general, respectfully, your obedient servant,  
**JNO. K. MITCHELL,**  
*Commanding James River Squadron.*

General G. T. BEAUREGARD,  
*Comdg. Department North Carolina and Southern Virginia.*

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*Letter from the Secretary of the Navy to Commander Mitchell, C. S. Navy, regarding pilots.*

CONFEDERATE STATES OF AMERICA,  
*Navy Department, Richmond, May 24, 1864.*

SIR: Your letter of this date is just received.

Captain Lee is directed to send you such pilots as he can procure, and I will respond to the further subject of your letter to-day.

Very respectfully, your obedient servant,  
**S. R. MALLOBY,**  
*Secretary.*

Commander JNO. K. MITCHELL, C. S. Navy,  
*Commanding James River Naval Defenses.*

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*Instructions of the Secretary of the Navy to Flag-Officer Mitchell, C. S. Navy, regarding operations in the James River.*

C. S. NAVY DEPARTMENT,  
*Richmond, Va., May 24, 1864.*

SIR: Your letter of this date has been received, apprising me that "Every effort will be made to get the *Virginia* and *Richmond* through this afternoon at high water. Should the effort succeed, I propose, with your approbation, making an attack with the ironclads and the gunboats on the enemy at Trent's Reach at the earliest practicable moment."

While for the disposition, direction, and action of your fleet the Department confides in your judgment, it is deemed proper to make the following suggestions for your consideration:

A danger to be specially guarded against is the grounding your vessels, or either of them, in the river. To guard against the effects of such a disaster, escape from which will depend mainly upon your pilots, it will be judicious to have the smaller gunboats and an extra supply of hawsers and anchors in readiness. The draft of the several vessels must be thoroughly understood by the pilots, and whenever they are in doubt as to the positive depth of the channel they should determine it by proper means before risking getting ashore.

The enemy is understood to be on the banks of the river with artillery and sharpshooters, and before going down the banks should be scoured and cleared at least as low down as the position of the left wing of General Beauregard's army. General Ransom, a copy of whose letter is enclosed, desires at least a day's notice of your design and plan of movement upon the enemy, and you will confer fully with him and with General Beauregard, and specially with reference to clearing the banks of the river. I am informed that the enemy has thrown up works on

the banks of Trent's Reach, where the land is high enough to give a plunging fire upon your vessels, and in which he may have placed some heavy naval guns. The fullest understanding with the army and cooperation between the two services is important.

While the exact disparity between the speed of your ironclads is not known, you can not, I think, depend upon over 4 miles from the *Richmond*. In approaching or leaving the enemy with them, therefore, if it be necessary to keep them together, the speed of the *Fredericksburg* and *Virginia* will be the speed of the *Richmond*. This consideration will therefore enter into your arrangements for an action in the river this side of City Point, where there is no space to maneuver, and merely enough to turn.

The *Virginia* being the strongest and fastest vessel, with 8 inches of iron on her ends, it would seem expedient to place her nearest the enemy in action if the circumstances and situation justify any discrimination in this respect. At any distance under 400 yards her double-banded X-inch smoothbore, with its heavy wrought-iron projectile and a large charge of powder, to insure the greatest velocity, would, in my judgment, be the most effective gun of her battery against the enemy's turrets; but beyond that range and under all conditions where accuracy is specially important your 7-inch rifles would seem best. Experiment has demonstrated their effect upon iron plates as far as 260 yards.

If you could bring your X-inch and the bow guns of the two other vessels at the same time to bear upon either of the enemy's turrets within 800 yards the effect would be very damaging, and specially so if, under these circumstances, bolts from two of your guns should strike at the same time.

Your vessels are prepared to use torpedoes on spars in advance of their stems against the enemy, and I doubt not they may be made very effective. The enemy will adopt devices to avoid them so soon as he learns how you proposed to employ them, and to guard against this and other injurious disclosures extraordinary vigilance should be observed to prevent desertions from your vessels. The most reliable intelligence in here upon the subject gives the enemy six ironclads, exclusive of the *Roanoke* and including the *Onondaga*, of 1,250 tons and four guns and sixteen wooden gunboats. In view of the importance of the fleet you command to the defenses of Richmond and of the superior force of the enemy, it would seem proper so to conduct your operations as to reserve the option of fighting.

I am, respectfully, your obedient servant,

S. R. MALLOY,  
*Secretary of the Navy.*

Commander JOHN K. MITCHELL, U. S. Navy,  
*Commanding James River Squadron.*

P. S.—I deem it proper to direct your attention to the subject of pilotage, a most important element in your operations. It is painful to reflect that whatever your means, and whatever your plans may be, your efforts must, to a large extent, be controlled by your pilots, and that timidity, unskillfulness, negligence, or bad faith in this class may defeat or prevent success.

They know that their services to the country are indispensable. Knowing this, they have convened together and signed a demand for exorbitant terms as the price of them. This conduct admonishes me to say to you that both Admiral Buchanan and afterwards Captain Tattall, in the *Virginia*, were dissatisfied with the conduct of their pilots,

and to suggest to you the exercise of watchfulness to guard against their want of zeal.

S. R. MALLORY,  
*Secretary of the Navy.*

*Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Orders and Detail, regarding transfer of men.*

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, Near Drewry's Bluff, May 21, 1864.*

SIR: I have directed Commander Rootes to transfer Lieutenant Lewis, Sergeant Pargoud, and the men of Captain Young's howitzer battery, temporarily assigned to duty on board the *Fredericksburg*, to the C. S. *Patrick Henry*.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Captain S. S. LEE, C. S. Navy,  
*Office of Orders and Detail, C. S. Navy Dept., Richmond, Va.*

*Letter from General Beauregard, C. S. Army, to Flag-Officer Mitchell, C. S. Navy, regarding the movement down the river of two of the enemy's gunboats.*

HDQRS. DEPT. NORTH CAROLINA AND SOUTHERN VA.,  
*Hancock's House, May 24, 1864.*

SIR: The commanding general directs me to inform you that Colonel Ferebee, commanding the cavalry on the left of our lines, with headquarters near Finley's house, reports that two of the enemy's gunboats went down the river at 9 a. m. to-day.

The commanding general further desires me to communicate to you the fact that we have a battery of Parrott guns opposite Dr. Howlett's house on James River, and it is thought that if you will communicate with the officer in command when you come down the river that he may be able to aid materially in the attack on the enemy's vessels.

Very respectfully, your obedient servant,

JNO. M. OTEY,  
*Assistant Adjutant-General.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron.*

*Report of Flag-Officer Mitchell, C. S. Navy, of the passage of the obstructions by the C. S. steamers Virginia and Richmond.*

C. S. IRONCLAD VIRGINIA,  
*Flagship James River Squadron, Near Drewry's Bluff, May 21, 1864.*

SIR: I have the honor to report that this vessel and the *Richmond* passed the obstructions safely this afternoon.

The three ironclads are now at anchor below them.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Hon. S. R. MALLORY,  
*Secretary of the Navy, Richmond, Va.*

*Letter of the Secretary of the Navy to the Secretary of War regarding delay in making a passage through the Confederate obstructions in James River.*

NAVY DEPARTMENT, C. S. A.,  
Richmond, May 24, 1864.

SIR: Your letter of the 20th instant, in reply to mine of the 19th instant, upon the subject of making a passage through the obstructions in the James River, has been received. My object was to place the action of this Department upon this subject in a clear and correct light, and not to complain of the action of others. I believe that your views upon this subject corresponded with my own, and you promptly referred my letter to you of the 10th of April, 1863, to the Engineer Bureau for a full report, and that report was against my proposition. I have just read a report of Colonel Stevens of the 20th instant upon this subject, together with a letter from Colonel Rives, of the 21st instant, in which he refers to letters of Colonel Gilmer of the 14th and 20th of April, 1863, and to his own previous letter of September 10, 1862. These papers are now brought to my attention for the first time, and as they refer specially to the action of this Department and to that of the Engineer Bureau, I deem it proper to place this statement on file.

Upon the completion of the ironclad steamer *Richmond* I deemed it important to the river defenses that she should be at liberty to pass and repass the obstructions. The work of making a practicable passage was not difficult; a position below them, under the guns of Drewry's and Chaffin's would have been safe, and by holding a vessel or caisson ready to sink in the gap at any moment, the passage could have been rendered secure. I applied to General Raudolph, Secretary of War, in September, 1862, to have such passage made. He referred the subject, as I learn from Colonel Rives' letter, to the Engineer Bureau, and it was not done.

On the 10th of April, 1863, I wrote to you the following letter, repeating my views:

I have the honor to request that the James River obstructions be opened at the earliest practicable moment to permit the *Richmond* to pass below them. I deem it very important that our armored vessels in the river should be able to pass the barrier at any time; and I respectfully suggest that this be provided for. The large schooner *Gallego* may perhaps be used in connection with this measure.

To this application I received no response; and I now learn for the first time from Colonel Rives' letter that my communication was referred to the Engineer Bureau, and that Colonel Gilmer referred it to Colonel Stevens for a report, which was made. I also learn for the first time that Colonel Gilmer, on the 20th of April, 1863, reported against my proposition, and the following is a part of his report:

In conclusion, considering the fact that there are two bars in James River between Drewry's Bluff and City Point over which the *Richmond* can pass only in time of freshets, and, further, that her machinery and speed are so defective, I most respectfully but earnestly represent that it will be judicious to make an opening in the James River obstructions only when a second ironclad is on the eve of completion.

I regret that the several reports of these officers and the action of the Engineer Bureau were not communicated to me, and that I now learn them for the first time. It was certainly due to this Department and to the public interests that I should have been so informed. I am not aware of the grounds upon which Colonel Gilmer pronounced the machinery (the engine I presume he meant) of the *Richmond* "defective." It is not so regarded by the Engineer in Chief of the Navy, who is familiar with it, and no defects have been reported. The engine is too small for the vessel, and her speed is consequently but 4 miles an hour,



a speed, however, which is understood to be but little, if any, inferior to the enemy's monitors. Had this vessel been below the obstructions the enemy could not have sounded and dragged the river with his row-boats, followed by his wooden gunboats, and have captured our submarine batteries, rendering our labors for two years in this work abortive. The *Richmond* would have kept them back and compelled him to bring forward his ironclads, when our torpedoes would have been available for what they were designed.

My next application to have the obstructions opened was on the 2d of January last, as follows:

I have the honor to request that orders may be given to the engineer officers in charge of the construction of the obstructions in the James River to open those at Drewry's Bluff sufficiently to permit the passage of the ironclads *Richmond* and *Fredericksburg*. I deem it highly important to the defenses of the river that these vessels should be below the obstructions. I beg leave to suggest for your consideration the expediency of constructing a suitable caisson to hold in readiness to be sunk in the space made for these vessels, and which can be made by the time the obstructions are removed.

To this I received no response until the 3d of March last, when Colonel Stevens addressed me the following letter, dated February 29, 1864:

I have the honor to state that a copy of your letter of date January 2, 1864, to the Secretary of War, has been sent to me by General Bragg. I shall commence at once to open the obstructions upon the receipt of information when the gunboats will be ready to move. I respectfully enquire if I can have a caisson built at the navy yard?

To this I returned the following reply, dated March 10, 1864:

An earlier reply to your letters of the 29th ultimo, which was received by me on the 3d instant, has been delayed by the want of information as to the ability of the Tredegar Works to furnish certain iron plating. I am now advised by the constructor that the *Virginia* will be ready to pass the obstructions in six weeks.

In reference to your enquiry as to the building of a caisson at the navy yard here, the chief constructor states that we "can not conveniently build a caisson at the navy yard just now; our sawmill is down, undergoing repairs, and we have furnished a large amount of timber to rebuild the boat bridges. The gun-carriage maker will require one month from date to complete the carriages of the *Fredericksburg*."

The *Richmond* had long been ready to pass the barrier and to fight, and I desired her to go below at once, and the *Fredericksburg* was completed and required only her guns to be placed on board. The *Virginia* was incomplete, and there was, in my judgment, reason for opening the barrier as early as possible. With regard to the report of Colonel Stevens of a conversation held with me as to the time of completing the *Virginia*, I have only to say that neither in that nor in any other conversation have I ever acquiesced in any delay in opening the obstructions; and that I have earnestly and repeatedly sought to have them removed is, I trust, evident from my action upon the subject.

Very respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

HON. JAMES A. SEDDON,  
*Secretary of War.*

[Telegram.]

RICHMOND, *May 25, 1864.*

Report in person to the Department as early as practicable to-day.

S. R. MALLORY,  
*Secretary of Navy.*

Commander JNO. K. MITCHELL, C. S. Navy,  
*Commanding Naval Forces, James River.*

*Letter from General Beauregard, C. S. Army, to Flag-Officer Mitchell, C. S. Navy, regarding measures to prevent accident from torpedoes.*

HDQRS. DEPT. NORTH CAROLINA AND SOUTHERN VIRGINIA,  
May 25, 1864.

SIR: I am directed by General Beauregard to inform you that torpedoes have been placed in the James River in front of our lines, and to request that, in order to avoid any accident therefrom, you confer with the officer commanding the Parrott-gun battery, with Captain Dimmock, engineer in charge of the works, and with Colonel Williams, who will inform you as to the positions of the torpedoes. Every effort, of course, will be made to prevent any such accident.

Respectfully, your obedient servant,

JNO. M. OTEY,  
Assistant Adjutant-General.

Flag-Officer JNO. K. MITCHELL,  
Commanding James River Squadron.

*Letter from Flag-Officer Mitchell, C. S. Navy, to General Beauregard, C. S. Army, giving the result of a reconnoissance in the James River.*

C. S. FLAGSHIP VIRGINIA,  
James River Squadron, May 25, 1864.

GENERAL: I have the honor to acknowledge the receipt of your communications of the 24th and 25th instant, and have to return my thanks for the information they contain in relation to the movements of the enemy's vessels and the fact that torpedoes have been placed in the river in front of your lines.

From a reconnoissance made this morning by Flag-Lieutenant Minor, it is ascertained that 4 monitors, 5 wooden gunboats, 2 supply vessels, and 3 small tugs are in the vicinity of Howlett's house, the larger portion of the force being about 1,000 yards from the two 30-pounder battery.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
Commanding James River Squadron.

General G. T. BEAUREGARD, C. S. Army,  
Comdg. Department Southern Virginia and North Carolina.

[Telegram.]

CHESTER, Va., Via Richmond, May 25, 1864—1 p. m.

From Lieutenant Minor's report of enemy's fleet in James River it is probably best to await armament of the Howlett battery, which will be ready in one or two days.

G. T. BEAUREGARD.

Flag-Officer J. K. MITCHELL.

[Telegram.]

NEAR CHESTER, May 25, 1864—1 p. m.

Lieutenant Minor, C. S. Navy, reports 4 monitors and 6 wooden gunboats in James River, necessitating protection of the Howlett battery for our 3 ironclads. Can we not have sent immediately for that battery

2 or 3 X-inch columbiads, with carriages, chassis, etc., platforms complete, with 200 rounds apiece? No time should be lost.

G. T. BEAUREGARD.

General BRAXTON BRAGG.

*Letter from General Beauregard, C. S. Army, to Flag-Officer Mitchell, C. S. Navy, giving information regarding Howlett's Battery.*

HDQRS. DEPT. NORTH CAROLINA AND SOUTHERN VIRGINIA,  
May 25, 1864.

SIR: General Beauregard instructs me to acknowledge the receipt of your letter of this date, and to say that the battery near Howlett's house will only be completed after having received one 200-pounder Parrott, now at Petersburg, and two or three X-inch columbiads, already applied for, when it will be ready to open fire on the enemy's fleet and to receive the assistance of your fleet.

I have the honor to be, sir, very respectfully, your obedient servant,  
JNO. M. OTEY,  
*Assistant Adjutant-General.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron, Drewry's Bluff.*

[Telegram.]

RICHMOND, May 25, 1864.

Before making any movement be careful to give General Beauregard and General Ransom twenty-four hours' notice of your intention.

S. R. MALLORY,  
*Secretary Navy.*

JOHN K. MITCHELL, C. S. Navy.

[Telegram.]

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, May 26, 1864.*

Your telegram of 25th instant received. Due notice will be given to Generals Beauregard and Ransom.

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Hon. S. R. MALLORY,  
*Secretary of the Navy, Richmond, Va.*

*Letter from General Beauregard, C. S. Army, to Flag-Officer Mitchell, C. S. Navy, forwarding information regarding movements of the enemy.*

HDQRS. DEPT. NORTH CAROLINA AND SOUTHERN VIRGINIA,  
*Hancock's House, May 26, 1864.*

SIR: I am instructed by the commanding general to communicate for your information the following, just received:

RIVER BATTERY [at Dr. Howlett's], May 26, 1864.

GENERAL: I would most respectfully beg leave to report much activity in the bends of the river last night among the fleet, and about daylight this morning two

ont of the three monitors dropped down the river and are not to be seen up to this time, 8 a. m. My sentinels also think they are accompanied by other vessels. One monitor and one tug and four transports still remain.

Respectfully,

B. W. PALMER,  
*Captain, Commanding River Battery.*

R. E. FOOTE,  
*Assistant Adjutant-General.*

Respectfully, your obedient servant,

JNO. M. OTEY,  
*Assistant Adjutant-General.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron.*

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[Telegram,]

CHESTER, *via Richmond*, [May] 26 [1864].

Three of enemy's monitors reported authentically to have gone away. Does not this appear a favorable opportunity for speedy action?

G. T. BEAUREGARD.

Flag-Officer JNO. K. MITCHELL.

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*Letter from General Beauregard, C. S. Army, to Flag-Officer Mitchell, C. S. Navy, inviting discussion of a combined movement.*

HEADQUARTERS IN THE FIELD,  
*Near Chester, Va., May 26, 1864.*

SIR: Will you please meet Major-General R. Ransom and myself at Major Drewry's house to-morrow at 10 a. m. for the purpose of discussing a combined movement against the enemy's forces along the James River.

Respectfully, your obedient servant,

G. T. BEAUREGARD,  
*General, Commanding.*

Flag-Officer J. K. MITCHELL,  
*Commanding James River Squadron, Drewry's Bluff, Va.*

[Endorsement.]

Received at 1:30 p. m., May 26. Acknowledged, and appointment made to meet at time and place designated above.

R. D. MINOR,  
*Flag-Lieutenant James River Squadron.*

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*Letter from Flag-Officer Mitchell, C. S. Navy, to General Beauregard, C. S. Army, regarding contemplated movement against the enemy.*

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, May 26, 1864.*

GENERAL: The original of your telegram of the 25th instant, in relation to Flag-Lieutenant R. D. Minor's report of the enemy's squad-

ron in the vicinity of Howlett's, has been received, and no movement will be made by the squadron under my command until further consultation with you.

Please inform me if my communication of May 24, in relation to a contemplated movement against the enemy at night or about daylight on the 25th, has been received by you.

I have the honor to be, respectfully, your obedient servant,  
JOHN K. MITCHELL,  
*Commanding James River Squadron.*

General G. T. BEAUREGARD,  
*Comdg. Department North Carolina and Southern Virginia.*

CHESTER, [May] 26, [1864].

Your letter of the 24th May was duly received.

G. T. BEAUREGARD.

JNO. K. MITCHELL.

[Telegram.]

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, May 26, 1864.*

Colonel Maury, commanding at Chaffin's Bluff, telegraphs me that a flag-of-truce boat has just arrived at Varina, and is said to contain no prisoners.

R. D. MINOR,  
*Flag-Lieutenant, Ordnance Officer, James River Squadron.*

Hon. S. R. MALLORY,  
*Secretary of the Navy, Richmond, Va.*

*Letter from the Secretary of the Navy to Commander Cooke, C. S. Navy, regarding work upon ironclads in the Roanoke River.*

CONFEDERATE STATES OF AMERICA,  
*Navy Department, Richmond, May 26, 1864.*

SIR: Your letter of the 8th instant has just been received. Another ironclad vessel will be built on the Roanoke River as soon as the iron plating can be procured, and measures are being taken which it is hoped will secure it. In this work your views will be consulted and improvement on the *Albemarle* be made. The three requisites which are demanded for a vessel of war in the waters of North Carolina are of different combination, and I will be glad to hear from you on the problem of uniting invulnerability, good speed, and light draft in the best manner. I have this day addressed Commander Pinkney upon the subject of pushing on the completion of the *Albemarle*. Not a day must be lost in this work.

I am, respectfully, your obedient servant,  
S. R. MALLORY,  
*Secretary of the Navy.*

Commander J. W. COOKE, C. S. Navy,  
*Commanding Steamer Albemarle, Plymouth, N. C.*

[Telegram.]

RICHMOND, [May] 27, [1864].

I have just seen the following dispatch from General Beauregard to General Bragg:

Lieutenant Minor, C. S. Navy, reports four monitors and six wooden gunboats in James River, necessitating the protection of the Howlett battery for our three ironclads.

Did Lieutenant Minor report that such a battery or any battery is required to protect your ironclads? If they require batteries on the banks of the river to protect them, their position would be best on this side the obstructions.

S. R. MALLOBY,  
*Secretary Navy.*

Commander MITCHELL,  
*Commanding Naval James River Squadron.*

*Report of Flag Officer Mitchell, C. S. Navy, giving the result of interview with Generals Beauregard and Ransom, C. S. Army.*

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, May 27, 1864.*

SIR: At the request of General Beauregard I met him and General Ransom this morning at 10 o'clock at Major Drewry's house.

He deems it advisable that the ironclads should not move below until a battery of three heavy guns is placed in position at Howlett's, which he thinks will be done by to-morrow evening, and of which he will give me due notice. Upon receiving such information it is agreed between us that the naval force will move down into the vicinity of the enemy under the cover of the night with a view to an attack at daylight, if justified by circumstances.

Your telegram of this date about the report of Lieutenant Minor, respecting the Howlett battery, has been received and referred to him for such explanation as he may deem proper to make to you. Lieutenant Minor did not report to me that Howlett's or any other battery is required to protect our ironclads, nor has he said anything to me to lead me to suppose that such was his opinion.

I concur with you in the opinion that if they do require batteries on the banks of the river to protect them, their position would be better above the obstructions.

I have the honor to be, very respectfully, your obedient servant,  
JNO. K. MITCHELL,  
*Commanding James River Squadron.*

HON. S. R. MALLORY,  
*Secretary of the Navy, Richmond, Va.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Acting Master Shippey, C. S. Navy, commanding C. S. S. Roanoke.*

C. S. IRONCLAD VIRGINIA,  
*Flagship James River Squadron, May 27, 1864.*

SIR: You will join the squadron as soon as the torpedo apparatus and the repairs of your gun carriage and deck circle are completed.

Respectfully, your obedient servant,  
JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Acting Master W. FRANK SHIPPEY,  
*In charge C. S. S. Roanoke.*

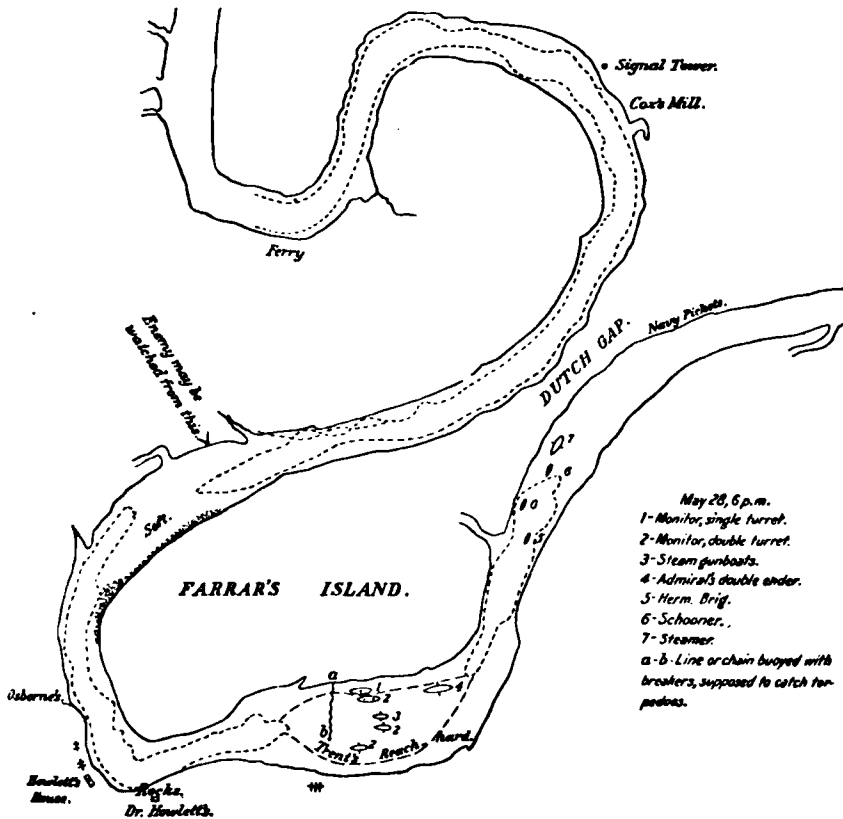
Order of Flag-Officer Mitchell, C. S. Navy, to Carpenter Meads, C. S. Navy, regarding the fitting of fire vessels.

C. S. FLAGSHIP VIRGINIA,  
James River Squadron, Near Drewry's Bluff, May 27, 1864.

Mr. Meads would oblige me by having one pair of the fire vessels fitted according to the above plan as soon as possible, to be used with the *Roanoke*, or some other small steamer, and the other pair, as agreed upon yesterday, without beams. The tillers should be in place, so that the fire vessels can be steered. As soon as ready, please send me word, so that I can send for them the moment they are to be taken down.

Very respectfully, your obedient servant,  
JNO. K. MITCHELL,  
Commanding James River Squadron.

Sketch of James River in vicinity of Trent's Reach, May 28, 1864.



*Report of Flag-Officer Mitchell, C. S. Navy, transmitting correspondence with General Beauregard regarding immediate operations against the enemy.*

C. S. FLAGSHIP VIRGINIA,  
James River Squadron, May 29, 1864—1 a. m.

SIR: I have just received the following dispatch from General Beauregard:

HANCOCK'S HOUSE, via Richmond.

J. K. MITCHELL: It is impossible to state now when river battery will be ready. Do not await its completion to operate against enemy's fleet. Further delay may be fatal to your attack and to our operations.

G. T. BEAUREGARD,  
General.

To which I have made the following reply:

GENERAL BEAUREGARD: Your dispatch from Hancock's house just received. I shall get underway immediately with the ironclads and two gunboats and proceed to operate against the enemy as circumstances may dictate. Will General Ransom act against the pickets of the enemy on the north bank of the river?

JNO. K. MITCHELL,  
Commanding James River Squadron.

Please order the *Beaufort* to join me, and, as soon as they are ready, the *Roanoke* and *Drewry*.

Please request General Ransom to clear the north bank of the river of the enemy's pickets.

This will be handed to you by my secretary, who will follow me down in the C. S. S. *Shrapnel*.

I have the honor to be, very respectfully, your obedient servant,  
JNO. K. MITCHELL,

Commanding James River Squadron.

Hon. S. R. MALLORY,  
Secretary of the Navy, Richmond, Va.

[Telegram.]

CONFEDERATE STATES OF AMERICA,  
Hancock's House, ———, 1864.  
(Received at Drewry's May 29.)

General Ransom is not under my orders. It would be well to telegraph him to that effect. I regret the condition, etc., of my troops do not permit me to afford you any assistance. I shall order the two 30-pounder Parrotts at river battery to aid you as far as practicable.

G. T. BEAUREGARD.

Flag-Officer J. K. MITCHELL.

[Telegram.]

C. S. FLAGSHIP VIRGINIA,  
James River Squadron, Chaffin's Bluff, May 29, 1864.

GENERAL: One of my ironclads, the *Fredericksburg*, is temporarily disabled. With the other two, and the gunboats, I am going down to observe the enemy and act as circumstances may dictate. General



Gracie will operate by 11 a. m. against the enemy's pickets about Dutch Gap. General Beauregard has been advised of my proposed movements.

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

General RANSOM,  
*Richmond, Va.*

[Telegram.]

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, May 29, 1864—1 p. m.*

In consequence of the ironclad *Fredericksburg* being temporarily disabled, the movement of the squadron will be deferred until to-morrow morning, when the *Fredericksburg* will probably be ready for service. We have information that the enemy have four monitors in Trent's Reach and immediate vicinity.

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Hon. S. R. MALLOBY,  
*Secretary of the Navy.*

[Same to Generals Beauregard and Ransom.]

*Order of Flag-Officer Mitchell, C. S. Navy, to Commander Robb, C. S. Navy, regarding torpedoes and fire vessels.*

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, May 29, 1864.*

SIR: I respectfully request that you will send me, by the steamer *Shrapnel* as soon as possible, all the torpedoes now at the navy yard, and all you can without delay obtain, including those on board of the fire vessels. It is my wish that the fire vessels should remain at the navy yard, prepared for immediate service, until I can send for them.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Commander R. G. ROBB, C. S. Navy,  
*Commanding C. S. Navy Yard, Rocketts.*

*Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of Office of Ordnance and Hydrography, regarding torpedoes for gunboats and fire vessels.*

C. S. IRONCLAD VIRGINIA,  
*Flagship James River Squadron, May 29, 1864.*

SIR: Having no torpedoes for the small vessels, I have had to send for those put on board of the fire vessels.

It is my wish to have a full set for the gunboats and fire vessels provided as soon as possible, and I would be much obliged to you if you will have them sent down to me as soon as ready, as far as Signal Tower, near Cox's Mill.

The fire vessels will be held in readiness at the navy yard until I can determine as to their use. They can soon be brought down when required. If not required, they might be very much in the way, and perhaps unnecessarily embarrass our operations.

Please inform the Secretary that an injury to the boiler of the *Fredericksburg* prevents her accompanying me, but she will probably be ready to follow me during the day.

I am, very respectfully, your obedient servant,  
 JOHN K. MITCHELL,  
*Commanding James River Squadron.*

Commander JNO. M. BROOKE, U. S. Navy,  
*Office of Ordnance and Hydrography, C. S. Navy Department.*

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[Telegram.]

SIGNAL HILL, *May 29, 1864.*

One monitor came up above Baldwin's and has turned around and gone back. There are two monitors lying opposite enemy's fortifications now.

G. W. SMITH.

Captain DAVIDSON.

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[Telegram.]

SIGNAL HILL, VA., *May 29, 1864.*

We have been waiting at the barn all night and this morning, hoping to have a chance at the Yankees, but they did not come out. Two deserters came in to us this morning at Cox's barn, and they report that there are four monitors lying up near Baldwin's. One of the monitors two turret, and the others single and much lighter. Everything quiet. Mr. Gregory is all ready.

Very respectfully,

G. W. SMITH.

Captain DAVIDSON.

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[Telegram.]

SIGNAL HILL, *May 30, 1864—5:10 a. m.*

Three transports lying off Jones' barn, one double-[ender] lying just below Dutch Gap; one small transport lying a little below Dutch Gap; one large transport lying off Dutch Gap; one small transport moving up the river, now a little below Baldwin's; two double-enders lying off enemy's fortifications. We could see three smokestacks between Baldwin's and Dutch Gap. I went to Cox's barn last night with a detachment of men about 2 o'clock, and found everything quiet there. There seemed to be much more activity with the fleet all night than usual.

G. W. SMITH.

Captain DAVIDSON.

*Letter from the Chief of the Office of Ordnance and Hydrography to Flag-Officer Mitchell, C. S. Navy, regarding the progress in the manufacture of torpedoes.*

C. S. NAVY DEPARTMENT,  
*Office of Ordnance and Hydrography, Richmond, May 30, 1864.*

SIR: Your letter of the 29th instant was received this morning. Torpedoes are being made as rapidly as possible here and at Charlotte, [N. C.]. There have been supplied up to this time for the ironclads and other vessels nine torpedoes, two large ones (soda fountains), for which clamps are being made by which to attach them to their spars; will be sent to Captain Robb to-morrow to be forwarded to you. The armament of the *Drexley* is being put on board. I would suggest that the house on deck be removed, and that such simple arrangements of galley, wheel, etc., will be made as will leave the deck as clear as possible. She could carry a third gun, if we had it, amidships.

Very respectfully, your obedient servant,

JOHN M. BROOKE,  
*Commander in Charge.*

Flag-Officer JOHN K. MITCHELL,  
*Commanding James River Squadron.*

*Letter from Flag-Officer Mitchell, C. S. Navy, to Colonel Maury, C. S. Army, regarding probable delay in movement.*

FLAGSHIP VIRGINIA,  
*Off Chaffin's Bluff May 30, 1864.*

COLONEL: The flag-officer desires me to say that there will probably be no movement to-day, but if there should be timely notice will be given General Gracie of it.

Respectfully, your obedient servant,

R. D. MINOR,  
*Flag-Lieutenant, James River Squadron.*

Colonel MAURY,  
*Commanding Chaffin's Bluff.*

*Letter from Lieutenant Minor, C. S. Navy, to Colonel Gorgas, C. S. Army, making requisition for old muskets.*

C. S. IRONCLAD STEAMER VIRGINIA,  
*Flagship James River Squadron, May 30, 1864.*

COLONEL: There are required for immediate service in this squadron 200 old muskets, without stocks or locks, the only requisite being that the barrels should be straight. Also 800 ball and buck cartridges of the same caliber as the muskets.

The above are needed for a special purpose, and if you can supply them, please direct them to be delivered to Commander R. G. Robb, at the navy yard at Rocketts.

I am, respectfully, your obedient servant,

R. D. MINOR,  
*Flag Lieutenant and Ordnance Officer, James River Squadron.*

Colonel J. GORGAS,  
*Chief of Ordnance.*

*Report of Flag-Officer Mitchell, C. S. Navy, transmitting copy of letter to General Beauregard regarding proposed cooperative attack upon the enemy.*

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, May 30, 1864.*

SIR: I have the honor to submit, herewith enclosed, a copy of a communication addressed by me to-day to General Beauregard, from which you will see the motives which govern my movements and my proposed plan of operations. The number of torpedoes, upon which great reliance is placed in any attack upon the monitors, is yet insufficient, there not being one to each vessel, including the fire vessels. Besides, additional security is found necessary for attaching the torpedoes to the staff, which involves some further delay.

I am, very respectfully, your obedient servant,  
JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Hon. S. R. MALLORY,  
*Secretary of the Navy.*

[Enclosure.]

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, May 30, 1864.*

GENERAL: On the receipt, about 1 a. m. on the 29th, of your dispatch of the 28th instant, informing me that it was impossible for you to state when your river battery would be ready, and advising me not to await its completion to open against the enemy's fleet, that further delay may be fatal to my attack and to your operations, supposing from the tenor of the dispatch that there was some pressing necessity for an immediate attack upon the enemy, I immediately moved my forces for the purpose of proceeding at once to Howlett's to operate (as I then informed you in reply to your telegram) "against the enemy as circumstances may dictate."

On reaching Chaffin's Bluff, finding one of my ironclads temporarily disabled (now ready for service), and having our observations of a week ago corroborated by two deserters from the enemy's vessels that day of the continued presence in and near Trent's Reach of four monitors, and on account of the known difficulties, under the most favorable circumstances, of the navigation of Trent's Reach and the channel leading to it, together with devices that the enemy might be supposed to resort to in order to obstruct my approach for attacking him in the most favorable position for him in the whole river, I have delayed proceeding farther down to avoid showing my forces and movements until every preparation is made to insure an attack upon his monitors.

From the difficulties in the navigation of the river before stated, it is uncertain whether our ironclads can get in position to make an attack at all, and even if the channel were open to us, our vessels will have to approach "in line ahead," in water barely sufficient to float them at high tide, only the leading vessel being able to use a single gun, and these movements of our ironclads require daylight. I am preparing, however, for a night attack, to take place just before the dawn of day, by four or five gunboats with torpedoes and fire vessels, the latter also having torpedoes attached to them. To give promise of success the preparations should be complete and each actor be made fully to understand the part he is required to perform. This will render necessary some little delay, when the only remaining consideration

will be the tide and weather to determine upon the day for making the attack.

If there were any certainty of the ironclads being able to unite with or to follow up the attack by gunboats with fire vessels and torpedoes, no hesitation would be felt in making it; but as this is very doubtful, it is important to insure a reasonable prospect of complete success to the attack by the gunboats and fire ships to have the support of the heavy battery of 200-pounder Parrott gun and columbiads at Howlett's proposed by you. Such support is not deemed necessary for the ironclads.

I would therefore respectfully ask of you the favor of naming some time, if practicable, when the battery referred to may be ready to open upon the monitors of the enemy.

I have thus freely communicated my views to you, deeming them essential to a proper understanding of the position of the opposing naval forces.

I have the honor to be, very respectfully, your obedient servant,  
JNO. K. MITCHELL,  
*Commanding James River Squadron.*

General G. T. BEAUREGARD,  
*Comdg. Department of North Carolina and Southern Virginia.*

*Letter from Flag-Officer Mitchell, U. S. Navy, to officers of the U. S. Navy, submitting plan of attack upon the enemy and requesting an opinion upon the same.*

Confidential.]

U. S. FLAGSHIP VIRGINIA,  
*James River Squadron, May 30, 1864.*

SIR: It is proposed to make an attack on the enemy in the following manner:

Owing to the narrow channel and the shallow water at high tide being barely sufficient for the large ironclads, and in consequence of the impossibility of determining whether the enemy have planted torpedoes and other obstructions in the channel, it appears to me that the attack might be inaugurated by the gunboats, with torpedoes and four fire vessels, two of them towing the fire vessels to their position, say within 100 yards of the monitors, when they (the fire vessels) should be fired, and the gunboats towing them back out from between them and then use their own torpedoes against the monitors. The other gunboats will attack with their torpedoes at the same time, dividing so as to approach from both shores. The gunboats and fire vessels should have an instrument of some kind placed on the cutwater for cutting hawsers or lines stretched across the channel.

The ironclads will follow the fire vessels and gunboats, led by the *Richmond*, which (as Pilot Moore says) will have to be done by dropping down stern foremost from Osborne's Reach to a short distance below Rock's, where, if tide and other circumstances favor, she may be turned head downstream. The pilot suggests that the *Fredericksburg*, being of lighter draft than the other two ironclads, ought to be reserved for assisting them should they get aground.

One of the chief difficulties in the way of the ironclads cooperating in the attack of gunboats and fire vessels is that, the attack being necessarily made at night, the ironclads can not be depended upon until there is sufficient light for the pilots to see their way.

All these points should be duly weighed and free consultation had with the pilots and charts.

It is uncertain when any material aid can be expected, or whether it can be looked for at all, from the proposed heavy battery at Howlett's. In relation to the time when the battery at Howlett's will be completed I will to-day address a communication to General Beauregard.

The whole question of an attack upon the enemy by the naval forces under my command is submitted, with this memorandum, for your full discussion and the expression of your own opinion as to any mode of attack which may afford, in your judgment, a reasonable prospect of success.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Commanders THOS. R. ROOTES, C. S. Navy (commanding C. S. iron-clad *Fredericksburg*) and R. B. PEGRAM, and Lieutenants Commanding PARKER, MAURY, and MURDAUGH, and Lieutenants JOHNSTON, WARD, and SHEPPERD.

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*Letter from General Beauregard, C. S. Army, to Flag-Officer Mitchell, C. S. Navy, regarding the placing of floating torpedoes in the James River.*

HDQRS. DEPT. NORTH CAROLINA AND SOUTHERN VIRGINIA,  
May 30, 1864.

SIR: The commanding general desires me to inform you that floating torpedoes have been placed in the James River, and it is thought probable that they have lodged against the raps obstruction placed in the river by the enemy.

The general desires this communicated to you in order that no accident may occur to your vessels from the torpedoes.

I have the honor to be, sir, very respectfully, your obedient servant,  
JNO. M. OTEY,  
*Assistant Adjutant-General.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron.*

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[Telegram.]

FORT CASWELL, May 30, 1864.

I am told that one and sometimes two vessels lie close in on east side at night, leaving at daylight. Can't you hurt them?

General HÉBERT.

Colonel HEDRICK.

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[Telegram.]

FORT HOLMES, [N. C.], May 30, 1864.

We have been watching them. We had the Whitworth up twice last week to get a shot early in the morning. It is a mistake; they do not lie in range.

Colonel HEDRICK.

General HÉBERT.

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Goodwyn, C. S. Navy, to proceed to Howlett's Battery for the purpose of observing the force and movements of the enemy.*

C. S. FLAGSHIP VIRGINIA,  
James River Squadron, May 31, 1864.

SIR: You will proceed to the battery at Howlett's and remain there in the vicinity, for the purpose of observing the number, force, and movements of the enemy's squadron, of which you will keep me advised, reporting by courier, or otherwise, twice daily. Pilot David Wright, of this ship, will accompany you on this duty. Please say to the commanding officer of the troops in the vicinity of the battery that he will confer a favor by placing couriers at your disposal to convey the information which you may have to forward to me, and afford you such other facilities as you may require.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
Commanding James River Squadron.

Lieutenant M. P. GOODWYN, C. S. Navy,  
C. S. Ironclad Fredericksburg.

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*Letter from General Beauregard, C. S. Army, to Flag-Officer Mitchell, C. S. Navy, regarding the impracticability of completing Howlett's Battery.*

HDQRS. DEPT. NORTH CAROLINA AND S. VA.,  
In the Field, Near Chester, Va., May 31, 1864.

SIR: Your letter of the 30th instant was received last night. I regret to have to inform you that the movements of my forces are of such a nature at present as to render it impracticable to complete the battery of three heavy guns at Dr. Howlett's, hence your operations in the James River must not depend on any assistance to be derived from that battery.

Hoping that you may still be able to command the navigation of that stream,

I remain, very respectfully, your obedient servant,

G. T. BEAUREGARD,  
General.

Flag-Officer JNO. K. MITCHELL,  
Commanding James River Squadron, Drewry's Bluff, Va.

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*Report of Lieutenant Davidson, C. S. Navy, regarding the movements of the enemy.*

MAY 31, 1864—8:30 p. m.

COMMODORE: I enclose you two telegrams. The ironclads, of course, can not be seen from Signal Hill. Several tugs have towed forage vessels down this evening, and it may be that Butler is leaving Bermuda Hundred and going round to the York to Grant, and that the fleet may drop down to Turkey Island to shell Malvern Hill and the left of Lee's army.

Very respectfully, yours,

HUNTER DAVIDSON.

[Enclosures.—Telegram.]

SIGNAL HILL, *May 31, [1864]*—6:30 p. m.

Two transports gone down, towed by tug.

G. W. SMITH.

Captain DAVIDSON.

[Telegram.]

SIGNAL HILL, *May 31, [1864]*—7 o'clock.

One transport lying off Jones' barn; one double-ender lying just below Dutch Gap; two small transports lying between the double-ender and Dutch Gap; one double-ender lying just above Dutch Gap; one double-ender lying off Baldwin's. The fleet seems to be quiet.

G. W. SMITH.

Captain DAVIDSON.

[Telegram.]

SIGNAL HILL, *May 31, [1864]*—9 o'clock.

There is an unusual noise in the direction of Dutch Gap, such as wagons crossing a bridge.

Very respectfully,

G. W. SMITH.

Captain DAVIDSON.

[Endorsement.]

Serious matter if true.

H. D.

*Letter from Flag-Officer Mitchell, C. S. Navy, to Lieutenant-Colonel Williams, C. S. Army, regarding floating torpedoes.*

C. S. IRONCLAD VIRGINIA,

*Flagship James River Squadron, off Chaffin's Bluff, May 31, 1864.*

SIR: The flag-officer requests me to say to you that your drifting torpedoes may be caught on the buoyed line stretched across the river by the enemy above the anchorage of their squadron and can not, therefore, be relied on hereafter to do them much injury, while they may do us much harm, should we have, as we may, occasion to cut through that obstruction.

I am, respectfully, your obedient servant,

R. D. MINOR,

*Flag-Lieutenant James River Squadron.*

Lieutenant-Colonel JNO. A. WILLIAMS,

*C. S. Engineer Corps.*

*Report of Lieutenant Goodwyn, C. S. Navy, regarding the position of the enemy's force in James River.*

HOWLETT'S BLUFF, *May 31, 1864*—5 p. m.

SIR: There are now lying in Trent's Reach five wooden gunboats, including the double-ender, which is the flagship, carrying ten guns.



The rest of the wooden boats are small craft, carrying, as well as I can see, one or two guns each. One single-turret and one double-turret monitor are lying close in to the north shore; one double-turret monitor now coming up. They are all anchored about a mile from the bluff. They have stretched across the river, about 100 yards from where they are anchored to-day, what they suppose here to be a heavy chain or net. One end is made fast inshore on the north side and the other anchored well over on the south side; it is buoyed up by what looks to be fifteen or twenty gallon breakers. There are lying in Varina Reach one side-wheel steamer and three schooners. There is a monitor and a large vessel, which I am not able to make out, lying just at the turn of Trent's Reach, about a mile and a half from the bluff. They are all moored head upstream. The wooden vessels are constantly moving back and forward, up the river. There is no army news that I can learn. General Hoke's division has gone to reinforce General Lee. Deserters say all but a small force of the enemy have left Bermuda Hundred. I will try and inform you more correctly of the force and position of the enemy's fleet in my next dispatch.

Very respectfully, your obedient servant,

M. P. GOODWYN,  
*Lieutenant, C. S. Navy.*

Flag-Officer JOHN K. MITCHELL, C. S. Navy,  
*Commanding James River Squadron.*

*List of officers attached to the C. S. S. Virginia.*

Commander R. B. Pegram.  
Lieutenant O. F. Johnston.  
Lieutenant W. B. Hall.  
Lieutenant M. M. Benton.  
Acting Master T. P. Bell.  
Passed Midshipman [W. J.] Craig.  
Midshipman A. S. Doak.  
Midshipman J. De B. Northrop.  
Midshipman C. Cary.  
Midshipman R. Pinckney.  
Boatswain A. Blakie.  
Gunner Robert J. Webb.

Warrant Master's Mate L. Bowdoin.  
Warrant Master's Mate E. Smith.  
Surgeon Carrington.  
Assistant Surgeon J. E. Moyler.  
Paymaster James O. Moore.  
Flag-Officer's Secretary John W. Daniel.  
First Assistant Engineer G. W. Tennent.  
Third Assistant Engineer J. L. McDonald.  
Third Assistant Engineer S. K. Mooers.  
Second Assistant Engineer B. F. Rodman.  
Chief Engineer M. Quinn.

*List of officers on board C. S. S. Richmond.*

Lieutenant Commanding William H. Parker.  
First Lieutenant W. H. Ward.  
Lieutenant Otey Bradford.  
Master W. W. Read.  
Acting Master W. D. Porter.  
Acting Master Thomas Bell.  
Assistant Surgeon Pike Brown.  
Assistant Surgeon H. G. Land.  
Assistant Paymaster M. Bellamy.  
Lieutenant of Marines Samuel [M.] Roberts.  
Midshipman H. H. Tyson.  
Midshipman G. A. Joiner.  
Midshipman W. F. Wilson.  
Midshipman Richard [C.] Slaughter (on leave of absence).

Boatswain John Cassidy.  
Gunner E. G. Williams.  
Carpenter W. R. Jarvis.  
First Assistant Engineer H. X. Wright.  
Third Assistant Engineer H. C. Patrick.  
Third Assistant Engineer J. H. Bailey.  
Third Assistant Engineer Edward [J.] Dungan.  
Pilot George Wright.  
Pilot H. Williams.  
Master's Mate W. B. Littlepage.  
Master's Mate C. E. Bragdon.  
Master's Mate S. M. Foster.  
Master's Mate Thomas E. Gibbs (on detached service).

MARSDEN BELLAMY,  
*Assistant Paymaster, C. S. Navy.*

*List of officers attached to the C. S. gunboat Fredericksburg, James River, May 31, 1864.*

Commander Thomas R. Rootes.  
 First Lieutenant F. E. Shepperd.  
 Second Lieutenant J. M. Gardner.  
 Second Lieutenant M. P. Goodwyn.  
 Lieutenant for the War W. H. Wall.  
 Acting Master John C. Minor.  
 Acting Midshipman P. H. McCarrick.  
 Acting Midshipman W. D. Goode.  
 Acting Midshipman Alex. [T.] Hunt.  
 Acting Master's Mate R. N. Spraggina.  
 Acting Master's Mate L. L. Foster.  
 Acting Master's Mate J. J. Bronson.  
 Gunner C. H. Gormley.

Acting First Assistant Engineer John C. Tennent.  
 Acting Second Assistant Engineer J. J. Lyell.  
 Acting Third Assistant Engineer E. F. Gill.  
 Acting Third Assistant Engineer J. E. Viernelson.  
 First Lieutenant C. S. Marine Corps David Bradford.  
 Assistant Surgeon W. J. Addison.  
 Assistant Surgeon John Leyburn.  
 Assistant Paymaster William M. Ladd.

Respectfully submitted,

F. E. SHEPPERD,  
*Lieutenant and Executive Officer.*

*List of officers on board C. S. S. Nansmond, May 31, 1864.*

J. W. Murdaugh, lieutenant, commanding.  
 F. C. Morehead, midshipman.  
 T. C. Pinckney, midshipman.  
 C. B. Bohannon, master's mate.

R. M. Ross, acting third assistant engineer.  
 Thomas McLaughlin, acting third assistant engineer.  
 Charles Layton, pilot.

Very respectfully, your obedient servant,

J. W. MURDAUGH,  
*Lieutenant, Commanding, C. S. Navy.*

*Report of Lieutenant Goodwyn, C. S. Navy, regarding the position of the enemy's force in James River.*

HOWLETT'S, June 1, 1864.

SIR: There were lying in Trent's Reach this morning at sunrise three monitors, two single and one double turret ones, anchored abreast at the lower end of the reach. They each have a tug alongside. There is also a small side-wheel steamer. There is one monitor anchored at the head of Varina Reach. All the balance of the gunboats left last night at sunset. Three schooners are lying below. They are all I can make out this early in the morning. The firing heard this morning was our batteries shelling the enemy. The reason of the delay of my dispatch in reaching you was on account of the courier not arriving here sooner.

Respectfully, your obedient servant,

M. P. GOODWYN,  
*Lieutenant, C. S. Navy.*

Flag-Officer JOHN K. MITCHELL, C. S. Navy,  
*Commanding James River Squadron, C. S. S. Virginia.*

*Report of Lieutenant Goodwyn, C. S. Navy, regarding the position of the enemy's force in the James River.*

HOWLETT'S, June 1, 1864—Sunset.

SIR: The position of the enemy's squadron is the same as it was this morning, with the addition of two wooden vessels, one, I think, a

transport. Three monitors, one double and two single turret ones, are anchored abreast of each other about 300 yards below the line across the river, with their guns run out; there is another monitor, whether single or double turret, I can not tell, anchored in the bend below Trent's Reach. The enemy have thrown up works on the south side of the river bearing on the line or obstructions across the river. I am not able to see whether they have any guns mounted on it; they also have rifle pits on the river bank. Large bodies of men can be seen in front of their works, apparently working parties. I have only one courier, which will account, sir, for the lateness of my dispatches reaching you. I shall apply again to the commanding general for more. Two schooners are still lying in Varina Reach. Flagship has not again made her appearance.

Very respectfully, your obedient servant,

M. P. GOODWYN,  
*Lieutenant, C. S. Navy.*

Flag-Officer J. K. MITCHELL, C. S. Navy,  
*Commanding James River Squadron, C. S. S. Virginia.*

[Telegram.]

SIGNAL HILL, June 1, 1864—3:30 a. m.

I have just returned from Cox's barn. There seemed to be great activity with the fleet before the firing commenced. The firing was from our batteries and the enemy's batteries on the shore.

G. W. SMITH.

Captain DAVIDSON.

*Opinion of commanding officers regarding proposed plan of attack upon the enemy's fleet in the James River.*

C. S. IRONCLAD FREDERICKSBURG,  
*James River, June 1, 1864.*

SIR: In accordance with your wishes we have carefully read and discussed your communication of the 30th ultimo, in which you describe the plan you propose to adopt in attacking the enemy's fleet in this river.

We would respectfully state that the method proposed by you of using the wooden gunboats and fire vessels is, in our opinion, not altogether practicable, for the following reasons, to wit:

The fire ships being towed on each side of a gunboat would, we fear, when cast adrift, involve the risk of fouling and exploding the gunboat's torpedo.

Moreover, as the attack upon the advanced monitors of the enemy's fleet, must, on account of the depth of water in Trent's Reach, necessarily occur at the time of high tide, the fire vessels would not, when cast off, drift upon them; but on the other hand interfere with our progress down the river, and perhaps endanger our own vessels.

We are also of the opinion that the wooden gunboats with the fire vessels would be destroyed by the enemy's guns before they arrived at a point from which they could use either the fire vessels or their torpedoes; and we regard the risk of such a sacrifice of life and material

as entirely unnecessary in order to protect the advance of our formidable ironclads, which, instead of following in the wake of the light vulnerable vessels, should lead in the attack upon the enemy's monitors under any circumstances whatever.

If the river be in no way obstructed above the position now occupied by the enemy's monitors, we would suggest that the fire ships be used in the manner proposed by Lieutenant Shepperd. His plan would involve the loss of but one steamer and the risk of only half a dozen lives.

In addition to the possibility of destroying one or more of the monitors by means of the fire, the combustibles, or the torpedoes attached to these incendiary vessels, another not inconsiderable object suggests itself to our minds, in the use of fire ships, viz: That, in sending them down the river about a mile in advance of our squadron, they might force the enemy's fleet from their present position in Trent's Reach, and enable us to pass safely through that narrow channel, which three monitors now partially obstruct by lying close to, side by side.

We are of the opinion that the *Virginia* should lead the attack, of course following the fire vessels, if circumstances be such as to render them useful. Our three ironclads should, we think, pass through Trent's Reach head on, as they would undoubtedly be more manageable than if dropped down sternforemost. Moreover, the advantage in going head on, is that their torpedoes and prows could be used with good effect.

From information obtained from the pilots and the examination of the chart, we regard the turning around of any one of our ironclads in Trent's Reach as dangerous and unsafe to attempt, either from dropping down sternforemost or going head on.

We are not sufficiently well apprised of the position selected by the three monitors in Trent's Reach to advise any general mode of attack upon them, but should they be in a position similar to that occupied by them when viewed by yourself and the commanding officers in the squadron on the afternoon of the 26th ultimo, we submit the following suggestions:

I. That the time selected for an attack be early dawn on the day when the flood tide will be on its last quarter at that time.

II. That the fire ships advance about a mile ahead of the *Virginia* (the leading vessel of the squadron).

III. That the three ironclads form the van, followed by the wooden gunboats, all with torpedoes attached to their bows.

While the ironclads attract the fire of the monitors the wooden gunboats could advance upon them with impunity and use their torpedoes deliberately without the fear of receiving a shot. The monitors, carrying but a few guns each, would use them against our ironclads and perhaps not fire a shot at the less formidable vessels.

We would respectfully urge upon you the consideration of the torpedoes as a powerful auxiliary in the attack upon the enemy's fleet, as depending alone upon our guns we can not expect to cope with six or seven monitors. It would therefore be well to avoid placing the wooden gunboats of the squadron in such a position as to draw upon them the full force of the enemy's fire as they should be used only against the vessels of the enemy while our ironclads attracted the fire from their guns.

We have carefully examined the chart and consulted freely with the pilots, no one of whom regards a night attack as at all practicable, but, in fact, unsafe, owing to the narrow channel and the shallow water

in Trent's Reach. We have therefore suggested that the attack be made at early dawn, if made at all.

The pilots further state that neither the *Virginia* nor the *Richmond* could remain in Trent's Reach half an hour after the tide commenced falling. In view of this fact we suggest that the three ironclads push through that reach, passing between the outer and inner monitors, if possible, so as to avoid running aground which might occur were we to attempt to go round them either inside or outside of them. We would thus force the enemy to follow us and engage us in the reach below, where there is more water and where we could maneuver our vessels with comparative ease and safety.

If, though, the enemy should force us to fight in Trent's Reach, or in any manner obstruct the channel, we would doubtless run aground; and should such a calamity befall any one of our ironclads, she would, we fear, fall an easy prey to the enemy's monitors, which, from their light draft of water and the advantage of a revolving turret might select a position out of the range of her guns.

All of the above is respectfully submitted for your careful consideration.

We are, sir, very respectfully, your obedient servants,

THOS. R. ROOTES,  
*Commander, U. S. Navy.*

R. B. PEGRAM,  
*Commander for the War.*

J. S. MAURY,  
*Lieutenant, Commanding.*

WM. H. PARKER,  
*Lieutenant, Commanding.*

O. F. JOHNSTON,  
*First Lieutenant.*

WM. H. WARD,  
*First Lieutenant.*

F. E. SHEPPERD,  
*First Lieutenant, U. S. Navy.*

J. W. MURDAUGH,  
*Lieutenant, Commanding.*

Flag-Officer JOHN K. MITCHELL, U. S. Navy,  
*Commanding James River Squadron.*

*Report of Lieutenant Goodwyn, U. S. Navy, regarding the position of the enemy's fleet.*

HOWLETT'S, June 2, 1864—*Sunrise.*

SIR: The position of the enemy's fleet is the same as last night. They have now in Varina Reach one bark and five schooners. Our army is driving in their pickets this morning.

Very respectfully, your obedient servant,

M. P. GOODWYN,  
*Lieutenant, U. S. Navy.*

Flag-Officer JOHN K. MITCHELL, U. S. Navy,  
*Commanding James River Squadron.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Goodwyn, C. S. Navy, to obtain information regarding the enemy's water batteries at Trent's Reach.*

FLAGSHIP VIRGINIA, June 2, 1864.

SIR: The flag-officer requests me to acknowledge the receipt of your reports to this date, and to instruct you to obtain all the information you can respecting the enemy's water batteries at Trent's Reach, their position, with number and size of guns. This information may be obtained from the commanding officer of the troops in the vicinity, or from the engineer in charge. It is suggested that spies might be employed for this purpose.

Your attention is particularly called to any obstructions which the enemy may place in the river.

Respectfully, your obedient servant,

R. D. MINOR,

*Flag-Lieutenant and Ordnance Officer, James River Squadron.*

Lieutenant M. P. GOODWYN, C. S. Navy.

*Report of Lieutenant Goodwyn, C. S. Navy, regarding the rout of the enemy from their rifle pits.*

HOWLETT'S, June 2, 1864—5 p. m.

SIR: I have to report no changes in the enemy's squadron since this morning. The three monitors are still lying moored abreast of each other, very close together, with three side-wheel wooden vessels anchored near them. The other monitor is still lying in the bend below the reach. There are six schooners and a bark-rigged vessel, which I think a war vessel, lying in Varina Reach. To-day one of the tugs, which is a tender to one of the monitors, was experimenting with what had every appearance of a torpedo on a spar rigged out from her bow, as those are rigged on the vessels of your command. She would sink it and raise it, as we do ours. There appeared to be quite a number of officers on her. I think they have torpedoes on their vessels. The one on the tug appeared about 50 pounds in weight. The engineer in charge here does not think the battery I informed you of is intended for a water battery; but they have felled the timber in between it and the river. I can not see any guns mounted on it; it is evidently not completed, from its appearance. I will use every exertion to find out more about it and inform you as soon as possible. It is very difficult to get a good observation without drawing their fire, and I have to be very particular not to do so, as it interferes with the working parties. Our forces charged and drove the enemy from their rifle pits this morning, capturing some eighty-odd prisoners; our loss small. We will still hold the position. They are now moving the guns and carriages intended to have been mounted here to Richmond.

I most respectfully request, sir, that an officer be sent here to relieve me.

Very respectfully, your obedient servant,

M. P. GOODWYN,

*Lieutenant, C. S. Navy.*

Flag-Officer JOHN K. MITCHELL, C. S. Navy,

*Commanding James River Squadron.*

[Telegram.]

SIGNAL HILL, June 3, [1864]—7: 30 a. m.

Two transports lying off Jones' barn, one double-ender lying off Varina, seven transports lying in the vicinity of Dutch Gap, one double-ender lying below Baldwin's, one double-ender lying off Baldwin's, two transports just gone down.

G. W. SMITH.

Captain DAVIDSON.

*Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Orders and Detail, requesting a change of commanding officers for the C. S. gunboats Roanoke and Beaufort.*

C. S. FLAGSHIP VIRGINIA,  
James River Squadron, June 3, 1864.

SIR: The present inexperienced officers in command of the gunboats *Roanoke* and *Beaufort* were ordered to them that officers who were eligible to the command from their superior rank and professional qualifications might be employed where their services were then deemed of far greater importance.

These vessels for some time have been employed on service requiring but little professional skill. As they are now, however, needed for active work and may be made to perform an important part in any attack upon the enemy, it is a matter of great moment that they should be ably commanded.

I therefore respectfully request that, if practicable, officers of greater professional experience and knowledge be placed in charge of the gunboats named in the places of Lieutenants for the War M. T. Clarke and E. J. Means.

In making this request, there is no intention to reflect upon or disparage, in the slightest degree, the character of those officers, for whom, in all other respects than those purely of professional knowledge, I entertain sincere respect.

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

JNO. K. MITCHELL,  
Commanding James River Squadron.

Captain S. S. LEE,  
Office of Orders and Detail, C. S. Navy Department.

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Wall, C. S. Navy, to observe the movements of the enemy's squadron in James River.*

C. S. FLAGSHIP VIRGINIA,  
James River Squadron, June 3, 1864.

SIR: You will relieve Lieutenant M. P. Goodwyn at the Howlett battery, and remain there and in the vicinity for the purpose of obtaining the number, force, and movements of the enemy's squadron, of which you will keep me advised, reporting by courier, or otherwise, twice daily. Midshipman Scott and Pilot George Wright will accompany you on this duty.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,  
Commanding James River Squadron.

Lieutenant W. H. WALL,  
C. S. S. Fredericksburg.

*Report of Lieutenant Wall, C. S. Navy, regarding the movements of the enemy's fleet in James River.*

HOWLETT'S, JAMES RIVER, June 3, 1864—5 p. m.

SIR: I have relieved Lieutenant Goodwyn, as specified in your order of this date, and submit to you the following, in regard to the movements of the enemy's fleet, since my arrival. The fleet in Trent's Reach consists of two side-wheel steamers and one propeller (wooden), lying in line just below the buoys. Below these, some 300 yards, are lying three monitors, one of them with two turrets; they are in line and have a small tug between each of them, and one on the outside of each one. Just around the bend is another monitor, with a wooden boat alongside of her, and in the same reach I can see the masts of five vessels. One of them a three-master and the other four two-masters. They have been quiet all day, not firing a shot, and remained at anchor. A small boat has been engaged to-day along the line of buoys. I believe that they were clearing drift from it or securing better the buoys. I could see that there was a large hawser for some purpose as they pulled their boat along by it, and paid it out again as soon as they hauled it in; I don't think that there is anything attached to it in the shape of torpedoes, but that it is simply a hawser stretched across the river to prevent anything from drifting down upon them. The wooden vessels that I have seen all have torpedo staffs on them, rigged in the same manner that ours are; saw none with two staffs. The flag-officer went ashore in a small boat about 1 o'clock, landed where there appears to be some works going up. Don't think that they have any heavy battery that can be seen. The guns to have been mounted here are now being sent to Richmond. The large Parrott gun is on the cars at Obester, to remain there until further orders. One of the side-wheel steamers has just put on her torpedo; also a small tugboat just come up and lying just below the obstructions. One of the tugs between the monitors has also a torpedo shipped on her prow or staff. The tugs and monitors are now lying close enough together to step from one to the other.

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

W. H. WALL,

*Lieutenant, C. S. Navy, on Special Service, James River Squadron.*

Flag-Officer J. K. MITCHELL, C. S. Navy,

*Commanding James River Squadron.*

*Report of Lieutenant Shepperd, C. S. Navy, proposing a plan of operations against the enemy's fleet.*

C. S. GUNBOAT FREDERICKSBURG,

*James River, June 3, 1864.*

SIR: I beg that you will not regard me at all presumptuous in submitting for your consideration the following propositions suggested to my mind by the observations I made yesterday from the battery near Howlett's, together with much thought upon the various points introduced for discussion in the council of which I was a member.

I fully appreciate the several causes, which, under existing circumstances, must necessarily delay our attack upon the enemy's fleet in this river, and I am also aware of the fact that they are resorting to every



means within the bounds of their extensive resources to place additional obstacles in the way of our reaching them. The latter might, when completed, preclude the possibility of success on our part, even should those now existing be removed. I feel safe, though, in saying that no important additions to their present strong position have as yet been fully consummated, though two considerable elements of strength are being added to those which they now possess, viz, that they are erecting a battery on the right bank of the river about a mile below Howlett's house, and (imitating our example) are fitting torpedoes to the bows of their small wooden steamers. If, therefore, an attack be imperative, might not delay be fatal to us? But just at this time two important difficulties in the way of attacking them exist. The first is the three monitors, by lying close together in Trent's Reach, so obstruct the channel as to prevent any one of our ironclads from passing them without running aground; and the second is, that the channel in that reach is too shallow and narrow to admit of our ironclads maneuvering in it. In short, in the present state of the tides, it would be hazardous to attempt to pass through it unless we could do so unmolested.

Two other points then suggest themselves to my mind; first, if the attack be delayed, will the enemy then not be better prepared to receive us than if it were made now; and, secondly, how, even now, can we with safety reach the position they occupy?

It is with regard to the removal of the latter difficulty that I am induced to submit certain propositions for your consideration, volunteering my services to carry out the plan I propose.

The plan of fire vessels I submitted to you sometime since is, in my opinion, the only feasible method I can suggest for the accomplishment of this object.

There is still one obstacle in the way of the fire vessels reaching the position occupied by the three monitors—that is, the hawser stretched across the channel about 300 yards above the monitors. By means of two skiffs with three men in each, I propose, under the cover of darkness, to cut that hawser, giving my personal attention to the execution of the work, and as soon as it is removed, to return to the fire ships, start them fairly down the river and then to rejoin my ship. All of this could, I think, be accomplished in four hours. The matters of detail I can explain to you in person. I have been induced to make the foregoing proposition with the simple view of promoting the success of the squadron you command, with which and the naval service I am in heart and spirit thoroughly identified. I make it also because I firmly believe that if success should attend our efforts and the fleet of the enemy be driven beyond their present advanced position, we could, in cooperating with our army on both sides of the James River, inflict severe punishment upon the hordes of hirelings under command of Grant and Butler. And should we entirely defeat the enemy's ironclad fleet, their wooden gunboats and transports would fall an easy prey to us, and their grand army in turn be routed and dispersed.

I make it also because I am ready and willing to run such a risk for the sake of our cause, and with a firm belief that a merciful and just God will crown our efforts with success.

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

F. E. SHEPPERD,  
*Lieutenant, U. S. Navy.*

Flag-Officer JOHN K. MITCHELL, U. S. Navy,  
*Commanding James River Squadron.*

*Report of Lieutenant Wall, C. S. Navy, regarding the enemy's position.*

HOWLETT'S, June 4, 1864.

SIR: I have just taken a look at the enemy's fleet, and find them occupying the same position, and the same numbers as specified in my report yesterday evening. One of the small tugs, at dark last night lying on the outside of one of the monitors, this morning is up in line with the wooden vessels, just below the obstructions. I think that the wooden propeller spoken of in my last report is a double-ender (sharp at both ends). I think she has wheels on her side, and may not be a propeller. This morning all the wooden vessels, including the tugs, have their torpedoes on their staffs. Have learned nothing further in regard to their batteries. The musketry last night was picket firing.

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

W. H. WALL,

*Lieutenant, C. S. Navy, on Special Service, James River Squadron.*

Flag-Officer J. K. MITCHELL, C. S. Navy,  
*Commanding James River Squadron.*

*Report of Lieutenant Wall, C. S. Navy, regarding Union and Confederate affairs in James River.*

HOWLETT'S, June 4, 1864.

SIR: Since my last report I learn that Ransom's brigade has been ordered to Richmond, leaving but Elliott's and Wise's brigades here. This, so far as I can learn, are all the troops that are here, excepting some batteries of light artillery. The enemy's works on our center look very strong, and our line of pickets at this point are not more than 200 yards from those of the enemy; there is, however, no firing between them, as they have agreed not to fire upon each other. It is the impression among the officers that I have conversed with, that they have but a small force, and are evacuating; they believe this from their extreme quietude and the number of bands of music that are heard playing all the time. Our forces are still working on the battery to the left of Howlett's house, but I was told this morning that there would not be any guns mounted at present. I see not a single heavy gun here. I have heard a rumor that Elliott's brigade would leave for Richmond this evening. The musketry heard last night was our pickets in front of Wise's brigade, and on the left of our line. From an officer of the brigade, I learn that it was a false alarm. The enemy fired three shots to-day from one of their monitors. The fire was drawn by some soldiers showing themselves to the left of Howlett's house; the shell exploded directly over the battery being erected to the left of the house. Their number in Trent's Reach remains the same, viz, 3 monitors (one double turret), 3 tugs, 2 side-wheel steamers, and 1 propeller or double-ended vessel. Two of the monitors are still lying very close together. The firing was done by one of these lying in this position. The other monitor with two turrets has been lying some 50 yards from them, with a tug having a torpedo on her staff alongside of her. The tugs and wooden vessels just below the buoys have had their torpedoes shipped in the staffs all day. The torpedo looks to be about the size of one of our 50-pound torpedoes and made of tin. One monitor still remains just around the bend, and in the same reach are still 4 two-masters and 1 three-master. No boats have been seen to-day clear-

ing along the line of buoys. I have as yet been unable to see or learn anything in regard to their battery building on the bluff just below Howlett's. The fleet to be seen in Trent's, number as follows, viz, 3 monitors, 3 tugs, 2 side-wheel steamers, and 1 propeller. In the reach below, 1 monitor with a wooden vessel of some kind alongside, 1 three-masted vessel, and 4 two-masted vessels. This, I believe, is all that has transpired since my last report.

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

W. H. WALL,

*Lieutenant, C. S. Navy, on Special Service, James River Squadron.*

Flag-Officer J. K. MITCHELL, C. S. Navy,  
*Commanding James River Squadron.*

P. S.—I think the enemy send launches with howitzers on guard duty every night about the obstructions and perhaps higher up, as I see several launches alongside of the wooden vessels.

*Report of Flag-Officer Mitchell, C. S. Navy, transmitting telegraphic correspondence with General Beauregard, C. S. Army, regarding Howlett's.*

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, June 5, 1864.*

SIR: For your information I have the honor to furnish you, herewith annexed, a copy of the telegraphic correspondence with General Beauregard respecting the proposition to place a naval battery of heavy guns at Howlett's.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Hon. S. R. MALLOY,  
*Secretary of the Navy, Richmond, Va.*

[Enclosures.—Telegram.]

C. S. FLAGSHIP VIRGINIA.  
*Chaffin's Bluff, June 4, 1864—10 p. m.*

I propose, if the Secretary of the Navy shall consent, to place heavy navy guns in your unoccupied works at Howlett's, and to man them entirely from the Navy. Will you be able to protect them from the land forces of the enemy? Please reply as soon as possible.

JNO. K. MITCHELL,

*Commanding James River Squadron.*

General G. T. BEAUREGARD,  
*Hancock's House.*

[Telegram.]

DUNN'S HILL, NEAR PETERSBURG, June 5—9 a. m.  
(Received 11.45.)

River battery at Howlett's was not armed because I was not certain of being able to protect it. The same doubt still exists.

G. T. BEAUREGARD.

Flag-Officer J. K. MITCHELL.

*Report of Lieutenant Wall, C. S. Navy, regarding affairs in James River.*

HOWLETT'S, June 5, 1864.

SIR: The fleet since my last report has remained unchanged in regard to numbers and position. Several shots were fired by one of the monitors late last evening. General Johnson has had all the sand bags taken from the battery here emptied and sent to his headquarters. The work has, I understand, been suspended for the present. I heard a rumor of evacuation late yesterday evening, but could not learn anything in regard to it at General Johnson's headquarters to day. The troops are still in the trenches, and the batteries of light artillery still in position. The enemy is believed to be in very small force. Our troops are under marching orders, and have been since yesterday. This order is given so as to have them ready to move as soon as it is ascertained definitely that the enemy has gone. It rained hard all yesterday evening and last night.

This dispatch would have been sent this morning, but could get no courier; went to the general's headquarters twice for one; none has reported yet, although they promised to send me one. I send this by Midshipman Pinckney.

I learned at division headquarters that we had three brigades here of infantry and one of cavalry, besides some artillery.

General Beauregard's headquarters are at Petersburg.

The fleet to-day number as follows:

In Trent's Reach, 3 monitors, 3 tugs, 2 side-wheel steamers, and 1 propeller.

In reach below, 1 monitor, 6 schooner-rigged vessels, and 1 bark-rigged vessel.

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

W. H. WALL,

*Lieutenant, C. S. Navy, on Special Service, James River Squadron.*

Flag-Officer J. K. MITCHELL, C. S. Navy,  
*Commanding James River Squadron.*

The pilot, Mr. Wright, desires me to state to you that he would respectfully ask to be relieved to-morrow.

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*Letter from Flag-Officer Mitchell, C. S. Navy, to Lieutenant Shepperd, C. S. Navy, acknowledging suggestions regarding fire rafts.*

C. S. FLAGSHIP VIRGINIA,

*James River Squadron, off Chaffin's Bluff, June 6, 1864.*

SIR: I have received your communication of the 3d instant in relation to your proposed operations against the enemy with fire vessels, etc.

I beg you to be assured that I fully appreciate the importance of the proposed service, no less than the gallantry and public spirit that prompted the offer, and that I shall gladly avail myself of your services in carrying out any plans that may be adopted for operating against the enemy, when the moment arrives for making a demonstration. Suggestions and propositions from you, in furtherance of the public good, will always receive my respectful consideration.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Lieutenant F. E. SHEPPERD, C. S. Navy,  
*C. S. Ironclad Fredericksburg.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Bradford, C. S. Navy, regarding the establishment of signal station at Howlett's.*

FLAGSHIP VIRGINIA,  
*Off Chaffin's Bluff, June 7, 1864.*

SIR: If it is possible, you will to-day establish a signal station for the army signal corps on the slope above the new works at Howlett's, in such a position that they can not be observed by the enemy, but can communicate with our squadron when it goes down into Osborne's Reach.

The commanding officer of the army in the vicinity should be consulted before taking any steps in this matter, and his assistance or cooperation requested.

You will direct Pilot Barnes to return to the *Fredericksburg* to-day.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Lieutenant OTEY BRADFORD, C. S. Navy,  
*Howlett's Battery.*

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*Report of Lieutenant Bradford, C. S. Navy, regarding suspicious movements of the enemy in James River.*

HOWLETT'S, June 7—a. m.

SIR: The position of the fleet remains unchanged at 6 a. m. this morning. The following vessels are here:

Four monitors, 3 side-wheel steamers, 3 tugs. The steamer I reported as round the point yesterday is still hid there, and I think she is a gunboat, as she was exchanging signals with the double-turret monitor. Whether a monitor or not, it is impossible to tell. About 5 p. m. last evening, after sending my p. m. dispatch, a side-wheel river steamer, accompanied by a small boat (the same as in the morning), came above the obstructions, and was engaged in sounding river. Sharpshooters drove her off in about one hour. About 8:30 p. m. I walked to Howlett's house and found a strong picket guard of our men there. After being there about fifteen minutes, a steamer was heard moving, and presently the same steamer came in sight and took up the same position as during the day. She remained all night, and at daylight this morning had six or eight boats around her. About half an hour after, she retired and took up her old position below obstructions, near the shore. What can be her object no [one] here can tell, and whether she was sounding or engaged in putting something in the river last night I do not know. She did not remain stationary, but appeared to turn her engines over two or three times, and then stopping ten or fifteen minutes, possibly longer; I had no means of telling exactly. I have also discovered a signal station this side of the river, and abreast of the monitors. It is in a high tree, and is probably for observing our movements. I also observed that they had their torpedoes on their poles this morning. It is my impression they ship them every night.

There is no army news. I think, however, from what I can hear, that they intend abandoning this line and going back to Drewry's Bluff, as the baggage has all been sent to Petersburg and the men are still under marching orders. I think the next line will be along the railroad from

Drewry's Bluff to Petersburg. My three days ended last night. I hope I may be relieved to-day.

I am, respectfully, your obedient servant,

OTEY BRADFORD,

*Lieutenant for the War.*

Flag-Officer J. K. MITCHELL, C. S. Navy,  
*Commanding, etc.*

My camp is moved to Major Coit's headquarters.

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*Report of Lieutenant Bradford, C. S. Navy, regarding affairs in James River.*

HOWLETT'S, June 7, 1864.

SIR: The fleet off this place now numbers as follows:

Four monitors, side and side in the channel; 1 double-turret monitor, at lower end of reach; 3 side-wheel steamers, 2 tugboats, transports, etc.

This morning I observed that one of the side-wheel steamers was much nearer the obstructions than last evening. I am led to believe she takes position there at dusk every night and alters position in the morning. I will be able to let you know with certainty to-morrow. No army news; men still in trenches, as also the light artillery. Johnson's brigade is still under marching orders. I think, however, it is only in case the Yankees leave the front and peninsula that they will advance. No picket or gunboat firing since my arrival here. The battery still on the hill abreast of the monitors. No work going on in our battery at this place.

Respectfully, your obedient servant,

OTEY BRADFORD,

*Lieutenant for the War*

Flag-Officer J. K. MITCHELL,  
*Commanding, etc.*

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*Report of Lieutenant Bradford, C. S. Navy, advising against the establishment of a signal station at Howlett's.*

HOWLETT'S, June 7—p. m.

(Received 8 p. m., on return to ship.)

SIR: The fleet is the same as this morning. No army news, except shelling the enemy from our center to annoy their working parties. General Johnson thinks a house about half a mile from here would be the best place for signals. It will not do, in my opinion, to establish a station at Howlett's, for the enemy shell everything that appears there. I should like to have some one here with me, as I am entirely alone, being afraid to leave camp, fearing my clothes, etc., will be taken away. Mr. Barnes goes with the courier. I will make enquiries and observe as far as possible this afternoon about the signals.

I am, etc.,

OTEY BRADFORD,

*Lieutenant for the War.*

Flag-Officer J. K. MITCHELL, C. S. Navy,  
*Commanding, etc.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Murdaugh, C. S. Navy, transferring him from the C. S. S. Nansemond to the C. S. S. Richmond.*

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, off Chaffin's Bluff, June 8, 1864.*

SIR: You will, upon receipt of this communication, turn over the command of the C. S. gunboat *Nansemond* to First Lieutenant Charles W. Hays, Provisional Navy C. S., and resume your duties on board of the C. S. ironclad *Richmond*.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Lieutenant Commanding J. W. MURDAUGH, C. S. Navy,  
*Commanding C. S. Gunboat Nansemond.*

*Report of Lieutenant Bradford, C. S. Navy, regarding the movements of the enemy's fleet in the river.*

HOWLETT'S, June 8, 1864.

SIR: This morning the following is the number and position of the enemy's fleet:

Three monitors, side and side in channel; 1 monitor, at lower end of reach; 3 side-wheel boats; 2 tugboats; 1 steamer, round the point below the monitor; can not make her out.

In my opinion, they are either evacuating or reinforcing, and I am inclined to the latter belief. For the last two nights they have been moving steamers all night, and, I believe, have all the bands of music, bugles, and drums to be procured and stationed at this end of the line. The whole of last night was one continual roar. When I took my observations, at 6 a. m. this morning, it was too hazy for me to distinguish as clearly as necessary the different colors of monitors, etc. At 12 m. to-day I will note the difference.

Respectfully, your obedient servant,

OTTEY BRADFORD,  
*Lieutenant for the War.*

Flag-Officer J. K. MITCHELL, C. S. Navy,  
*Commanding, etc.*

*Report of Lieutenant Bradford, C. S. Navy, regarding the position and movements of the enemy.*

HOWLETT'S, June 8, 1864, — p. m.

SIR: There are this evening in Trent's Reach the following:

One monitor round the point, white ring top of smokestack, and white steam pipe.

No. 1, monitor to the northward, black steam pipe; can not make out smoke pipe; think it is telescopic.

No. 2, center, lead-colored smokestack, lead-colored steam pipe, and round the top of turret, lead colored.

No. 3, southward, smokestack lilac, steam pipe lilac, two turrets; steam pipe near forward turret; smokestack near after one.

The steamer I reported this morning as round the bend below the monitors, I found at 12 o'clock m. to have a lilac smokestack, and she was either a schooner-rigged, or lying alongside a schooner. I could not see her hull. A propeller transport, painted lead color, with foremast, went down at about 11 a. m. I saw her until she had passed City Point. Major Carr [Coit?], of the artillery, reported to me that he saw a small boat engaged in sounding above the seine some hundred yards, and also a transport come above the seine and go in the bend, out of sight. I immediately went down, but the small boat had gone. The shelling to-day was from our lines at working parties. General Beauregard rode along the line this m.

In reply to your communication, I have to state that I dated that second dispatch p. m. to distinguish from the first I sent. As I have no watch it is impossible for me to tell the exact hour, and I have to judge by the sun. Mr. Barnes can inform you that there were five monitors.

Hoping this explanation is sufficient, and informing you that I am at my post often during the day,

I am, respectfully, your obedient servant,

OTey BRADFORD,  
*Lieutenant for the War.*

[Flag-Officer J. K. MITCHELL, C. S. Navy.]

I have moved to Major Coit's headquarters for a camp.

O. B.

*Report of Lieutenant Bradford, C. S. Navy, regarding exchange of fire with the enemy.*

HOWLETT'S, June 9, 1864.

SIR: The fleet occupy the same position as this morning. The heavy firing to-day was from one of the wooden gunboats, from a heavy Parrott gun, shelling our lines to annoy a battery playing on the enemy. The other firing was in response to the Yankees, who opened fire from central fort on our center. As soon as the Yankees commenced, five batteries along the line responded. No damage; and as I write this, all quiet. Heard frequent firing in the direction of the Appomattox, and understand it is the Yankees shelling Fort Clifton. I learned from one of the pickets that the Yankees were engaged in putting something in the river last night. I have, since writing the above, learned that two batteries of artillery have been ordered to Petersburg, and that there is quite [a] fight going on there. I also learned that a spy was captured in rear of our lines to-day.

OTey BRADFORD,  
*Lieutenant for the War.*

Flag-Officer J. K. MITCHELL, C. S. Navy,  
*Commanding, etc.*

P. S.—Johnson's brigade and two batteries of artillery just ordered to Petersburg. There are no troops on the left where I have been, and I have thought it best to move to Howlett's upper place, where I can go half a mile and observe as much, if not more, than where I was.

OTey B.



*Order of the Secretary of the Navy to Commander Maffitt, C. S. Navy, to assume command of the C. S. S. Albemarle.*

C. S. NAVY DEPARTMENT,  
*Office of Orders and Detail, Richmond, June 9, 1864.*

SIR: Proceed to Plymouth, N. C., and report to Captain R. F. Pinkney, commanding, etc., for the command of the C. S. [ram] *Albemarle*. You will report by the 22d instant, or as soon thereafter as practicable. By command of the Secretary of the Navy.

I am, respectfully,

[S. S. LEE,  
*Captain in Charge.*]

Commander JOHN N. MAFFITT, C. S. NAVY,  
*Richmond, Va.*

[Endorsement.]

Reported June 25.

R. F. PINKNEY,  
*Commander.*

*Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of Office of Orders and Detail, requesting boats for use by the army in placing torpedoes.*

FLAGSHIP VIRGINIA,  
*James River Squadron, off Chaffin's Bluff, June 10, 1864.*

SIR: An application for two of the boats at the navy yard, to be used by the army for placing torpedoes, was referred to me by General Beauregard, supposing they were under my command. My reply was that they were under the control of your office.

I respectfully request that all the available boats at the navy yard may be thoroughly prepared for service with grapnels, spare oars, mufflers, etc., and held in readiness when required.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Captain S. S. LEE,  
*In Charge Office of Orders and Detail.*

*Report of Lieutenant Murdaugh, C. S. Navy, regarding the unchanged position of the enemy's fleet.*

HOWLETT'S HOUSE, June 11, 1864.

SIR: I respectfully report that on the evening of the 10th the following vessels were in sight: Four monitors, 4 tugs, and 3 transports. Two of the monitors are side by side, about 40 yards apart; the others are some distance below, one around the point; none of them are chained together. One monitor has a tug and schooner alongside.

At 11 a. m., June 11, a transport came above the hawser and removed three torpedoes that they had placed there the night before; the torpedoes were not more than 50 or 60 pounds.

Two transports joined the squadron during the night; the monitors have not changed their positions.

The line of buoys extending across the river is not attached to a chain. I had a good view at low water and saw the hawser; it is made fast to a tree on the north side, and might be cut if we went down the river.

Very respectfully, your obedient servant,

J. W. MURDAUGH,  
*First Lieutenant, U. S. Navy.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron.*

*Report of Lieutenant Murdaugh, U. S. Navy, regarding the unchanged position of the enemy's fleet.*

HOWLETT'S, June 12, 1864.

SIR: I respectfully report that the monitors, four in number, have not changed their positions; 3 tugs, 2 transports, and 1 picket boat are above, and 1 side-wheel steamer, 1 bark, and 1 tug below the point. The gunboats, 6 miles below, were exchanging shots with a land battery yesterday evening.

Very respectfully, your obedient servant,

J. W. MURDAUGH,  
*First Lieutenant, U. S. Navy.*

Flag-Officer JOHN K. MITCHELL,  
*Commanding James River Squadron.*

*Order of Flag-Officer Mitchell, U. S. Navy, to Commander Pegram, U. S. Navy, to proceed to a conference with General Beauregard, U. S. Army, regarding offensive operations in Trent's Reach.*

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, off Chaffin's Bluff, June 12, 1864.*

SIR: You will proceed to General Beauregard's headquarters and represent to him the importance of a shore battery to drive the enemy's monitors from Trent's Reach. You will take with you and show to the general, should he desire to see it, a copy of the report of the council called by me on the 8th. You will inform the general that in all the essential points I concur in the opinions expressed by the council.

The only effective disposable guns belonging to the Navy that can be placed in a battery are one 7-inch double-banded rifle and one 6.4-inch double-banded rifle, both belonging to the gunboat *Drewry*, which might be disarmed, temporarily, for the occasion. The 7-inch Parrott rifle, captured at Plymouth, N. C., might be used, but it has only thirty-nine rounds of projectiles.

The squadron can furnish, if necessary, officers and men to man well four heavy guns in shore battery, whether mounted by the Army or Navy.

It is desirable that the general should be made fully acquainted with the condition of our force and its means of operating directly against the enemy in Trent's Reach, and also to ascertain from him whether there is any probability of his being able to support any battery that may be put up at Howlett's.

Being familiar with the subject, you may be able to give information to the general that will be useful to him in any plans that may be devised for the cooperation of the two services.

You will assure the general that I shall gladly do all in my power to aid him in any of his operations.

Should the general desire it, you can leave the copy with him.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Commander R. B. PEGRAM, Provisional Navy C. S.,  
*Commanding C. S. Flagship Virginia.*

*Correspondence regarding proposed offensive operations against the enemy's fleet in Trent's Reach, James River.*

Report of Flag-Officer Mitchell, C. S. Navy, transmitting papers.

O. S. FLAGSHIP VIRGINIA,

*James River Squadron, off Chaffin's Bluff, June 13, 1864.*

SIR: I have the honor to submit herewith a copy of a letter of the 8th instant, addressed by myself to Commander Rootes and other officers of my command, together with their reply of the 9th, in relation to operations against the enemy's naval forces in Trent's Reach, and also the plan submitted by Lieutenant Shepperd for preparing and using fire vessels.

I concur in the views expressed by the council in regard to operations against the enemy. It will be seen that the use of fire vessels, as proposed by Lieutenant Shepperd, renders necessary the certain sacrifice of the steamer employed for towing them. I do not, therefore, feel myself authorized to use any of the steamers under my command for the purpose when the hoped-for results are, in my judgment, so very doubtful from the great hazard attending the enterprise under existing circumstances. The question of taking one of the small steamers or purchasing some old steamer that will answer is respectfully submitted to the Department.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Hon. S. R. MALLEORY,  
*Secretary of the Navy, Richmond, Va.*

Order of Flag-Officer Mitchell, C. S. Navy, for a council of officers to report on the feasibility of an attack.

Confidential.]

C. S. IRONCLAD VIRGINIA,

*Flagship James River Squadron, Chaffin's Bluff, June 8, 1864.*

GENTLEMEN: I am desirous of making an attack, without delay, with the naval forces under my command upon those of the enemy now in Trent's Reach. Before making any decisive and final movements to this end I wish to have the benefit of your counsels, and therefore call upon you for your opinions and advice.

First. Whether an attack under existing circumstances be deemed advisable.

Secondly. If an attack be deemed advisable, when and how it shall be made.

In arriving at a decision upon the foregoing points, your attention will be given to the position and force of the enemy known from constant observation to be opposed to us in and near Trent's Reach, consisting certainly of 1 double and 3 single turreted monitors, the former and 2 of the latter forming a line abreast and occupying the channel just below the bar in Trent's Reach, together with 10 or more gunboats and tugs, provided with torpedoes fitted to their bows similar to our own.

It has not been positively ascertained yet whether the enemy has a water battery on the right wing of Butler's army ready to unmask and cooperate with his monitors and gunboats, but it is reasonable to suppose, from appearances, that he has, and that he would not with his means omit such a material support for strengthening his position. Nor would it be at all surprising, as he has followed our example in placing torpedoes on his vessels, that he should imitate us further by placing them in the channel through which we must pass in approaching him, together with other obstructions, simple but effective, that would not be overlooked by an intelligent and wary enemy. Your attention is called to the practicability of ascertaining whether such or other obstacles exist in the channel leading immediately to the enemy's vessels, and to devising means for their removal, if found to exist.

The width and depth of the channel, the bar in Trent's Reach, and everything relating to the navigation of the river; the use of fire vessels as well as torpedoes, the plan of carrying monitors by boarding, the feasibility of a night attack, and whether it be preferable to one by day; the manner of approach and the number of guns that will be available in our ironclads in an attack on the monitors; the notice that we can rely upon no cooperation from General Beauregard's army, and that he has no water battery to aid us, are all questions which will suggest themselves for your consideration as having important bearings upon the subject.

The pilots should be carefully consulted as to the navigation of the river.

The great benefits to our cause that must necessarily follow any decided success in an attack upon the enemy's monitors in particular, and his naval forces and transports generally, will warrant the adoption of any plan of attack which may afford a reasonable prospect of such a favorable result. On the other hand, the importance of the squadron to the defenses of Richmond and the extent to which these defenses would be imperiled in the event of any serious disaster to us will not escape your due consideration.

In whatever decision I may make, great reliance will be placed upon the counsels of officers who have been selected by the Department for performing important parts in naval operations so full of hope for the good of the country and the glory of our service, and who must feel that their own reputations as well as the public interests are deeply involved in any issue that may flow from an expression of their opinions on the questions submitted to them.

My general instructions from the Navy Department contain so many valuable suggestions for operations of the fleet that I submit them herewith for your information.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Commander THOS. R. ROOTES.  
 Commander E. B. PRIGRAM.  
 Lieutenant Commanding JNO. S. MAUEY.  
 Lieutenant Commanding CHAS. W. HAYS.  
 Lieutenant Commanding WM. H. PARKER.  
 First Lieutenant O. F. JOHNSTON.  
 First Lieutenant W. H. WARD.  
 First Lieutenant F. E. SHEPPERD.  
 Lieutenant Commanding M. M. BENTON.  
 Lieutenant Commanding J. M. GARDNER.

Report of the council of officers expressing the opinion that an attack is not advisable.

C. S. IRONCLAD FREDERICKSBURG,  
*Off Chaffin's Bluff, June 9, 1864.*

SIR: In reply to your letter of the 8th instant and the question proposed therein, we have respectfully to state that having maturely considered the case in all its bearings, it is our opinion that an attack upon the enemy's fleet in Trent's Reach by the naval forces under your command is not advisable under existing circumstances.

In submitting the above opinion, we beg leave to state the reasons upon which it is founded:

1st. The enemy's fleet (exclusive of wooden vessels) consists of probably five monitors, one of which is double-turreted, a force equal to, if not superior to our own.

2d. This fleet is anchored in a channel too narrow and too shallow to admit of our ironclads maneuvering.

3d. The fleet is anchored in such a manner (three or four abreast) as to prevent our ironclads from passing them; and in the opinion of the pilots two of our vessels can only float for half an hour at high water, in the reach, and can not turn.

4th. The channel a short distance above the enemy's fleet is obstructed, we believe, by a lawser and network, and we fear that other and more formidable obstructions, such as sunken logs, torpedoes, etc., exist, which obstructions we have no means of removing under the enemy's fire.

5th. The enemy's fleet is supported apparently by a battery on the south side of the river, and he holds the banks on both sides.

6th. We have no battery at or near that position.

Having stated our opinion as to the advisability of attacking the enemy's fleet with your whole force in his present position, we beg leave further to state that we think every exertion should be made to force him from that position. To do this, it occurs to us—

To erect a battery of heavy guns at Howlett's to act in conjunction with the guns of the ironclads.

To send down fire ships, as proposed by Lieutenant Shepperd.

To send down floating torpedoes inside or below the hawser and network.

Before putting up a battery, its protection should be assured by the general commanding the land forces.

The fire vessels, fitted with an instrument for cutting the network, could be sent down the first dark night after being, in the opinion of the officer in charge of them, properly prepared, always provided that the hawser and network can be probably cut by the means proposed.

The floating torpedoes would have to be taken below the hawser and network by rowboats before being set adrift.

This hawser and network could be examined by sending a boat down some dark rainy night. Of course this examination would be attended with great risk.

In expressing the opinion then that an attack is not advisable, we mean to say an attack direct with the ironclads and wooden vessels. The great object to be attained is to drive the monitors below Trent's Reach, so that we may drag through and pass it. We do not think that a bombardment from our ironclads at long range (three guns against eight or ten) would effect this; but this in conjunction with the other means specified might do so. At all events fire ships and torpedoes should be sent down, and every means used to harass the enemy.

Should our army succeed at any time in holding any one point of the river below the monitors, Fort Powhatan, for instance, we believe they (the monitors) would immediately drop down below it for fear of torpedoes. If we are to hold the position at Howlett's, a torpedo and battery should at once be put there as an additional protection to our fleet.

At some future time it may become necessary to make an attack, even though our entire squadron be sacrificed, either for the good of the country or the honor of the Navy. When, in the opinion of his Excellency the President or other authority, such a course becomes incumbent upon us, we will most cheerfully adopt it, and will not be found recreant to the trust confided to us by the [country.]

We herewith return your letter of instructions from the honorable Secretary of the Navy.

And have the honor to be, very respectfully, your obedient servants,

THOS. R. ROOTES,

*Commander, Provisional Navy U. S.*

R. B. PEGRAM,

*Commander, Provisional Navy U. S.*

J. S. MAURY,

*Lieutenant, Commanding.*

CHAS. W. HAYS,

*Lieutenant, Commanding.*

WM. H. PARKER,

*Lieutenant, Commanding.*

O. F. JOHNSTON,

*First Lieutenant, Provisional Navy U. S.*

W. H. WARD,

*First Lieutenant, Provisional Navy U. S.*

M. M. BENTON,

*First Lieutenant, Provisional Navy U. S.*

J. M. GARDNER,

*First Lieutenant, Provisional Navy U. S.*

Owing to the strength of the enemy's fleet in its present position and my knowledge of the fact that all the means at our command have not been rendered available for the purposes of attack, induce me to concur in the above report.\*

Very respectfully, your obedient servant,

F. E. SHEPPERD,

*First Lieutenant, Provisional Navy U. S.*

Flag-Officer JNO. K. MITCHELL,

*Commanding James River Squadron.*

\* [The above is marked out, and across it is] "Annulled by Lieutenant Shepperd, and the report signed by him, another copy being made."

Statement of Lieutenant Shepperd, U. S. Navy, regarding his action as a member of the council of officers.

C. S. IRONCLAD FREDERICKSBURG,  
*James River, June 11, 1864.*

SIR: Having withdrawn the qualification I made to the report of the council of officers on the 9th instant, I respectfully beg leave to state why I withdrew it, and also my reasons for having, in the first instance, added it to the report:

2. My reasons for having withdrawn it are that it was not my desire to reflect upon you or upon anyone particularly; that it was perhaps not relevant to the subject-matter of your letter, to which the report was a reply, and that a reflection upon you might have been unjustly inferred, no explanation being expressed as to what I meant by the "available means at our command."

3. I still deem it a duty to myself, personally as well as professionally, to state that, although having signed a copy of the report without qualifying it in any way, I am nevertheless of the same opinion as was expressed in my qualification annexed to the original, but I regard it more becoming in me to express my views in another form, and also in such a manner as to be more clearly understood.

4. The paragraph above my signature in the original report reads, I believe, as follows: "Owing to the strength of the enemy's fleet in its present position, and my knowledge of the fact that all the means at our command have not been rendered available for the purposes of attack, induce me to concur in the above report."

5. Should the conduct of the navy on the James River hereafter become a matter of investigation, and it appear that I, among other navy officers, advised that an attack upon the enemy's fleet on the 9th day of June, 1864, was not feasible and ought not to be made, was my reason for making the qualification I did to my concurrence with the other members of the council.

6. The enemy's position was undoubtedly a strong one, his strength consisting mainly in the narrowness and shallowness of the channel which he had selected as an anchorage for his fleet.

7. Our plans and preparations for an attack certainly had not been consummated.

8. It was simply this latter fact that I desired to add to the report, to complete the expression of my reasons for advising that an attack should not then be made.

9. I do not pretend even to intimate whose fault it is that such a state of affairs existed, or to go beyond the enumeration of the following facts, viz:

I. That it was within the power of the naval authorities to have made more progress in the building and in the equipping of our vessels.

II. That the *Richmond* and *Fredericksburg*, together with the wooden gunboats, could have been used against the enemy's fleet upon its arrival in this river, and could have held and strengthened the position it now occupies in Trent's Reach, and afterwards harassed his land forces when they attacked our defenses at Drewry's Bluff.

III. That the work upon the *Virginia* was not progressing rapidly when the enemy's fleet arrived at City Point, and, even after that time, no work was done upon her except during the customary working hours of the day.

IV. That the obstructions in the river below Drewry's Bluff were

not sufficiently removed to allow the *Virginia* and the *Richmond* to pass through with safety until the 22d day of May.

V. That the work of fitting torpedoes securely to the bows of our vessels was not completed.

VI. That the fire vessels (admitted by most officers to be one of the best means of driving the enemy out of Trent's Reach) were not in readiness for immediate use.

VII. That no cooperation on the part of the army could be relied upon, either regarding the disposition of troops or the placing of suitable batteries on the banks of the river.

10. The cooperation of the army could, in my opinion, have been relied upon had our plans been consummated at an earlier date; in fact I have been informed that certain army officers of high rank made the proffer of cooperation to us.

11. It is evident to my mind that, had our squadron (or at least a portion of it) been below the obstructions at Drewry's Bluff, we could, with the aid of our army, have dealt a severe blow to the enemy when he attacked that place, and perhaps been the means of driving him beyond his present intrenchments at Bermuda Hundred.

12. It has never appeared to me that the vigor with which the work of preparing our squadron for service has progressed was in consonance with the great objects in view, viz, the defense of our capital and with it the safety and independence of our country; for it must be admitted that any decided success of our fleet over that of the enemy must result in the total defeat of his army on either side of the James River.

13. But that such could be expected after so much delay is a matter much to be doubted; and the attempt, under existing circumstances, would be extremely hazardous.

14. In compliance with your request, I have I think (though at much greater length than I anticipated) expressed to you the full meaning of the hitherto unexplained paragraph above my signature, numbered 4 in this letter.

For two other reasons have I done so, viz: Having in one instance only intimated the views expressed by me in this letter, I felt it due to my consistency in the matter to explain them more fully. To sustain myself personally in the matter I have been induced also to make the foregoing explanations, for, when the history of this war is written, and the capture of Richmond be a sad fact recorded in it, and the question be asked why the Navy took no active part in its defense, and why so much money and so much valuable time has been devoted to the building of three formidable ironclads, two of which can barely, under the most favorable tides, navigate the river, I, for one, desire that my conduct in the matter, however humble and unimportant it may be, shall appear above reproach, and that those who are directly responsible shall bear the burden of condemnation they deserve.

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

F. E. SHEPPERD,

*Lieutenant, C. S. Navy.*

Flag-Officer JOHN K. MITCHELL, C. S. Navy,  
*Commanding James River Squadron.*



Report of Lieutenant Shepperd, U. S. Navy, transmitting plan of fire vessels to be used against the enemy's fleet.

C. S. IRONCLAD FREDERICKSBURG,  
*James River, June 10, 1864.*

SIR: I herewith respectfully submit a plan of fire vessels to be used against the enemy's fleet in this river.

Four hulks filled with pine wood, saturated with turpentine, interspersed with shavings, tar, and rosin; old musket barrels, heavily loaded and placed on the bows of all the hulks and on the shore side of the outer ones; shells, shot, old iron, etc., placed on the decks, a torpedo on the bows of each hulk and one also on that of the steamer towing them.

The hulks are to be lashed together in pairs; and a pair lashed on each side of a steamer; all the lashings to be of chain.

The steamer to have 500 or 600 pounds of powder in a secure magazine, to which I propose attaching a slow match, protected from accidental fire by means of an iron or copper pipe.

The plan of a cutter, invented by Mr. Meads, of the navy yard at Rocketts, would, I believe, remove or rather cut, any hawser stretched across the channel by the enemy.

The shells, having time fuzes of different durations, would be constantly exploding, and the old musket barrels, loaded, would be discharged as each became sufficiently heated. The whole would not only kill and maim the enemy, but prevent their interfering with the progress of the fire vessels. The torpedoes on the bows of the vessels ought to be relied upon to sink or destroy whatever they came in contact with.

The slow match to the magazine of the steamer could easily be graduated so as not to burn out till she reached the position of the enemy.

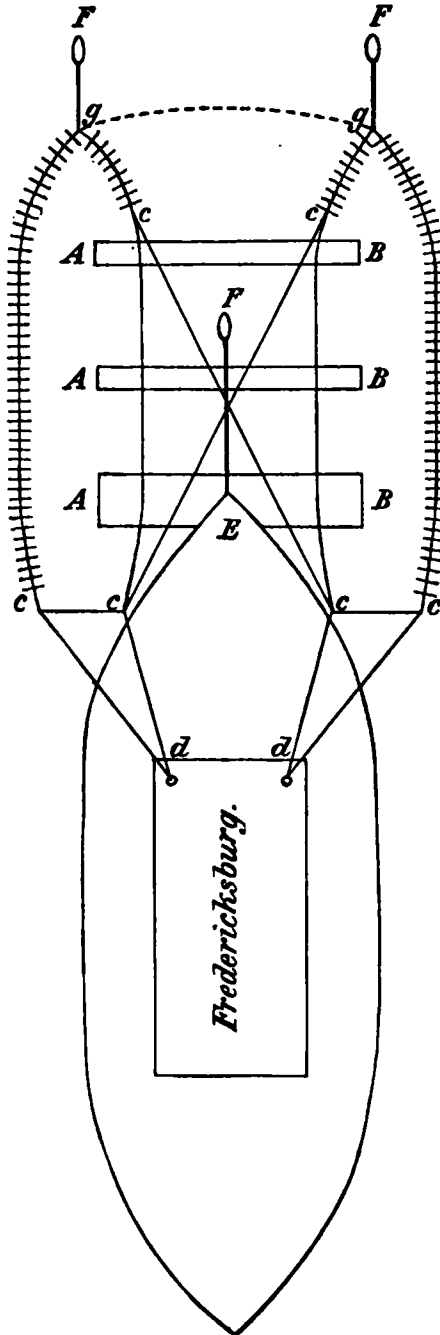
An allowance of ten or fifteen minutes after that time would not, in my opinion, be fatal to the enterprise, as the removal of the fire vessels, prepared in the manner above described, would be attended with too much risk by the enemy. The explosion of the steamer's magazine would, I believe, cause the death of every man within 50 feet of it, and dismount the guns of any vessel near which it should explode; say, 30 or 40 feet. The manner I propose to use the fire vessels, is to take them down in the reach occupied by the enemy's fleet, and, if possible, to get within 300 or 400 yards of the advanced vessels; put the steamer under full headway, point her straight, set fire to the hulks, ignite the slow match, and make my escape in a small boat. Six men are all that would be required to manage the steamer and the hulks. The advantage the use of a steamer would be to that of floating vessels down the tide, is that her speed would enable them to reach the enemy before he could escape, and also remove any obstructions across the channel. Moreover, they would be more manageable and more apt to strike bows on.

Very respectfully, your obedient servant,

F. E. SHEPPERD,  
*Lieutenant, U. S. Navy.*

Flag-Officer JOHN K. MITCHELL, U. S. Navy,  
*Commanding James River Squadron.*

[Enclosure.]



AB Beams across fire vessels to steady them.

cc Springs to steady and keep fire vessels from working fore and aft.

cd Lines leading into the shield or hold to keep the fire vessels braced aft and secured to the steamer.

E The bow of the steamer let into the after beam to steady the fire vessels to the steamer.

F Torpedoes.

/// Old muskets loaded.

gg A piece of old slack chain to connect bows as a bridle.

Fire ships to be adjusted to the *Fredericksburg* and the *Hampton* or *Roanoke* on the above plan.

The steamers to have kedges ready to drop astern the moment they are needed, and hauds, with axes, stationed inside of shield or hold to cut the lines *cd*, when sufficiently near to be certain that the fire vessels have way enough to reach the enemy and that no deviation from their course can prevent it. These lines should be the only fasts to the steamer. When near enough to insure the fire vessels reaching the enemy or a little before, a stern kedge should be dropped from the steamer, and the moment the lines *cd* are cut the engine should be reversed and a turn taken with the stern fast. The steamer, as soon as disengaged from the fire vessels, backs out of the way, weighs or slips the kedge, and acts as circumstances dictate.

The steamers, as soon as clear of their fire vessels, should run into an ironclad with their torpedoes; the *Roanoke* or *Beaufort* should then retire beyond the reach of the enemy's fire, and the *Fredericksburg* spring her broadside or stern upon the

enemy so as to bring her heaviest fire (concentrated upon some one ironclad).

The enemy's ironclads are probably secured or arranged in line of battle where they will float at low tide; at high tide there ought to be ample water to float the *Fredericksburg* and perhaps the *Virginia* and *Richmond* in the same place. If such should prove to be the case, the *Virginia* and *Richmond* could unite in the torpedo attack, and the *Virginia*, in addition, use her ram with effect.

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*Report of Lieutenant Murdaugh, C. S. Navy, regarding the unchanged position of the enemy's fleet.*

HOWLETT'S, June 13, 1864.

SIR: I respectfully report that no change has taken place except during the night, when the [enemy] might be heard underway and moving up and down the river. We also heard the enemy opposite our position. The four monitors, each with a tug, and one with a schooner alongside, have not changed their position. Two transports and 1 picket boat above and 1 side-wheel steamer and 1 bark and several schooners below the point.

I also respectfully report that my rations gave out yesterday. Neither the midshipman nor man with me has anything to eat. I would rather remain on present duty than return to the *Richmond*.

Very respectfully, your obedient servant,

J. W. MURDAUGH,  
First Lieutenant, C. S. Navy.

Flag-Officer JOHN K. MITCHELL,  
Commanding James River Squadron.

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*Report of Flag-Officer Mitchell, C. S. Navy, transmitting copy of a letter from General Beauregard, C. S. Army, regarding Battery Dantzler.*

C. S. FLAGSHIP VIRGINIA,  
James River Squadron, off Chaffin's Bluff, June 14, 1864.

SIR: I have the honor to submit, herewith enclosed, a copy of a communication received from General Beauregard, respecting the armament of Battery Dantzler at Howlett's.

You will perceive that the support promised by the general is qualified and not permanent.

One of the 7-inch rifles proposed by him for the battery is on board of the *Dreary*, attached to this squadron, which I will at once transfer for the purpose, unless disapproved by you.

All the assistance at my command in the preparation and manning of the battery that may be desired by the army will be cheerfully rendered.

I would especially invite your attention to the request of General Beauregard "that the Navy Department shall have made immediately as many bolts for the two 200-pounders of said battery as can be made at present."

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
Commanding James River Squadron.

Hon. S. R. MALLORY,  
Secretary of the Navy, Richmond, Va.

[Enclosure.]

HDQRS. DEPT. NORTH CAROLINA AND SOUTHERN VIRGINIA,  
*Swift Creek, Virginia, June 13, 1864.*

SIR: Captain Pegram, U. S. Navy, submitted to me last night your letter enclosing the copy of one of the 9th instant, signed by ten officers of the Navy, in answer to questions propounded to them by you on the 8th instant, relative to attacking the enemy's fleet in Trent's Reach, James River. As I have already informed you, I am unable to furnish a permanent support to the land battery at Howlett's (now known as Battery Dantzler), but in view of the important object to be obtained, viz, to get the command of the navigation of James River, I am willing to risk putting the armament in that battery, with only such support as my present diminished forces will enable me to give.

I have already issued all necessary orders for completing said battery and transporting to it the following guns: One 200-pounder, taken at Plymouth; one 200-pounder, from Colonel Gorgas; one 7-inch Brooke gun or one X-inch columbiad from Drewry's Bluff, and one 7-inch Brooke gun which Captain Pegram informed me can be spared from gunboat *Drewry*. I must beg your assistance to have fitted to the latter a X-inch carriage, which Colonel Waddy, my chief of ordnance, will furnish you for that object, and to request that you will send said gun, its carriage and ammunition, as soon as practicable, to Battery Dantzler. I have to request also that the Navy Department shall have made immediately as many bolts for the two 200-pounders of said battery as can be made at present.

With regard to the officers and men required to serve the guns of that battery, I hope to be able to procure them from the garrison of Fort Drewry. If unable, however, to do so, I will then call on you to furnish the number which may be wanting.

I shall order the officer in command of that battery to confer fully with you as to the time and manner of opening fire on the enemy's fleet in Trent's Reach, and I shall be happy to assist you in any manner whatsoever in your important undertaking, and remain,

Very respectfully, your obedient servant,

G. T. BEAUREGARD,  
*General.*

Flag-Officer J. K. MITCHELL,  
*Commanding James River Squadron, Drewry's Bluff, Va.*

[Telegram.]

RICHMOND, *June 15, 1864.*

Your letter of 14th received. Operatives all in the field. No bolt for 200-pounder Parrott gun can be made. Take 7-inch rifle of *Drewry* if you deem it advisable.

S. R. MALLORY,  
*Secretary Navy.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding Naval Forces, James River.*

*Report of Lieutenant Bell, C. S. Navy, giving the result of observations at Howlett's.*C. S. S. RICHMOND, *June 15, 1864.*

SIR: In obedience to your command to make a report of my observations at Howlett's, allow me to inform you that after a night of unusual quiet I found the enemy had advanced all of his small vessels, consisting of 5 schooners and 1 bark, up near the obstructions and had sunk the 2 schooners nearest the north bank and had the other vessels before mentioned in line across the river, ready, I presume, to sink. I remained at Howlett's until all the men engaged on masked batteries had left, I then retired along the river bank to  $1\frac{1}{2}$  miles of Howlett's, hour 5 a. m. At 7 a. m. I perceived with assistance of a glass several cavalymen and about thirty men on foot take possession of battery around Howlett's; they appeared to move about very fast, passing toward and from their lines. They remained in the yard around the house until meridian, then suddenly disappeared. At 1:30 p. m. one of the monitors fired two shells and all remained quiet. Monitors when last seen had not changed their former position. I left in boat for ship at 1:40 p. m., after being relieved by Lieutenant Hall.

I remain, sir, your obedient servant,

THOS. P. BELL,  
*Lieutenant, Provisional Navy C. S.*

Flag-Officer J. K. MITCHELL,  
*Commanding James River Squadron.*

*Report of Lieutenant Bell, C. S. Navy, of the addition of a steamer to the enemy's fleet.*

JUNE 15, 1864—4 p. m.

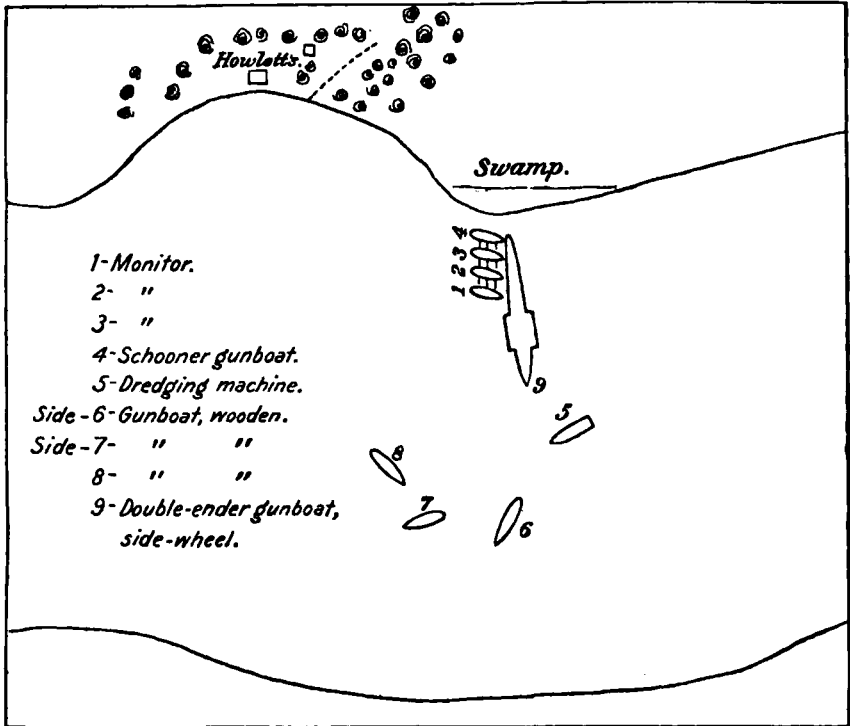
SIR: I have the honor to inform you that there has been an addition of 1 side-wheel steamer to the enemy's fleet. The monitors have all of the schooners alongside, also the bark. I think they are taking provisions and coal on board. They sounded the river with small boats higher up than before. The fleet consists of 4 monitors, 3 side-wheel steamers, 6 schooners, 1 bark, 2 small steam tugs, 1 transport. Each monitor has a small tug. They have not shelled us to-day. There are also 2 small picket boats.

I remain, sir, your obedient servant,

THOS. P. BELL,  
*Lieutenant, Provisional Navy C. S.*

Flag-Officer J. K. MITCHELL,  
*Commanding James River Squadron.*

[Enclosure.]



*Report of Lieutenant Bell, C. S. Navy, regarding the sinking of obstructions by the enemy.*

HOWLETT'S, June 16, 1864—5 a. m.

SIR: I have the honor to inform you that the enemy is sinking schooners close up to chain with bows upstream. The monitors occupy the same position. There are 6 steamers, 2 tugboats, and 1 transport. The whole line of our works is evacuated; our masked battery is leveled, guns covered up. The colonel sent us word that he was going to withdraw all men from [the] works. There are 2 tugs nearer up than they have been. They say that enemy has our works on the left, and are advancing.

Yours, respectfully,

T. P. BELL.

Flag-Officer J. K. MITCHELL,  
Commanding James River Squadron.

P. S.—Send boat as soon as possible up the river to take us off.

*Report of Lieutenant Hall, C. S. Navy, regarding the movements of the enemy at Howlett's.*

BISHOP'S HOUSE, June 16, [1864]—4 p. m.

SIR: The enemy hold Howlett's house in small force. I think there are not more than twenty-five or thirty men there. They have kept a man on top of the observatory all day as a lookout. I can see them moving back and forward very plainly. They brought the United States flag there this noon, but if it is hoisted, we can not see it. No movements are taking place in their intrenchments. I can not get a view of the fleet without danger of capture, as the road leading direct from here there is open to them. I think it will be prudent to sleep on the north bank, keeping one person constantly on watch, and occupy this place during the day.

Very respectfully, etc., your obedient servant,

W. B. HALL,  
*Lieutenant, C. S. Navy.*

Flag-Officer J. K. MITCHELL,  
*Commanding James River Squadron.*

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[Telegram.]

SMITHVILLE, [June 16, 1864.]

Please report all about lights and signals last night at sea off Smith's Island.

Captain HARDEMAN.

Colonel TAIT.

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[Telegram.]

FORT HOLMES, June 16, 1864.

The mounted picket only reported two lights shown for a very short time, evidently by a blockader off New Inlet.

Lieutenant-Colonel TAIT.

Captain HARDEMAN,  
*Smithville.*

*Letter from Flag-Officer Mitchell, C. S. Navy, to Colonel Waddy, C. S. Army, regarding the inability of the naval ordnance workshops to supply bolts for the army.*

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, off Chaffin's Bluff, June 17, 1864.*

COLONEL: I am directed by the flag-officer commanding to inform you that wrought or cast iron bolts for the 7-inch rifle gun can not be supplied by the naval ordnance workshops, as the employés, with the exception of some eight or ten workmen, are now in the field.

I learn that some projectiles for the 7-inch rifle have been made for the army ordnance at Tredegar.

Respectfully, your obedient servant,

R. D. MINOR,  
*Flag-Lieutenant and Ordnance Officer, James River Squadron.*

Colonel WADDY,  
*Chief of Ordnance.*

*Order of Flag-Officer Mitchell, C. S. Navy, regarding substance issued as coffee.*

O. S. FLAGSHIP VIRGINIA,  
*James River Squadron, off Chaffin's Bluff, June 17, 1864.*

GENTLEMEN: Be pleased to report to me in duplicate your opinion of the "substance now issued as coffee," and complained of in the enclosed communication from Assistant Surgeon Pike Brown, of the ironclad *Richmond*, as having a bad effect on the health of the crew.

I am, very respectfully, your obedient servant,  
JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Fleet Surgeon W. D. HARRISON,  
*Ironclad Virginia.*  
Surgeon H. W. M. WASHINGTON,  
*Ironclad Fredericksburg.*  
Assistant Surgeon JNO. LEYBURN,  
*Ironclad Fredericksburg.*  
Assistant Surgeon H. G. LAND,  
*Ironclad Richmond.*  
Assistant Surgeon JAS. W. BELVIN,  
*Gunboat Hampton.*  
Assistant Surgeon JAS. E. MOYLER,  
*Ironclad Virginia.*

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*Letter from Flag-Officer Mitchell, C. S. Navy, to Chief of Office of Orders and Detail, nominating Lieutenant Wall, C. S. Navy, to command the C. S. S. Drewry.*

O. S. FLAGSHIP VIRGINIA,  
*James River Squadron, off Chaffin's Bluff, June 17, 1864.*

SIR: In compliance with your directions of the 16th instant, I have the honor to nominate First Lieutenant William H. Wall, of the *Fredricksburg*, to succeed Lieutenant Lakin in the command of the *Drewry*.

The additional officers required for the *Drewry* in the place of Lakin's command, are one lieutenant, master, or passed midshipman, and twenty-eight petty officers, seamen, ordinary seamen, and landsmen.

I am, very respectfully, your obedient servant,  
JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Captain S. S. LEE, C. S. Navy,  
*Office of Orders and Detail, C. S. Navy Department.*

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*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Lakin, C. S. Navy, regarding a gun and equipment for Howlett's Battery.*

FLAGSHIP VIRGINIA,  
*James River Squadron, June 17, 1864.*

SIR: The flag-officer directs that you proceed without delay to the Wilton wharf, where you will land your 7-inch rifle, carriage, chassis, ammunition, implements, and all connected with the gun, with Lieutenant Lewis and the gun's crew.



The gun and all its equipments, with the gun's crew ready for service with it, should be landed on the wharf by 11 a. m. to-day, or even sooner, if it can be done. Transportation will meet you there. It is intended to mount the gun at Howlett's, and Lieutenant Lewis and a gun's crew from the steamer under your command are to go with it.

If you have not finished coaling, it can be delayed until after this duty is performed.

The shipping of the 6.4-inch rifle can be delayed until your 7-inch is landed.

Relying upon your energy and industry to have the work done with dispatch and by the time named, I am,

Very respectfully, your obedient servant,

R. D. MINOR,

*Flag-Lieutenant and Ordnance Officer, James River Squadron.*

Lieutenant Commanding E. LAKIN,  
*C. S. S. Drewry, Richmond, Va.*

*Report of Flag-Officer Mitchell, C. S. Navy, transmitting report of Lieutenant Hall, C. S. Navy, regarding the obstructions in Trent's Reach.*

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, off Chaffin's Bluff, June 17, 1864.*

SIR: On learning that the enemy had taken possession of Howlett's, I had the *Fredericksburg* placed in position at the ferry so as to keep in check any of his marauding or scouting parties near the river above that point. Two picket gunboats and two guard rowboats are kept in advance of our ironclads.

Enclosed is a copy of the last report from Lieutenant Hall, the officer stationed at Howlett's, by which you will see that the most difficult part of the channel has been obstructed by the enemy by sinking vessels.

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

JOHN K. MITCHELL,

*Commanding James River Squadron.*

Hon. S. R. MALLORY,  
*Secretary of the Navy, Richmond, Va.*

[Enclosure.]

JUNE 17, 1864.

SIR: I came over to Howlett's this morning. We took possession of the works this morning and are now at work on them. The enemy have sunk four schooners about 20 yards below the cable and are now cutting away their masts. They have placed heavy timber between the schooners from one to the other and obstructing the river in that way. The bark which you see on the sketch is not yet sunk, but I saw men aloft unreeving the rigging, which indicates that she may be getting ready to sink. The timbers extend to the north bank from the schooners and nearly over to the south bank. No movements, except a launch with a howitzer, which came up to the bark and is lying hid behind her or some of the schooners.

Respectfully, etc.,

W. B. HALL,  
*Lieutenant, C. S. Navy.*

Flag-Officer J. K. MITCHELL,  
*Commanding James River Squadron.*

*Order of the Secretary of the Navy to Captain Cooke, C. S. Navy, relieving him from the command of the C. S. ram Albemarle.*

C. S. NAVY DEPARTMENT,  
*Office of Orders and Detail, Richmond, Va., June 17, 1864.*

SIR: On the reporting of your successor, Commander Maffitt, you will consider yourself relieved of the command, at your request, of the C. S. [ram] *Albemarle*, to await orders.

By command of the Secretary of the Navy:

I am, very respectfully, your obedient servant,

S. S. LEE,  
*Captain in Charge.*

Captain JAMES W. COOKE, C. S. Navy,  
*C. S. [Ram] Albemarle, Plymouth, N. C.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Lakin, C. S. Navy, relieving him from the command of the C. S. S. Drewry.*

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, off Chaffin's Bluff, June 19, 1864.*

SIR: First Lieutenant W. H. Wall, C. S. Navy, having been appointed by the Navy Department to succeed you in the command of C. S. gunboat *Drewry*, you will, on being relieved by him, report to Captain S. S. Lee, officer of Orders and Detail, for further orders.

The twenty-eight men belonging to your company, and now serving on board of the *Drewry*, are hereby detached from her and will continue under your orders.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Lieutenant Commanding EDWARD LAKIN, C. S. Navy,  
*Commanding C. S. Gunboat Drewry.*

*Report of Flag-Officer Mitchell, C. S. Navy, regarding the fire of the enemy upon the flagship Virginia.*

FLAGSHIP VIRGINIA,  
*James River Squadron, off the Graveyard, June 20, 1864.*

SIR: To enable the forces under my command to move at any moment that they may be required to act against the enemy in Trent's Reach, I dropped down yesterday below Kingsland Bar, which the *Virginia* and *Richmond* can pass only at half tide, and anchored about 1:30 p. m. at the ferry, about 1 mile above the Signal Tower, 2 from the enemy's works at Baldwin's or Trent's Reach, and not less than 2,900 yards from their monitors. We had anchored but a few minutes when the enemy opened fire upon us, apparently from his vessels about Hatcher's Wharf, or his monitors in Trent's Reach, with XV-inch shell, which were fired with accuracy, all five of them falling and exploding within a few yards of our vessels, one near the *Fredericksburg* and four near this ship, the fragments from one very slightly wounding two of the crew of the *Virginia*.

The intervening high land prevented our seeing the enemy, and it was only from the observer at the Signal Tower that we were able to ascertain the exact quarter from whence the enemy fired. The high banks and trees under which we were at anchor rendered it impossible to properly direct our fire, and to reach him we would require the elevation of 6 to 7 degrees of our best guns, which even then would give but uncertain results.

Unable to return the fire, I moved back to the Graveyard, just below Kingsland Bar.

A suitable position will be selected, if practicable, for the ironclads to cooperate efficiently with Battery Dantzler at Howlett's, which may be ready in a day or two to open on the enemy.

Ranges will be placed, if possible, for our guns.

Respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

HON. S. R. MALLORY,  
*Secretary of the Navy.*

P. S.—It has been arranged that Battery Dantzler will open to-morrow (Tuesday, 21st) at noon.

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*Memorandum from Flag-Officer Mitchell, C. S. Navy, regarding proposed attack upon the enemy's fleet by Battery Dantzler.*

Memorandum.]

MONDAY, June 20, 1864.

General Pickett, commanding line from Howlett's to Appomattox, informs me through his adjutant-general that Battery Dantzler, at Howlett's, with four guns, composed of two 7-inch rifles, columbiads, will be ready to open fire on the enemy's monitors at noon to-day, and proposes to do so as soon as General Custis Lee and the squadron can act simultaneously.

General Custis Lee will be left to act in such manner as his judgment may dictate; it is proposed, however, that the enemy's pickets from Aiken's and Dutch Gap and on Farrar's Island be driven in this afternoon, which will enable the ironclads to drop down at night without being observed, and that Colonel Carter plant (as he suggests himself) to-night his batteries in pits on the elevated slope between Aiken's and Cox's Landing, near Signal Tower.

The position of the ironclads will be determined to-day, and will be taken up to-night, which, from present appearances, may be near Cox's Landing.

It is proposed that Battery Dantzler open on the enemy at noon to-morrow (Tuesday), the 21st.

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

C. S. Ironclad Steamer VIRGINIA,  
*Off the Graveyard, James River.*

*Report of Lieutenant Read, C. S. Navy, of the reappearance of the monitor with the enemy's fleet.*

HOWLETT'S, June 20, 1864.

SIR: I have the honor to report that there is no change in the position of the enemy's fleet, excepting the reappearance of the large monitor which dropped down the river yesterday. She is now lying at the bend on the north side of the stream.

Respectfully, your obedient servant,

W. W. READ,

*Second Lieutenant, Provisional Navy C. S.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Acting Master's Mate Golden, C. S. Navy, to return to the C. S. S. Drewry.*

C. S. IRONCLAD VIRGINIA,

*Flagship James River Squadron, off Graveyard, June 20, 1864.*

SIR: You will please return to the *Dreicry* with all the men belonging to her, as Major Smith informs me that they are not needed to man her gun loaned to Battery Dantzler.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Master's Mate C. N. GOLDEN, Provisional Navy C. S.,  
*Battery Dantzler, near Howlett's.*

*Order of Flag-Officer Mitchell, C. S. Navy, to the commanding officer of the C. S. S. Shrapnel, detaching that vessel from the James River Squadron.*

C. S. IRONCLAD VIRGINIA,

*Flagship James River Squadron, off Graveyard, June 21, 1864.*

SIR: The steamer *Shrapnel*, under your command, having been detached from the James River Squadron by order of the Navy Department, you will please report to Captain S. S. Lee, Office of Orders and Detail, for further instructions.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Captain JNO. TROWER,  
*Commanding Steamer Shrapnel.*

*Letter from Flag-Officer Mitchell, C. S. Navy, to Major Smith, C. S. Army, requesting notification regarding attack.*

FLAGSHIP VIRGINIA,

*James River Squadron, June 22, 1864.*

MAJOR: Will you do me the favor to notify me when you propose to reopen fire upon the enemy's vessels in Trent's Reach, and oblige,

Respectfully, your obedient servant,

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Major F. W. SMITH, C. S. Army,  
*Commanding Battery Dantzler.*

*Report of Lieutenant Read, C. S. Navy, regarding the enemy's fleet.*

HOWLETT'S, June 22, 1863 [1864].

SIR: The large double-turreted monitor dropped down the river this morning about 7 o'clock; the three remaining monitors are lying in the same position as yesterday. There are no transports or other vessels in sight. No firing from our battery or the enemy's ships or battery since last evening.

Respectfully, your obedient servant,

W. W. READ,

*Second Lieutenant, Provisional Navy C. S.*

Commander JNO. K. MITCHELL,

*Commanding James River Squadron.*

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[Telegram.]

SMITHVILLE, [June 22, 1864].

You will prepare at once a detail of 1 commissioned officer, 4 non-commissioned officers, and 40 men, armed and equipped fully, in light marching order, for special service, to report at these headquarters.

The *Cape Fear* will go over for them at once.

By order of Brigadier General Hébert:

W. D. HARDEMAN,

*Captain and Assistant Adjutant-General.*

Colonel TAIT.

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[Telegram.]

[JUNE 22, 1864.]

The *Cape Fear* had left here when dispatch arrived. The men were on the beach in fifteen minutes. The delay was the ship weighing anchor and getting the men aboard.

Lieutenant-Colonel TAIT.

Captain HARDEMAN,

*Smithville.*

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*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Hays, C. S. Navy, for the examination of the channel of the James River from Dutch Gap to Trent's Reach.*

IRONCLAD VIRGINIA,

*Flagship James River Squadron, Graveyard, June 25, 1864.*

SIR: You are hereby charged with the duty of examining the channel of the river from Dutch Gap, near Cox's Landing, as low down as practicable toward, and if possible up to, the raft placed in the river in Trent's Reach by the enemy. The object of this examination is to ascertain whether torpedoes or any other obstructions have been placed in the channel.

This service will have to be performed in rowboats, under cover of the gunboats, and a land party to capture or drive away any pickets of the enemy that may be stationed on Farrar's Island.

All the resources of the squadron in gunboats, officers, and men in rowboats and equipments of every kind will be placed at your disposal. The rowboats should be thoroughly equipped for fighting, as

well as for dragging and sweeping for torpedoes, and the gunboats kept ready to act against gunboats, rowboats, or shore parties. Grape or canister would be the most effective for this purpose.

All the marines of the squadron, under the command of Lieutenant Gwynn, will be landed to-night at Cox's Landing to act under your orders against the enemy's pickets. He will have the cooperation of a detachment from the command of Brigadier-General G. W. C. Lee.

You should time your movements so as to avoid the observation of the enemy, and have all your arrangements completed so as to begin the work of dragging to-night as soon after dark as possible.

To this end the gunboats and rowboats ought to move down as soon after sunset as possible, when they can not be seen from the enemy's lookouts.

Major F. W. Smith has been advised of the contemplated movement.

I am, very respectfully, your obedient servant.

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Lieut. Comdg. CHAS. W. HAYS, Provisional Navy U. S.,

*Commanding C. S. Gunboat Nansemond.*

*Letter from Flag-Officer Mitchell, C. S. Navy, to Major Smith, C. S. Army, announcing his intention of sweeping for torpedoes.*

U. S. FLAGSHIP VIRGINIA,

*James River Squadron, June 25, 1864.*

**MAJOR:** Six of our boats will be engaged during to-night sweeping for torpedoes in the river from Cox's Landing to Howlett's and as far below it as it is practicable for them to go. They will be supported by three gunboats on the water and by our marines and by some of the local defense troops on shore, under General Custis Lee, who will drive in the enemy's pickets in Dutch Gap and on Farrar's Island, leaving the boats to work uninterruptedly.

This information is forwarded to you in order that your pickets may be instructed not to fire upon our boats, and you will oblige me by communicating this fact to the officers in immediate command of the troops in your vicinity, that his pickets may also be instructed not to fire upon my men.

Should any of the enemy's vessels advance upon our boats, your guns can do good service by keeping them in check.

The work will commence probably by 9 o'clock to night.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Major F. W. SMITH,

*Commanding Battery Dantzler.*

*Report of Lieutenant Bell, C. S. Navy, from observations of the enemy's fleet.*

HOWLETT'S, June 25, 1864—5 a. m.

**SIR:** I have the honor to inform you that the two monitors remain in their same position. They sunk another schooner last night very near the bank on the north side of the river.

The pickets from battery fired into a small boat last night. They say the boat was coming from up the river. I think they must have been deceived, for any boat passing down the river would have to pass our men. The place where they say they saw the boat is about 200 yards below Osborne's Landing. There are four guns mounted and one X-inch gun ready for mounting at Battery Dantzler.

I remain, sir, your obedient servant,

THOS. P. BELL,  
*Lieutenant, Provisional Navy U. S.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron.*

*Letter from Flag-Officer Mitchell, U. S. Navy, to the Chief of the Office of Orders and Detail, regarding small boats of the squadron.*

C. S. IRONCLAD VIRGINIA,  
*Flagship James River Squadron, off Graveyard, June 26, 1864.*

SIR: In compliance with your orders of this date, received yesterday, all the midshipmen and Boatswain Blakie have been ordered to return to the *Patrick Henry* and report to Lieutenant Commanding William H. Parker for duty. The loss of these officers to the squadron will be seriously felt, as the vessels are now deficient in watch officers to take charge of the deck.

The cutter on board of this vessel, and the metallic boat on board of the *Fredericksburg*, which you directed to be returned to the *Patrick Henry*, have been fitted with torpedoes and otherwise equipped for expeditions, and they are the only boats these two ironclads have at all suitable for carrying out or weighing kedges. Under these circumstances, you will readily perceive their importance to the efficiency of the squadron, while I can see no special necessity or use for such boats to the *Patrick Henry*, but to an ironclad one at least is essential. These boats are now engaged in important examinations and reconnoissances near the enemy, but they will be returned to the *Patrick Henry* to-morrow, unless I shall be authorized to retain them.

The requisitions for boats for the *Virginia* and *Fredericksburg* have not been filled. This vessel has only one whale-built boat, furnished as a barge, and a dingey. The *Fredericksburg* has one small metallic boat and a four-oared skiff.

In addition, however, to the regular boats of the squadron, eleven small skiffs were purchased for special service expeditions and were distributed yesterday, two to each ironclad and one to each gunboat. Fortunately in our present deficiency of boats, these skiffs can be used for ordinary communication with the shore, and among the vessels of the squadron.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Captain S. S. LEE, U. S. Navy,  
*Office of Orders and Detail, U. S. Navy Department, Richmond, Va.*

*Letter from Flag-Officer Mitchell, C. S. Navy, to Lieutenant-Colonel Ruffin, C. S. Army, regarding skiffs pressed into the naval service.*

C. S. FLAGSHIP VIRGINIA,  
*James River Squadron, June 26, 1864.*

COLONEL: Eleven skiffs owned by Messrs. Allen & Taylor, and used by them at their fisheries near Chaffin's Bluff, were on yesterday pressed into the naval service by my orders. As you have been verbally informed by Flag-Lieutenant Minor that the boats would be needed in the squadron, and your advice taken in regard to the manner of obtaining them, I deem it my duty to inform you that they are now in use, and unless the public service will suffer by it, they will be retained in the squadron.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Lieutenant-Colonel T[HOMAS] RUFFIN, [Jr.], C. S. Army.

*Letter from Flag-Officer Mitchell, C. S. Navy, to Major Smith, C. S. Army regarding the examination of the river.*

C. S. IRONCLAD VIRGINIA,  
*Flagship James River Squadron, off Graveyard, June 26, 1864.*

The expedition of gunboats and rowboats from the squadron will continue to-night; the examination of the river commenced last night toward the enemy in Trent's Reach. Will you do me the favor to make the same arrangement about the pickets agreed upon for last night?

Very respectfully,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Major SMITH,  
*Commanding Battery Dantzler, at Howlett's.*

*Report of Flag-Officer Mitchell, C. S. Navy, regarding sanitary measures for the James River Squadron.*

C. S. IRONCLAD VIRGINIA,  
*Flagship James River Squadron, off Graveyard, June 27, 1864.*

SIR: Enclosed I have the honor to submit to your consideration a copy of a communication\* from Fleet Surgeon W. D. Harrison, recommending sanitary measures for the squadron, in whose views, as therein expressed, I fully concur, and so far as in my power, they will be carried out. I would, however, invite your attention to providing, if practicable, canal boats, or other suitable craft, that may be used as tenders or temporary quarters for the crews of the *Virginia* and the *Fredericksburg* during the hot season, or, if these can not be procured, I would suggest that open tents and flies be provided for the same purpose, to be pitched on the river bank near the ship.

This vessel has not yet been provided with awnings for her shield deck and boats, or rather with the canvas to make them, as well as for

\* Not found.



wind sails. I am aware of the difficulty of procuring an adequate supply of tent canvas for the navy for general purposes, but the importance of the articles named to the comfort and health of not only this vessel, but of some others in the squadron that require them, induces me to bring the matter to your notice in the hope that some means may be devised to obtain the canvas required.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Hon. S. R. MALLORY,  
*Secretary of the Navy, Richmond, Va.*

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*Letter from Flag-Officer Mitchell, C. S. Navy, to Major Smith, C. S. Army, regarding pickets.*

FLAGSHIP VIRGINIA, June 27, [1864].

By direction of the flag-officer our pickets will extend to-night, and until further orders, from Osborne's to 1 mile above it, with orders to fire on any boats passing in the vicinity. Will you arrange for the army pickets, with similar orders, to be stationed from Osborne's to Howlett's? We send no expedition out to-night.

R. D. MINOR,  
*Flag-Lieutenant, James River Squadron.*

Major F. W. SMITH,  
*Commanding Battery Dantzler.*

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*Letter from Major-General Whiting, C. S. Army, to Brigadier-General Hébert, C. S. Army, urging the strengthening of Fort Fisher against sudden assault.*

HEADQUARTERS,  
*Wilmington, June 27, 1864.*

MY DEAR GENERAL: I send you some information which is important and, I believe, reliable. Major Norman S. Walker, agent in Bermuda, just in, confirms it. This will explain the absolute necessity of at least making a show of resistance at Masonboro, and the orders of yesterday. I have telegraphed everywhere for aid. Have been compelled to bring Jackson down from Kenansville with his two companies. As you may suppose, I am greatly exercised. I wish you would put all your available working force on strengthening Fort Fisher, especially against sudden assault. That is greatly to be feared, with the great extent of the works and the smallness of the garrison. The last exploit of Cushing is pretty strong, *pas trop fort*. What do you think can be done? Can you get any help from the Navy? I shall have to have a guard for my house in town. He says he was up here three weeks ago. If you have any advice or plan to give me, let me hear.

Yours, truly,

W. H. C. WHITING,  
*Major-General.*

General LOUIS HÉBERT,  
*Commanding, etc., Smithville.*

*Order of the Secretary of the Navy to Flag-Officer Mitchell, C. S. Navy, regarding sanitary measures for the James River Squadron.*

CONFEDERATE STATES OF AMERICA,  
Navy Department, Richmond, June 28, 1864.

SIR: Your letter of the 27th instant, transmitting one from Fleet Surgeon Harrison of the 25th instant, has been received, and you are requested to make all practicable arrangements to preserve the health of your people.

I am, respectfully, your obedient servant,

S. R. MALLOBY,  
*Secretary of the Navy.*

Flag-Officer JOHN K. MITCHELL, Provisional Navy C. S.,  
*Commanding James River Squadron.*

[Telegram.]

[FORT HOLMES, June 29, 1864.]

More blockaders off than any time since 30th May; seven east, nine west.

GEORGE TAIT,  
*Lieutenant-Colonel, Commanding Post.*

Captain HARDEMAN,  
*Assistant Adjutant-General, Smithville.*

C. S. IRONCLAD VIRGINIA,  
*Flagship James River Squadron, off Graveyard, July 1, 1864.*

SIR: Your communication of this date, stating that your knife boom has been carried away, etc., has just been received.

In reply I have to direct that you will obtain the necessary timber from the navy yard and have the boom made, either by your own carpenter or by some other in the squadron.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Lieut. Comdg. WM. H. WALL, Provisional Navy U. S.,  
*Commanding C. S. S. Drewry, Richmond, Va.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Wall, C. S. Navy for the transfer of soldiers from that vessel.*

C. S. IRONCLAD VIRGINIA,  
*Flagship James River Squadron, off Graveyard, July 1, 1864.*

SIR: You will be pleased to transfer to the Army the detachment of soldiers now on board the *Drewry*, attached to the company of Lieutenant Lewis, their services being no longer required for the naval service.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Lieut. Comdg. WM. H. WALL, Provisional Navy C. S.,  
*Commanding C. S. Gunboat Drewry.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Ward, C. S. Navy, to assume command of an expedition to report to Flag-Officer Lynch at Wilmington, N. C.*

C. S. IRONCLAD VIRGINIA,

*Flagship James River Squadron, off Graveyard, July 2, 1864.*

SIR: You are hereby detailed to take charge of an expedition from the squadron, composed of Lieutenants Commanding Benton and Gardner and the officers and crews of their respective vessels, except one master's mate to each and enough men to take care of them.

The officers and men will be armed and equipped for an expedition and provided with four days' cooked rations and one blanket to each man.

You will apply to the commanding officer of the *Patrick Henry* for 100 men, ordered from that vessel for the same expedition.

A steamer will be at the *Patrick Henry* by 3 a. m. to-morrow to convey the party to Richmond, and the expedition will leave the Danville depot at 7 o'clock a. m.

You will proceed to Wilmington, N. C., and report to Flag-Officer Lynch.

The *Drewry* or some other gunboat of the squadron will convey the party from the squadron to the *Patrick Henry*, and, if necessary, to Richmond.

Lieutenants Commanding Benton and Gardner have been ordered to report to you immediately.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
Commanding James River Squadron.

Lieutenant W. H. WARD, Provisional Navy C. S.,  
C. S. Ironclad Richmond.

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Benton, C. S. Navy, to report for duty to Lieutenant Ward, C. S. Navy, commanding expedition to Wilmington.*

C. S. IRONCLAD VIRGINIA,

*Flagship James River Squadron, off Graveyard, July 2, 1864.*

SIR: You are hereby detailed and will be ready to leave on the Danville Railroad to-morrow (Sunday) morning at 7 o'clock, with all the officers and men (including those belonging to the engineer department) attached to the *Roanoke* under your command, except one master's mate and men enough to take care of the vessel.

The officers and men will be armed and equipped for an expedition and provided with four days' cooked rations and one blanket to each man. They will be ready to leave by 2 a. m. to-morrow, when the *Drewry*, or some other steamer, will be ready to convey the party to Richmond.

You will forthwith report to Lieutenant W. H. Ward, who will have charge of the expedition.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
Commanding James River Squadron.

Lieut. Comdg. M. M. BENTON, Provisional Navy C. S.,  
Commanding C. S. Gunboat Roanoke.

[Same to Lieutenant-Commanding J. M. Gardner, of the *Beaufort*.]

*Order of Flag-Officer Mitchell to Acting Gunner Stewart, U. S. Navy, to report for special duty.*

C. S. IRONCLAD VIRGINIA,  
*Flagship James River Squadron, off Graveyard, July 3, 1864.*

SIR: You will proceed to Richmond without delay and report to Commander John Taylor Wood, at the Navy Department, for temporary special duty, at 8 o'clock this evening.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Acting Gunner DAVID STEWART, Provisional Navy U. S.,  
*Flagship Virginia.*

[Same order to Acting Boatswain John Cassidy.]

*Report of Major-General Whiting, U. S. Army, regarding the inadequate defenses of Wilmington, N. C.*

HEADQUARTERS,  
*Wilmington, July 4, 1864.*

GENERAL: I send you for the information of the President the accompanying letter of General Hébert, not that the matters referred to have not been fully pointed out heretofore, but as bearing out my own views, and especially because I think the time has come, if this port is worth keeping, to be ready. And first, as to the letter to General H., I call attention to the passages marked. A point of greater importance is that while each of the three garrisons—Bald Head, Fisher, and Caswell (the loss of either of which would entail that of all, see maps)—is inadequate to its own defense, they can not be united for the defense of any one of them attacked, or withdrawn to aid the city, more exposed than either. The plans and various expositions of the system of defenses show this.

Second, the allusion to Cushing is to the enterprising commander of the two expeditions of the enemy which have succeeded in passing my forts by both entrances, the first time carrying off General H.'s engineer, Captain [Patrick] Kelly, the last coming to within 8 miles of Wilmington, lying concealed in a creek for four days, and finally cutting the telegraph to Fort Fisher and capturing and carrying off the mail carrier from Fisher, with the provision returns, 3 soldiers taken fishing, 3 citizens likewise, and 2 women; passing on their way out by two of the army picket boats which I have established. There is much more in this last expedition than would at first appear. The women and one of the citizens were taken to Beaufort the next morning and let loose. They have made their way from there on foot. Cushing commands the *Monticello*, and his exploit and information were regarded as so important that he was at once sent with his vessel to report at the North.

Third, there is no doubt that in this State, and among some of the troops here who have not been in the field, there is a spirit of disaffection, and General H. is right in saying that all are not to be relied on.

Fourth, he is correct in saying that his force is not increased by the reserves, some 250 only, both for the reasons assigned and because they only replace two small battalions of his artillery, which I have been compelled to place in the city and at Masonboro.

Previous to Cushing's expedition the enemy had been making constant nightly and daily landings between Fisher and Masonboro. Owing to an entire want of cavalry and any supporting force I was unable to prevent or punish them. It was to stop their means of communication that I advocated stopping the North Carolina salt works, with their disloyal conscripts, and the removal of the families living along the line. Owing to the interference of the Government this has not been done. Since that expedition, however, the enemy appears only at night, when they are actively engaged in locating bueys for the Masonboro inlets and for an outside anchorage. At daylight their steamers can be occasionally [seen] making off out of sight. The plan of attack here on their part has always been by a landing at Masonboro, 6 miles from the city, and attack by their navy on Fisher. To this may be added a boat entrance in the river by night in force. Our naval force here being entirely useless for defense, I have only to say that as now situated any expedition they may make, unless providentially frustrated, will be successful. There is nothing to prevent their cutting off communication with the forts, even if they do not force the town, and I am satisfied they contemplate it. I am trying to get as many citizens as I can under arms, but with results not at all encouraging. I have been compelled to leave a large and important part of the railroad imperfectly guarded in order to watch the coast merely by pickets, and the town guard is not sufficient for the daily routine of duty. I hope you will not think me importunate or too careful of my trust, or too fearful, but totally unable to secure even labor to complete my designs (four months having been already lost without any work, in spite of repeated endeavors and constant entreaties to procure it, and still without it), and wanting that support which the topography makes absolutely essential, this place can be taken now with ease. And so I give warning. I shall do all I can, whatever the result.

I can only add that, considering the present condition of our communications and the importance of the place, too much is left to chance, especially with our present light, and if you hear of disaster it will occur in the manner I have stated, though, for that matter, without a supporting force there are half a dozen other modes equally possible and against which I am equally powerless. The case here is not at all that of a place which attacked may hold out until relieved, nor can such be predicated of it. There are too many vital points, and it is too open. I think the circumstances warrant the utmost foresight and preparation. Look! The information I received from New York and forwarded; from New Berne and Beaufort to the same effect; preparation of small boats at the North, especially flat bottoms; movement of troops from Foster's command; the two expeditions of Cushing and his immediate departure for the North, especially the present movements of the fleet. If this was like some places still held by us, the taking of which would not materially influence the war, I would not say a word at this crisis. As its commanding officer, I would trust to such poor resources as I might command—the people, chance, a storm, what not—and take the consequences; but this is different, and everyone knows it. Still none but myself is aware of the extreme hazard which it now runs, and of which I think it my duty to warn you.

Please to lay this before the President.

W. H. C. WHITING,  
Major-General.

General S. COOPER,  
Adjutant and Inspector General, Richmond, Va.

[Enclosure.]

HEADQUARTERS DEFENSES MOUTH CAPE FEAR RIVER,  
*Smithville, July 3, 1864.*

GENERAL: I am as fully, if not more anxious than you are concerning any attack the enemy may at any moment make upon the defenses of Wilmington. I have a full appreciation of the dangers to which my command is exposed and am sadly aware of my weakness. At the same time I will use all exertions, spare no pains and labor to meet any attack of the enemy, and fight him as long as possible. I must be permitted to state here, and put on record, that my present force of available troops is, in my opinion, inadequate to a successful defense. An examination of my last trimonthly report will prove how weak my available force is for the defense of all the points at which I may be attacked. It must not be overlooked at the same time that each of my posts has not men enough for its own proper defense, the means of reinforcing one post by troops from another can not be counted upon in case of a sudden attack; and you are well aware that sudden attacks, attacks of which we can know nothing till they actually commence, can and will probably be the ones made. The reported sayings of Lieutenant Cushing, U. S. Navy, I take at their proper value, only believing portions, but his words come very near the truth when he says what could be done by our enemies. His two entrances into the river and safe exits, besides being a proof of my inability to guard myself, must necessarily have furnished him pretty correct information of our strength as to troops and the position and quality of our works. I am, like yourself, in the belief that something will be attempted by the enemy soon.

Another matter which places me under constant and anxious apprehensions is the fact that I do not believe there can be reliance placed in the loyalty of all the people of this and the adjoining counties. I will go further and state that I do not place full reliance in all my soldiers. I very much fear that some disloyal sentiments are entertained by some of them; how many must, of course, remain unknown. But I am satisfied that some disloyalty does exist; and, however limited it may be, it is dangerous. Such sentiments are more liable to spread in a weak force (I mean a force which conceives itself weak against the enemy) than in a large and strong force. The remedy would then be to increase the force materially, and it would be better still if the increase was effected by means of troops from another State than this, and who can have no affiliation with our present ones. My men are on guard and picket duty every other day, and during the dark of the moon and on account of blockade-running steamers almost nightly, and sometimes twice in the night, every man is under arms from alarms. Sickness is also now greater than it has been. The accessions of the Junior Reserves to my command can not be said to have added to my strength. They are as yet totally ignorant of all military knowledge, and many are so weakly that they can perform but very little duty. They have besides brought diseases with them, and I particularly mention the measles, of which many are now ill. Their officers are nearly as inexperienced and untaught as themselves. It is impossible for me, with my means, to picket the waters more effectually than I do. Flag-Officer Lynch and myself are in daily consultation, and he will do cheerfully all he can. His means are, however, very insufficient also. I have strengthened the garrison at Fort Auderson and Battery Lamb as much as I could.

I have not written this letter, general, to give an exaggerated expression of my fears. I have no other object than to state facts as they are, and to show that I understand the dangers to which I and my command are exposed. Knowing and fully estimating those dangers, I will meet them to the best of my ability, and with my present means, should it be out of your power to furnish me additional ones. It is right, however, for me to say that I do ask for more troops.

I remain, general, respectfully and truly, your obedient servant, etc.,  
 LOUIS HÉBERT,  
*Brigadier-General.*

Major-General W. H. C. WHITING,  
*Commanding Third Military District, Department  
 North Carolina and Southern Virginia, Wilmington.*

*Letter from Flag-Officer Mitchell, U. S. Navy, to the Chief of the Office of Orders and Detail, transmitting lists of those sent on expedition to Wilmington.*

C. S. IRONCLAD VIRGINIA,  
*Flagship James River Squadron, off Graveyard, July 6, 1864.*

SIR: Enclosed are lists \* of the officers and men belonging to the gunboats *Roanoke* and *Beaufort* that left the squadron on the 3d instant, under the command of Lieutenant Ward, of the *Richmond*, for Wilmington, N. C., with orders to report to Flag-Officer Lynch at that place, viz:

From the <i>Roanoke</i> a total of .....	27
From the <i>Beaufort</i> a total of .....	31
	58

Pilot Williams left the squadron at the same time to report to Commander J. T. Wood at the Navy Department, and Pilots Layton (from the *Nansemond*) and Barnes (from the *Fredericksburg*) are absent, having been ordered to report to the Secretary of the Navy.

I have the honor to be, very respectfully, your obedient servant,  
 JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Captain S. S. LEE, U. S. Navy,  
*Office of Orders and Detail, C. S. Navy Dept., Richmond, Va.*

*Order of Flag-Officer Mitchell, U. S. Navy, to Lieutenant Murdaugh, C. S. Navy.*

C. S. IRONCLAD VIRGINIA,  
*Flagship James River Squadron, off Graveyard, July 6, 1864.*

SIR: You will be pleased to proceed on board forthwith and assume temporary command of the C. S. gunboat *Hampton*.

I am, very respectfully, your obedient servant,  
 JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Lieutenant J. W. MURDAUGH, Provisional Navy U. S.,  
*C. S. Flagship Virginia.*

\* Not found.

*Letter from Brigadier-General Baker, C. S. Army, to Captain Maffitt, C. S. Navy, cautioning against proposed attack upon the enemy's gunboats in Albemarle Sound.*

HDQES. SECOND DIST., DEPT. OF N. C. AND SN. VA.,  
Goldsboro, July 6, 1864.

CAPTAIN: A rumor having reached me that it was your intention at an early day to assume the offensive and attack the enemy's gunboats in Albemarle Sound, I take the liberty of writing to urge upon you the great necessity for extreme caution in the matter, and to beg that you will not make the proposed movement unless you are certain of success.

I beg leave to remind you of the importance to the Confederacy of the country opened to us by the taking of Plymouth, to suggest that its recapture now engages the serious attention of the U. S. Government, and that the loss of the gunboat which you command would be irreparable and productive of ruin to the interests of the Government, particularly in this State and district, and indeed would be a heavy blow to the whole country. It has been reported to me that within the last few days two of the largest gunboats at New Berne have been sent to Roanoke Island.

I have no doubt that in event of an attack by you the most desperate efforts will be made to destroy your boat, and thus open the approach to Plymouth and Washington.

I hope, captain, you will appreciate the importance of the matter which has induced these suggestions, and pardon the liberty taken.

With high consideration, I have the honor to be,

Very respectfully, your obedient servant,

L. S. BAKER,  
Brigadier-General, Commanding District.

Commander JOHN N. MAFFITT, C. S. Navy,  
Commanding Gunboat Albemarle, Plymouth, N. C.

*List of officers of the C. S. Ram Albemarle.*

J. N. Maffitt, commander.  
F. M. Roby, first lieutenant.  
James C. Long, master.  
B. F. Shelly, acting master.  
J. T. Robinett, acting third assistant engineer.  
Hugh McDonald, gunner.  
P. M. DeLeon, assistant paymaster.  
George A. Foote, assistant surgeon.  
Henry Discher, acting third assistant engineer.  
W. H. Hardy, acting third assistant engineer.

J. B. Hopkins, pilot.  
George D. Fentress, carpenter.  
John Luck, pilot on *E. Mills*.  
Robert Freeman, acting master's mate.  
James C. Hill, acting master's mate.  
L. D. Pitt, acting master's mate.  
Walter Shipley, second-class pilot on *Ruby*.  
J. S. Johnston, paymaster's clerk.  
A. P. Chalk, signal officer.

*Report of Chief Engineer Wright, C. S. Navy, regarding the high state of efficiency of the C. S. S. Virginia.*

C. S. S. RICHMOND,  
James River, July 7, 1864.

SIR: I have the honor to report that at general inspection held on board the C. S. S. *Virginia* this day, that after a very careful and



thorough examination of the engines, boilers, steam pumps, and their appendages, under steam, I found everything in good order and condition and in a very high state of efficiency.

I am, very respectfully, your obedient servant,

H. X. WRIGHT,  
Chief Engineer, Provisional Navy C. S.

Flag-Officer JNO. K. MITCHELL, Provisional Navy C. S.,  
Commanding James River Squadron.

*Letter from Brigadier-General Baker, C. S. Army, to General Beauregard, C. S. Army, protesting against the proposed attack upon the enemy's fleet in Albemarle Sound.*

HDQRS. SECOND DIST., DEPT. OF N. C. AND S. VA.,  
Goldsboro, N. C., July 8, 1864.

CAPTAIN: I desire to call the attention of the general commanding to the fact that Captain J. N. Maffitt, C. S. Navy, commanding gunboat *Albemarle*, has verbal instructions to attack the enemy's fleet in Albemarle Sound. In the opinion of Commodore Pinkney and Captain Cooke, both thoroughly acquainted with the capacity, etc., of the gunboat *Albemarle*, there is great danger of her capture if she goes out into the sound for this purpose. I have received to-day an earnest protest from Colonel Wortham, commanding at Plymouth, against this step, which I have taken the liberty of forwarding direct to the Secretary of War, with my approval thereof, and a request that he will obtain an immediate revocation of the order to Captain Maffitt. This was done in order to avoid the necessary delay which would have occurred in sending it through your headquarters, and I hope this course will meet the approbation of the general commanding, and that he will deem it necessary to take immediate steps in the premises to procure a revocation of the order to Captain Maffitt, as the loss of the *Albemarle* would probably necessitate the evacuation of the country recently recaptured by our forces and now so important to the Confederacy.

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

L. S. BAKER,  
Brigadier-General, Commanding District.

Captain J. M. OTEY,  
A. A. G., Dept. of N. C. and S. Va., Petersburg, Va.

[First endorsement.]

HDQRS. DEPT. OF N. C. AND S. VA.,  
July 15, 1864.

Respectfully forwarded.

G. T. BEAUREGARD,  
General.

[Second endorsement.]

ADJUTANT AND INSPECTOR-GENERAL'S OFFICE,  
July 19, 1864.

Respectfully submitted to the Secretary of War.

H. L. CLAY,  
Assistant Adjutant-General.

[Third endorsement.]

JULY 23, 1864.

Respectfully submitted to the honorable Secretary of the Navy, earnestly requesting his consideration of the views presented.

J. A. S.,  
Secretary.

[Fourth endorsement.]

JULY 30, 1864.

Respectfully returned to honorable Secretary of War.

It is evident from these papers that the military authorities immediately in charge at Plymouth regard our tenure of Plymouth, Washington, and the rich valley of the Roanoke as dependent upon the ironclad *Albemarle*; and hence their protest against the alleged verbal orders given her by the Navy Department to attack the enemy. The importance of this vessel in holding the country she greatly aided to recover is apparent, even if the water fronts of Plymouth were strengthened, but she was not designed to act as a floating battery merely, and while her loss must not be lightly hazarded, the question of when to attack the enemy must be left to the judgment of the naval officer in command, deciding in view of the relations she bears to the defenses of North Carolina.

S. R. M[ALLORY,]  
Secretary of the Navy.

*Letter from Flag-Officer Mitchell, U. S. Navy, to Major-General Pickett, U. S. Army, requesting him to picket the right bank of the James River above Howlett's Battery.*

C. S. FLAGSHIP VIRGINIA,  
James River Squadron, July 9, 1864.

**GENERAL:** To prevent the enemy from hauling their boats through the swamp and over the low bank of Farrar's Island, and using them to plant torpedoes and other obstructions in the river above Howlett's, I have since the 13th of June had a picket guard of 20 men stationed every night from Osborne's, on the right bank, to a mile above it, with instructions to fire upon all boats passing in the vicinity. At the same time our gun and row guard boats continue to picket the river to a point below Cox's Landing and in the vicinity of the enemy's pickets in Dutch Gap.

As the continued employment of my men, both on shore and river picket duty, interferes with the more appropriate ship duties and heavy gun exercise of the squadron, I would therefore respectfully ask of you the favor, if practicable, to picket the right bank of the river at night, from Howlett's up, so as to connect as nearly as convenient with our row picket boats below Cox's Landing.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,  
Commanding James River Squadron.

Major-General G. E. PICKETT.

*Extract of letter from Hon. John Tyler, to Major-General Price, C. S. Army, giving plan of combined attack upon Point Lookout, Md., for the liberation of prisoners and operations against Washington, D. C.*

PETERSBURG, VA., July 9, 1864.

MY DEAR GENERAL:

\* \* \* \* \*

While these things have been going on General Early, in command of Ewell's old corps, has been dispatched in the direction of Baltimore, by way of the valley. In the valley, near Lynchburg, he met Hunter and tore him to pieces, driving him back to Wheeling, and at Martinsburg he met Pope [Sigel] and took from him 1,200 prisoners. He is now in Maryland with 15,000 infantry and 5,000 cavalry. The plan is that he shall seize Baltimore and hold it with his infantry while his cavalry proceeds to Point Lookout to liberate our prisoners there concentrated to the extent of near 30,000. In the meanwhile Captain Wood, of the Navy, proceeds from Wilmington with 5 gunboats and 20,000 stand of arms for the same point by water. If successful in thus liberating and arming our imprisoned soldiers, Washington will be assaulted and no doubt carried. This I regard as decidedly the most brilliant idea of the war. Grant has lost in front of Petersburg in killed and wounded not less than 15,000, and now the malarious diseases of the climate begin to tell upon him fearfully.

\* \* \* \* \*

So, I am, truly, yours,

JOHN TYLER.

Major-General STERLING PRICE,  
*Commanding District of Arkansas.*

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[Telegram.]

WILMINGTON, [N. C.], July 9, 1864.

Will try and get out to-night. Am badly off for officers, but hope for the best. I request that you will not act on Wilkinson's case until I see you.

J. TAYLOR WOOD,  
*C. S. Navy.*

President DAVIS.

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[Telegram.]

RICHMOND, VA., July 10, 1864.

Telegram of yesterday received. The object and destination of the expedition have somehow become so generally known that I fear your operations will meet unexpected obstacles. General R. E. Lee has communicated with you and left your action to your discretion. I suggest calm consideration and full comparison of views with Generals G. W. C. Lee and others with whom you may choose to advise.

JEFF'N DAVIS.

Colonel J. TAYLOR WOOD,  
*Wilmington, N. C.*

[Telegram.]

RICHMOND, VA., July 10, 1864—6:15 p. m.

Sent telegram this morning to Colonel John T. Wood to indicate my belief that the attempt would now be fruitless. If you have not other information I advise abandonment of project.

JEFF'N DAVIS.

General G. W. C. LEE,  
(Care of General Whiting), Wilmington, N. C.

*Report of Flag-Officer Mitchell, U. S. Navy, regarding the C. S. S. Drewry, ordered to Richmond for repairs.*

C. S. IRONCLAD VIRGINIA,  
*Flagship James River Squadron, off Graveyard, July 10, 1864.*

SIR: The *Drewry* returned to the squadron yesterday, after having been in the hands of the engineers, apparently in no better condition than she was previously.

I had her carefully examined to-day by Chief Engineer Wright and by First Assistant Engineers G. W. Tennent and John C. Tennent, the three senior engineers in the squadron, who recommend that she be sent to Richmond for repairs at the naval workshops.

I have accordingly ordered her to Richmond for this purpose, directing her commanding officer to report to the engineer in chief, to whom a copy of the survey has been sent.

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

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Hon. S. R. MALLORY,  
*Secretary of the Navy, Richmond, Va.*

*Report of Flag-Officer Mitchell, U. S. Navy, giving various items of information obtained from deserters regarding the enemy.*

C. S. IRONCLAD VIRGINIA,  
*Flagship James River Squadron, off Graveyard, July 11, 1864.*

SIR: Three deserters from the enemy's monitor *Saugus* (single turret) came in together and delivered themselves up to the squadron this forenoon. Their names are David Johnson (landsman), native of Pennsylvania; James Newman (seaman), native of England, and J. H. Frazier (landsman), native of Pennsylvania.

They brought their bags with them, and one of them a Sharps & Hawkins carbine. The carbine will be sent to the Office of Ordnance and Hydrography. A New York Herald of the 8th was obtained from them, which contains interesting news, and has been sent to you.

In their statements they concur very generally, few and unimportant discrepancies being noticed, and are intelligent, especially the last named. They corroborate the former reports and accounts of the obstructions by sinking vessels, hawser, and torpedoes; the latter, they think, extend to the bend (Howlett's) in the river, which is picketed on the bank, and by four launches at night above the obstructions. At night one of the monitors lies close up to the obstructions, leaving before daylight again, and two others lower down at their usual anchorage in Trent's Reach. Torpedoes are exploded by friction and are being

extensively made on board of the *Saugus*. The *Saugus* and *Canonicus* (another single-turreted monitor) draw 13 to 13½ feet; speed, 6 to 8 knots; steer wild, and take a long time to turn. Turrets 12 in. in thickness, no wood; mount two XV-inch guns each; use solid shot as well as shell; load and fire in 4½ minutes; charge, 30 pounds for shell, 50 pounds for solid shot. The *Saugus* was struck during the bombardment of 21st June on deck over a beam, and the shot, glancing, struck the turret, knocking off several boltheads, but causing no casualties, as the turret is cushioned inside. The sunken schooners could be easily removed by plugging up the few auger holes bored in them (these men assisted in boring them) and pumping them out. The cross section of the monitors corresponds to our impressions; they overhang about 2½ or 3 feet under water; about 2 inches of iron on deck, the latter slightly built; are not built for ramming. The ports have been cut away, so as to increase the former elevation of 7 degrees of the guns.

The *Onondaga* draws about 14 feet; has two turrets, mounting in each one XV-inch and one heavy rifle. Only three monitors are in the reach; one left some time since, supposed for the Southern coast. Admiral Lee also left for Wilmington, N. C. They took a skiff from the *Saugus* at 11 last night, landed at Dutch Gap, eluded some pickets, who fired at them (supposed to be their own) in Cox's field, and reached our position about 10:30 a. m. to-day without being discovered by any of our own troops. Know nothing of army movements or their own fleet except such as are in sight.

The deserters will be sent to the Department to-morrow for such examination and disposition as you may direct. Two of them are desirous of entering our service, but I should regret having them in this squadron.

I have the honor to be, very respectfully, your obedient servant,  
JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Hon. S. R. MALLOY,  
*Secretary of the Navy, Richmond, Va.*

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*Letter from Flag-Officer Mitchell, U. S. Navy, to Lieutenant Gwynn, U. S. Marine Corps, regarding inspection of pickets.*

C. S. IRONCLAD VIRGINIA,  
*Flagship James River Squadron, off Graveyard, July 12, 1864.*

SIR: Your report of the 10th instant of your picket service near Osborne's on the previous night states that "three or four of the sailors had not more than one or two gun caps apiece." This could not have happened if the men, with their equipments, had been properly inspected before leaving the *Virginia*, and the responsibility rests with the commanding officer of the party, whose duty it is to see himself that the inspection is carefully made before leaving on the expedition.

Your failure to take the names of the men whom you report for not being provided with caps is another omission of duty on your part if you deem them to blame.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

First Lieutenant T. P. GWYNN, U. S. Marine Corps,  
*Commanding Marine Guard, Flagship Virginia.*

*Letter from Flag-Officer Mitchell, C. S. Navy, to Brigadier-General Conner, C. S. Army, regarding the accidental firing upon naval guard party.*

C. S. IRONCLAD VIRGINIA,  
FLAGSHIP JAMES RIVER SQUADRON,  
*Off Boulware's Landing, July 16, 1864.*

GENERAL: For some weeks past, from dark until daylight, I have kept a gunboat anchored at the Signal Tower and another a short distance below her, at Cox's Landing, underway, with two rowboats a few hundred yards below her, under the banks of the river, for the purpose of watching the enemy and giving timely notice of any advance or movements on his part, and to act against him as circumstances might dictate.

In taking up her station last night it seems that our guard party was fired into while attempting to make the usual communication with your picket at Cox's Mill—of course the result of a misapprehension of the character of our forces

Annexed is a copy of the report made by Lieutenant Commanding Hays, commanding the guard boat *Nansemond*, of the unpleasant occurrence, which I have the honor to submit for your information and with a view to your picket receiving such instructions as may prevent a recurrence of such mistakes.

Our guard boat is instructed to communicate with your picket at Cox's every night on taking her station.

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

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Brigadier-General JAMES CONNER, C. S. Army,  
*Commanding, etc., Chaffin's Farm.*

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*List of torpedo stores received and expended in James River Squadron, [July —, 1864.]*

*Flagship Virginia.*—One staff and rigging, 1 spare staff, 1 torpedo tank, 3 barrels of powder, 1 small tank for boat, 1 staff for boat, 4 sensitive fuzes, 2 wrenches, 1 screw-driver, and 1 nipper, and washers.

*Steamer Richmond.*—Two torpedo tanks, 1 small tank for boat, 1 staff and rigging, 3 barrels of powder, 2 spare staves, 12 sensitive fuzes, 2 wrenches, 1 screw-driver, and washers.

*Steamer Fredericksburg.*—One staff and rigging, 2 spare staves, 2 torpedo tanks, 3 barrels of powder, 1 small tank for boat, 1 staff for boat, 12 sensitive fuzes, 2 wrenches, 1 screw-driver, and washers.

*Steamer Nansemond.*—One staff and rigging, 1 torpedo tank, 4 sensitive fuzes, 2 wrenches, 1 screw-driver and washers, 1 barrel of powder.

*Steamer Hampton.*—One staff and rigging, 1 torpedo tank, 4 sensitive fuzes, 2 wrenches, 1 screw driver and washers, 1 barrel of powder.

*Steamer Beaufort.*—One staff and rigging, 2 torpedo tanks, 4 sensitive fuzes, 2 wrenches, 1 screw-driver and washers, 1 barrel of powder.

*Steamer Drewry.*—One staff and rigging, 1 torpedo tank, 4 sensitive fuzes, 2 wrenches, 1 screw-driver and washers, 1 barrel of powder.

*Steamer Roanoke.*—One staff and rigging, 1 torpedo tank, 4 sensitive fuzes, 2 wrenches, 1 screw-driver and washer, 1 barrel of powder.

*Steamer Torpedo.*—One torpedo tank, 2 wrenches, 1 screw-driver, and washers.

*Fire rafts, each.*—1 staff and rigging (4), 1 torpedo tank (4), 5 washers (25).

*On hand (on board steamer Virginia).*—One staff (on fire raft), 28 sensitive fuzes, 8 wrenches, 4 screw-drivers, 24 washers, 2 pounds of white lead, 16 spare bolts, 4 barrels of powder, 6 tin funnels.

Very respectfully submitted.

T. W. W. DAVIES,

*Lieutenant, in Charge of Torpedoes, James River Squadron.*

Lieutenant R. D. MINOR,

*Ordnance Officer, James River Squadron.*

*Letter from Flag-Officer Mitchell, C. S. Navy, to Brigadier-General Conner, C. S. Army, offering to cooperate in any enterprise against the enemy.*

C. S. IRONCLAD VIRGINIA,  
FLAGSHIP JAMES RIVER SQUADRON,  
*Off Boulevard's Landing, July 20, 1864.*

GENERAL: After my interview with you on Monday, the 18th instant, in relation to a battery supposed to be erected by the enemy on the left or north bank of the river at Dutch Gap, and which opened upon one of our gunboats the previous night while at Cox's Landing, I had the position reconnoitered by our picket boat, which reports that five or six of the enemy's pickets were discovered about 500 yards below Cox's Mill or Landing; that no gun could be seen, but that a clearing had been made at the point.

Should the reconnoissance, which I understood you to say that you would direct, discover any battery of the enemy at or in the vicinity of the point indicated, I would be glad to know it, with the view to unite with you, as far as practicable with the forces under my command, in any effort you may be disposed to make to dislodge the enemy from so important a position.

It will at any time afford me great pleasure, general, to cooperate with you in any enterprise against the enemy.

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

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Brigadier-General JAMES CONNER, C. S. Army.

*Commanding Confederate Forces North Side James River.*

[Telegram.]

FLAGSHIP VIRGINIA,  
*James River Squadron, July 20, 1864.*

Our picket line will be extended from Osborne's to opposite Dutch Gap and will continue on duty during the day as well as night. Please inform the officer directing the movements of the army pickets in the vicinity of this change. Answer.

JNO. K. MITCHELL,

*Commanding James River Squadron.*

Major SMITH,

*Howlett's.*

*List of officers attached to the C. S. S. Virginia.*

Commander R. B. Pegram.  
 First Lieutenant O. F. Johnston.  
 Master W. J. Craig (sick on board).  
 Acting Master H. B. Edinborough (at hospital).  
 Midshipman J. de B. Northrop.  
 Gunner Robt. J. Webb.  
 Acting Carpenter William R. Jarvis (sick on board).  
 Master's Mate L. Bowdoin (sick on board).  
 Master's Mate E. Smith (sick on board).  
 Fleet Surgeon W. D. Harrison (sick in Richmond).

Assistant Surgeon J. E. Moyer.  
 Paymaster James O. Moore (sick on board).  
 First Assistant Engineer G. W. Tennent.  
 Second Assistant Engineer B. F. Rodman.  
 Third Assistant Engineer J. L. McDonald.  
 Third Assistant Engineer S. K. Mooers (on leave).  
 Third Assistant Engineer S. B. Jordan (at hospital).  
 Lieutenant of Marines T. P. Gwynn.  
 Pilot Edward Moore.  
 Pilot David Wright.

*List of officers attached to C. S. S. Richmond, July 27, 1864.*

First Lieutenant J. S. Maury, commanding.  
 First Lieutenant Otey Bradford (on sick leave).  
 Second Lieutenant W. W. Read.  
 Master W. D. Porter.  
 Assistant Surgeon Pike Brown.  
 Assistant Surgeon H. G. Land.  
 Second Lieutenant Marine Corps S. M. Roberts.

Chief Engineer H. X. Wright.  
 Second Assistant Engineer J. H. Bailey.  
 Second Assistant Engineer Ed. Dunigan.  
 Third Assistant Engineer William T. Harrison.  
 Gunner E. G. Williams.  
 Master's Mate C. E. Bragdon.  
 Master's Mate S. M. Foster.  
 Pilot George Wright.  
 Pilot H. Williams.

NOTE.—First Lieutenant W. H. Ward, Assistant Paymaster M. Belamy, and Boatswain John Cassidy are temporarily detached.

Very respectfully, sir, your obedient servant,

J. S. MAURY,  
*Lieutenant, Commanding.*

*List of officers attached to the C. S. S. Fredericksburg, July 27, 1864.*

Thos. R. Rootes, commander.  
 F. E. Shepperd, first lieutenant (returned and sick).  
 M. P. Goodwyn, first lieutenant.  
 T. P. Bell, second lieutenant (returned).  
 David Bradford, first lieutenant marines.  
 John [C.] Minor, acting master (at hospital).  
 C. H. Gormley, gunner.  
 A. J. Wilson, boatswain (prisoner of war).  
 J. J. Bronson, master's mate.  
 E. N. Spraggins, master's mate (at hospital).

H. W. M. Washington, surgeon.  
 John Leyburn, assistant surgeon.  
 J. C. Tennent, first assistant engineer.  
 [Junius] Hanks, second assistant engineer.  
 E. F. Gill, temporarily detached.  
 J. E. Viernelson, third assistant engineer.  
 Wm. M. Ladd, assistant paymaster (since ordered to *Patrick Henry*).  
 Lewis Parrish, pilot.  
 Saml. Barnes, pilot.

WM. M. LADD,  
*Assistant Paymaster.*

*List of officers attached to the C. S. S. Beaufort, James River Squadron, July 26, 1864.*

William H. Carlon, second-class pilot.  
 A. E. Albertson, master's mate.

William R. Rowe, master's mate.  
 J. F. Bush, signal officer.

Very respectfully, yours,

A. E. ALBERTSON,  
*Master's Mate.*

Commander J. K. MITCHELL,  
*James River Squadron.*



*List of officers attached to the U. S. S. Nansemond, July 27, 1864.*

Charles W. Hays, lieutenant commanding.	C. B. Bohannon, master's mate.
R. C. Slaughter, acting midshipman.	W. B. Littlepage, master's mate.
	James E. Turner, pilot.

*List of officers attached to the U. S. S. Roanoke, July 27, 1864.*

J. E. Carlon, third assistant engineer.	H. Smith, boatswain's mate.
E. Beckwith, signal operator.	

J. E. CARLON,  
*Acting Third Assistant Engineer.*

*Order of Flag-Officer Mitchell, U. S. Navy, to Lieutenant Hays, U. S. Navy, regarding station of picket boat.*

U. S. IRONCLAD VIRGINIA,  
FLAGSHIP JAMES RIVER SQUADRON,  
*Off Boulware's Landing, July 28, 1864.*

SIR: The flag-officer desires me to call your attention to the following request of Commander Davidson and to say that he wishes you to act in accordance with it.

Respectfully, your obedient servant,

R. D. MINOR,  
*Flag-Lieutenant, Ordnance Officer James River Squadron.*

Lieut. Comdg. CHAS. W. HAYS, Provisional Navy U. S.,  
*Commanding U. S. S. Nansemond.*

[Same to Lieutenant-Commanding Wall, of the *Drewry*.]

[Enclosure.]

I respectfully request that your picket boat may be directed not to anchor near my lower submarine battery, stationed at Sailor's Town. They may catch and destroy the wires.

HUNTER DAVIDSON.

Commander MITCHELL.

*Order of Commander Wood, U. S. Navy, to Acting Master Curtis, U. S. Navy, to proceed on special duty to Plymouth, N. C.*

WILMINGTON, N. C., July 29, 1864.

SIR: By order of Lieutenant-Commanding Poindexter, U. S. Navy, you will proceed at once to Plymouth, N. C., for the shot and shell of the 200-pounder Parrott which was captured at that place, with all possible dispatch. Report to the commanding officer at Halifax, and request of him to facilitate you as much as possible. Commander Brooke [is] Chief of Bureau of Ordnance and will send the necessary orders to the commanding officer at Plymouth.

Respectfully, your obedient servant,

J. TAYLOR WOOD.

Acting Master CURTIS, U. S. Navy.

[First endorsement.]

NAVY DEPARTMENT, *August 2, 1864.*

Acting Master Curtis reported to this Department the facts connected with the attempts to obtain the shot and shell referred to within, and his action is approved. He will return to Wilmington without delay and report to Commander Wood; in his absence, to Flag-Officer Lynch.

By direction of Secretary of Navy:

E. TIDBALL,  
*Chief Clerk.*

[Second endorsement.]

Reported August 6, 1864.

J. TAYLOR WOOD,  
*Commanding.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Acting Master's Mate Albertson C. S. Navy, to assume temporary command of the C. S. S. Roanoke.*

C. S. IRONCLAD VIRGINIA,  
FLAGSHIP JAMES RIVER SQUADRON,  
*Off Boulware's Landing, July 31, 1864.*

SIR: You are hereby temporarily transferred to the charge of the C. S. gunboat *Roanoke*, of this squadron, until the return of one of her own sea officers senior to yourself, when you will resume your duties on board of the C. S. gunboat *Beaufort*. You will be careful to keep the *Roanoke* at all times in condition for any service that may be required and the crew in efficient discipline. No change in the orders or rules established by her regular commanding officer will be made without my sanction.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Master's Mate A. E. ALBERTSON, Provisional Navy C. S.,  
*C. S. Gunboat Beaufort.*

*Letter from the Secretary of the Navy to Commander Maffitt, C. S. Navy, referring to correspondence regarding proposed attack by the C. S. S. Albemarle.*

CONFEDERATE STATES OF AMERICA,  
*Navy Department, Richmond, August 4, 1864.*

SIR: In reply to your letter\* of the 9th ultimo, enclosing copy of a letter † from General Baker, relative to the proposed attack by the *Albemarle* upon the enemy's gunboats, I enclose for your information copy of my letter\* to Captain Pinkney, relative to a similar letter ‡ from General Baker, referred to me by the Secretary of War.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

Commander J. N. MAFFITT, Provisional Navy C. S.,  
*Commanding Steamer Albemarle, Plymouth, N. C.*

\* Not found.

† See p. 718.

‡ See p. 719.

*Order of the Secretary of the Navy to Lieutenant Minor, detaching him from the James River Squadron.*

C. S. NAVY DEPARTMENT,  
*Office of Orders and Detail, Richmond, Va., August 6, 1864.*

**SIR:** You are hereby detached from the James River Squadron, and will report to Commander Brooke, to resume your duties in the ordnance works in this city.

By command of the Secretary of the Navy:

Very respectfully, your obedient servant,

S. S. LEE,  
*Captain in Charge.*

First Lieutenant ROBERT D. MINOR, C. S. Navy,  
*James River Squadron, Virginia.*

*Letter from Major Smith, C. S. Army, to Flag-Officer Mitchell, C. S. Navy, transmitting diagram of the enemy's batteries in James River.*

HEADQUARTERS,  
*Battery Dantzler, August 6, 1864.*

**SIR:** The accompanying diagram will give you an idea of the position of the batteries established by the enemy on the river below us. He opened yesterday evening upon us with the following guns, in reply to a few shots of ours, fired by General Pickett's order:

From Battery A, one X-inch mortar.

From Battery B, one 30-pounder Parrott.

From Battery C, three 30-pounder Parrotts.

From Battery D, one 100-pounder Parrott and one X-inch mortar.

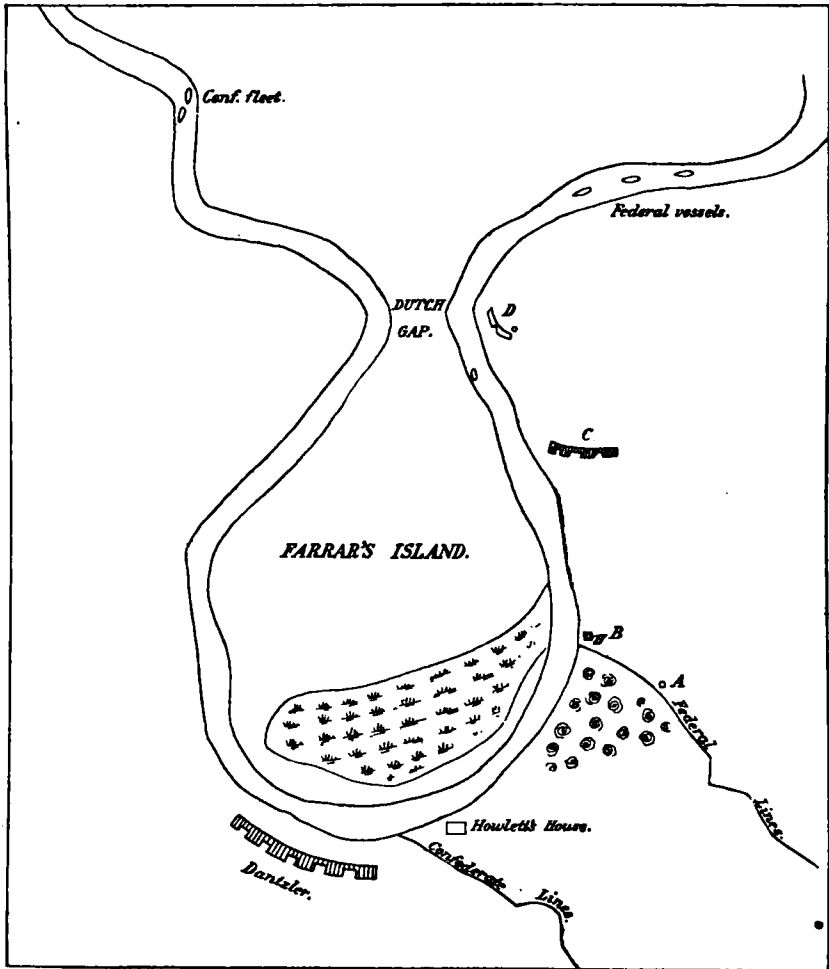
Their mortar firing was very inaccurate, but from the Parrott guns they fired with great accuracy, doing, however, no damage. Our guns from inferiority of powder, could not reach C and D, and A and B were too far to the right for the embrasures, having been marked before.

Very respectfully, your obedient servant,

FRANCIS W. SMITH,  
*Major, Aid.*

Flag-Officer J. K. MITCHELL,  
*Commanding James River Squadron, Graveyard.*

[Enclosure.]



[Telegram.]

[AUGUST 7, 1864.]

Our watchman reports six steamers, and in addition one sailing transport, towed in at dark by the tug.

Colonel HEDBICK.

General HÉBERT,  
Smithville.

*Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Orders and Detail, requesting the temporary services of medical officers.*

C. S. IRONCLAD VIRGINIA,  
Flagship James River Squadron, August 9, 1864.

SIR: In consequence of the increasing sickness on board of all the vessels of this squadron, amounting in the aggregate to-day to about

150 on board and at the naval hospital, and believing that our late anchorage at Boulware's Landing was peculiarly unhealthy, owing to an extensive marsh on the south side of the river, I moved this squadron to-day about a mile and a quarter higher up to a position below Chaffin's Bluff, which, from the appearance of the adjacent shores, will probably prove less unhealthy than the one we have just left.

Our new position is also convenient for movements against the enemy, though not so desirable on account of Kingsland Bar being below us, which can be crossed only at half tide by the heaviest draft ironclads.

I respectfully request that medical officers may be temporarily ordered to the squadron, as there are now sick three of those attached to it, viz, Fleet Surgeon Harrison and Assistants Brown and Leyburn.

I would also call your attention to the fact, though fully sensible of the embarrassments of the Department in providing complements of officers for our vessels generally, that this ship (the *Virginia*) has but one lieutenant and no master; marine officer, boatswain, gunner, nor carpenter on duty, and her chief engineer is at the hospital.

The ironclad *Richmond* has her commanding officer absent sick, and has but one lieutenant and master on duty, and her only forward officer is a gunner.

The ironclad *Fredericksburg* has her marine officer, Lieutenant Bradford, in the hospital. All her lieutenants and her master are sick, and she is also without forward officers except a gunner.

The smaller vessels of the squadron also have their efficiency materially impaired from the sickness of their officers as well as crews.

I respectfully request that you will bring to the special attention of the Secretary the whole or such portions of this communication as you may deem called for.

I have the honor to be, your obedient servant,

JNO. K. MITCHELL,

*Flag-Officer, Commanding James River Squadron.*

Captain S. S. LEE, U. S. Navy,

*Office of Orders and Detail, Navy Department, Richmond.*

[Telegram.]

FLAGSHIP VIRGINIA, August 10, 1864.

Our crews are so much reduced in number from sickness that we shall have to discontinue our picket guard above Osborne's on James River to enable us to man our batteries, in order that we may act against the enemy. About one-third of the men are sick.

JNO. K. MITCHELL,

*Flag-Officer James River Squadron.*

Major-General G. E. PICKETT,

*Hancock's House, care Colonel Maury, Chaffin's Bluff.*

*Letter from Flag-Officer Mitchell, U. S. Navy, to Major-General Pickett, U. S. Army, regarding his readiness to cooperate against the enemy at Dutch Gap.*

(By Courier.)

FLAGSHIP VIRGINIA, August 10, 1864.

GENERAL: I have the honor to acknowledge the receipt of your communication of this date in relation to operations against the enemy at Dutch Gap.

I understood Colonel Carter to state that he would have to intrench his battery and that it would take him till 12 o'clock to-morrow at least. Generals Ewell, Field, and Conner seemed to concur in the opinion that the naval forces should cooperate with Colonel Carter. I share this opinion, and have informed the generals that I will be ready to open fire at any time that may be fixed upon by them.

JNO. K. MITCHELL,

*Flag-Officer, Commanding James River Squadron.*

Major-General GEO. E. PICKETT,  
*Headquarters, Hancock's [House].*

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*Letter from Flag-Officer Mitchell, C. S. Navy, to Major-General Field, C. S. Army, regarding proposed attack on Dutch Gap.*

C. S. IRONCLAD VIRGINIA,  
FLAGSHIP JAMES RIVER SQUADRON,  
*Off Boulevard's Landing, August 11, 1864.*

GENERAL: I hold the ironclads in readiness to move and cooperate with you in the proposed attack upon Dutch Gap at any time you may designate.

Will you do me the favor to let me know the exact time, as near as may be, when ascertained, when you expect to open fire?

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Flag-Officer, Commanding James River Squadron.*

Major-General FIELD.

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[Telegram.]

FLAGSHIP VIRGINIA, *August 11, 1864—10:15 a. m.*

Your signal dispatch received. I have sent to General Field to ascertain when Colonel Carter's battery will be ready to open, and will move down at the appointed time and open with him. As soon as the time is fixed I will let you know.

JNO. K. MITCHELL,

*Flag-Officer.*

Major-General PICKETT,  
*Hancock's House.*

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*Letter from Flag-Officer Mitchell, C. S. Navy, to Major-General Pickett, C. S. Army, announcing the hour of the proposed attack.*

FLAGSHIP VIRGINIA, *August 11, 1864—11:30 a. m.*

GENERAL: I have just received the following dispatch from Major-General Field:

I shall be ready sometime this evening, say 4 o'clock, but I will inform you more precisely hereafter.

JNO. K. MITCHELL,

*Flag-Officer.*

Major-General PICKETT,  
*Hancock's House.*

*Letter from Flag-Officer Mitchell, C. S. Navy, to Major-General Pickett, C. S. Army, regarding the time of opening the attack.*

FLAGSHIP VIRGINIA, August 11, 1864—2:30 p. m.

GENERAL: I have just had an interview with Major-General Field, who informs me that his batteries will not be fully ready to-day, but it is arranged that we will open fire together to-morrow morning at daylight.

JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

Major-General GEO. E. PICKETT,  
*Headquarters, Hancock's House.*

*Report of Flag-Officer Mitchell, C. S. Navy, regarding proposed cooperative attack upon the enemy at Dutch Gap.*

C. S. IRONCLAD VIRGINIA,  
FLAGSHIP JAMES RIVER SQUADRON,  
*Off Boulware's Landing, August 11, 1864.*

SIR: I have made arrangements to cooperate with our land forces under Major-Generals Pickett and Field at daylight to-morrow morning in an attack by cannonade on the enemy at Dutch Gap. For this purpose the ironclads will be put in position during the night.

I have been ready for this cooperation since the 9th, although the efficiency of the squadron is very much impaired for the want of officers and men, who have been reduced in number by sickness, detachments, and transfers on temporary duty.

I have the honor to be, very respectfully, your obedient servant,  
JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

Hon. S. R. MALLORY,  
*Secretary of the Navy, Richmond, Va.*

P. S.—Since writing the foregoing I received the enclosed communication from Major-General Field. It has much the appearance of a trick of the enemy to fortify Dutch Gap without molestation. I sincerely hope that the exchanged prisoners will not be sent down the river to observe our condition as has been done on former occasions.

JNO. K. MITCHELL,  
*Flag-Officer, James River Squadron.*

[Enclosure.]

C. S. IRONCLAD VIRGINIA,  
FLAGSHIP JAMES RIVER SQUADRON,  
*Off Boulware's Landing, August 11, 1864.*

GENERAL: I have the honor to forward for your information the following copy of a dispatch just received from Major-General Field.

HEADQUARTERS,  
*Chaffin's Bluff, August 10, 1864.*

COMMODORE: I am informed that an exchange of sick and wounded men, prisoners, will be made at Cox's Wharf in the morning; the enemy to meet us there and convey them to and from Aiken's in ambulances.

This will necessitate a postponement of the shelling till it is over.  
You will much oblige me if you will apprise General Pickett of these facts.

I am, very respectfully, your obedient servant,

CHAS. W. FIELD,  
*Major-General.*

Commodore J. K. MITCHELL,  
*Commanding Squadron.*

I am, general, very respectfully, your obedient servant,  
JNO. K. MITCHELL,  
*Flag-Officer.*

Major-General G. E. PICKETT,  
*Hancock's House.*

*Letter from Commander Rootes, C. S. Navy, to the Chief of the Office of Orders and Detail, requesting additional officers for temporary service in James River Squadron.*

C. S. IRONCLAD FREDERICKSBURG,  
*James River Squadron, Kingsland Reach, August 17, 1864.*

SIR: From the present appearance of things, I am under the impression that the James River Squadron may at any moment engage the enemy's land forces on the north side of the river.

General Robert E. Lee informs me that 3,000 of the enemy landed at Varina last evening.

I have but one lieutenant on duty in this ship, and that the first; the *Virginia* but one, and the *Richmond* one. I would respectfully ask that two lieutenants or masters be ordered to each ship for temporary duty until things become quiet.

I am, very respectfully, your obedient servant,

THOS. R. ROOTES,  
*Commander, Provisional Navy C. S., for Flag-Officer Mitchell.*

Capt. S. S. LEE, C. S. Navy,  
*Office of Orders and Detail, C. S. Navy Department.*

[Telegram.]

SMITHVILLE, August 17, 1864.

By order of General Whiting you will put at once the guns and ammunition saved from Yankee tug on wharf for shipment.

General HÉBERT.

Colonel TAIT.

*Report of Flag-Officer Mitchell, C. S. Navy, regarding the sick on the vessels of the James River Squadron.*

C. S. IRONCLAD FREDERICKSBURG,  
*James River Squadron, Near Chaffin's Bluff, August 22, 1864.*

SIR: I beg leave to forward for the information of the Department the following statement of the number of sick on board of the different vessels of the James River Squadron:

Fredericksburg:	
In naval hospital .....	47
On board .....	14
Total .....	61



<b>Richmond:</b>		
In naval hospital .....		34
On board .....		7
<b>Total</b> .....		<u>41</u>
<b>Virginia:</b>		
In naval hospital .....		26
On board .....		21
<b>Total</b> .....		<u>47</u>
<b>Hampton:</b>		
In naval hospital .....		9
On board .....		11
<b>Total</b> .....		<u>20</u>
<b>Drewry:</b>		
In naval hospital .....		22
On board .....		6
<b>Total</b> .....		<u>28</u>
<b>Roanoke:</b>		
In naval hospital .....		1
On board .....		5
<b>Total</b> .....		<u>6</u>
<b>Nansemond:</b>		
In naval hospital .....		18
On board .....		5
<b>Total</b> .....		<u>23</u>

Believing that it will improve the health of the officers and men, I shall to-day move the squadron a short distance up the river, and nearer to Chaffin's Bluff, to an anchorage more convenient to good water and equally favorable to operations against the enemy.

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

THOS. R. ROOTES,

*Commander, Provisional Navy C. S., for Flag-Officer Mitchell.*

Capt. S. S. LEE, C. S. Navy,

*Office of Orders and Detail, C. S. Navy Department.*

[Telegram.]

SMITHVILLE, August [24, 1864.]

The General says "There are troops on the enemy's vessels off Masonboro." Be on the alert. Let no one be absent. You will not go to Wilmington, nor Captain Whitehurst.

General HÉBERT.

Colonel TAIT,  
*Fort Holmes.*

*Report of a board of surgeons, of a sanitary inspection of the vessels of the James River Squadron.*

RICHMOND, August 26, 1864.

SIR: In obedience to your order of August 24, we yesterday visited the fleet in James River, conferred with the fleet surgeon, visited and

inspected the ships with a view to obtain the information called for, and have to report as follows:

We consider the causes of the great amount of sickness on board said vessels to be, first, and chiefly, that exposure to malaria, the necessary consequence of a residence upon the waters of James River; as secondary causes to this, but in our opinion highly conducive to the hurtful influence, we would enumerate the heated atmosphere of the ironclads, especially when at quarters for and during action, the want of proper exercise on shore and of a deficient supply of vegetables and fruits for the ships' companies. We also learned that some of the boats' crews were employed on boat duty without awnings, a fruitful source of fever and other sickness; also that the fresh provisions which are served four days of the week are served consecutively, and so with the salt provisions for three days. The heat from the galleys is sufficient to render the portion of the berth decks assigned to the crew quite uninhabitable. The position of the galley on board the *Richmond*, being more amidships than those of the *Virginia* and *Fredericksburg*, seemed to heat the deck up; the test of the thermometer was unsatisfactory.

In view of the above, we would recommend that in selecting an anchorage for the fleet (the military status permitting) it is all important to choose a point where there is a free circulation of air and where the prevailing winds do not pass over marshes; that the air apparatus of the ironclads be kept open, except when absolutely necessary to close them; that wind sails or ventilators of canvas, metal, or wood be fitted to them; that the officers and men be allowed free and healthful exercise on shore; that the supply of vegetables be largely increased and of greater variety, certain seasonable fruits being added; that the boats use their awnings constantly; that the fresh and salt provisions be issued on alternate days.

We are decidedly of opinion that the whisky ration be issued to the men with hot coffee given every morning at an early hour. As regards clothing the men seemed comfortably clad.

We are, very respectfully, etc.,

W. B. SINCLAIR,  
*Surgeon, C. S. Navy.*

JAS. F. HARRISON,  
*Surgeon, C. S. Navy.*

W. F. CAERINGTON,  
*Surgeon, Provisional Navy C. S.*

Surgeon W. A. W. SPOTSWOOD, C. S. Navy,  
*In Charge of Office of Medicine and Surgery, Richmond, Va.*

[Endorsement.]

Extracts furnished Paymaster Semple in relation to supplies, etc., furnished by his office of supplies. The squadron moved up to Chaffin's Bluff, deemed the most suitable for health, keeping in view its readiness for service against the enemy.

*Order of Commander Maffitt, C. S. Navy, to Pilot Hopkins, C. S. Navy, to command expedition for the capture of mail boat.*

PLYMOUTH, N. C., August 31, 1864.

SIR: You will take charge of the party now organized and proceed to the [Dismal Swamp] Canal near Elizabeth City. Capture the mail boat,

and if you can not bring her into this port, destroy her by fire and retreat to this place with your prisoners.

I am, respectfully, your obedient servant,  
 J. N. M[*AFBITT*],  
*Commander.*

Pilot J. B. HOPKINS, C. S. Navy,  
*C. S. S. Albemarle.*

*Letter from Major-General Whiting, O. S. Army, to the Adjutant and Inspector General at Richmond, regarding torpedoes for the defense of the entrances to Wilmington, N. C.*

HEADQUARTERS,  
 Wilmington, August 31, 1864.

GENERAL: I shall be very much obliged if you can give orders to have me speedily supplied, or facilitated, rather, in procuring the galvanic torpedoes for the defense of the entrances here. I made many efforts for this means of defense some time ago—at least eighteen months—but unsuccessfully, for want of material. The difficulties presented by the quicksands and force of the sea, and tides on inlets from the ocean, were found to be very great, and at Charleston, as I am informed, the galvanic apparatus and torpedoes proved failures. I have, however, had an interview with Captain Davidson, of the Navy, who has had charge of this means of defense on the James River, an accomplished and successful officer, and am assured that the arrangement of this means [of defense] is perfectly practicable. It will be a very great addition to my power of defense, especially since the destruction of one iron-clad of our Navy here and the almost entire uselessness of the other, owing to the worms eating out her bottom, if I could put down some galvanic torpedoes as soon as possible. You are aware of my condition here; on that subject I can say no more to the Department, if, indeed, I have not already said too much. I propose that the services of Mr. R. [O.] Crowley, electrician on the James, be spared to me for a time, that the Tredegar or other convenient works provide me as soon as possible with the powder tanks, and that I be authorized to procure from abroad or elsewhere as soon as possible the requisite material in the way of insulated wire, apparatus, etc., and that the Ordnance Department be directed to use every effort to aid in this. The results on the James River will justify this action, I think. If I can be aided, the question of time will be the main point, for, since by the loss of the harbor of Mobile and partial occupation of that of Charleston, this port is our last one. There can be little doubt that the enemy will attempt to close it, especially since we have begun to attack their commerce from this place. I hope you will not object because I so often call attention to the needs of this place, but the magnitude of the interests involved compels me to use all efforts to save it that are in my power.

Very respectfully,

W. H. C. WHITING,  
*Major-General.*

General COOPER,  
*Adjutant and Inspector General, Richmond.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Hays, C. S. Navy, to report for special duty to the Secretary of the Navy.*

FLAGSHIP VIRGINIA,

*James River Squadron, September 1, 1864.*

SIR: Proceed without delay with the *Nansemond* under your command to the navy yard at Rocketts and have her ready at 11:30 o'clock a. m. to convey Mr. Treuholm down the river and back.

You will report your readiness for such service to the Secretary of the Navy.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,

*Flag-Officer, Commanding James River Squadron.*

Lieut. Comdg. CHAS. W. HAYS, Provisional Navy C. S.

*Commanding Steamer Nansemond*

*Letter from Master Long, C. S. Navy, to Commander Maffitt, C. S. Navy, submitting plan of operations against the enemy in the sounds of North Carolina.*

C. S. S. ALBEMARLE,

*Plymouth, N. C., September 5, 1864.*

SIR: I beg to lay before you a plan for operations against vessels of the enemy.

Allow me to take a boat and ten or fifteen men, start from Plymouth, pass through Welch's Creek into the Pungo River, thence into Pamlico River and Pamlico Sound. On the shores of the Pamlico Sound are numerous creeks and bayous where I could conceal my boat until a favorable opportunity presented itself for intercepting some of the enemy's sailing craft that ply between New Berne and Roanoke Island, carrying supplies, etc. We could burn these craft with little risk to ourselves, as we could see a gunboat that might approach so much sooner than she could see us, that it would be easy to retire and secrete ourselves in one of the numerous creeks that abound on the shore of the sound. If discovered in our hiding place we would be secure from pursuit, for we could ambush and drive back more than treble our own number. Moreover, the enemy would be afraid to send boats up these creeks as the country is occupied by our troops. In case a boat can not pass through Welch's Creek, I can haul a boat on a wagon to Alligator River, a distance of 30 miles from Plymouth, ascend the river to the canal, pass through the canal into the upper part of Mattamuskeet Lake through one of the canals on the lower side into Pamlico Sound. Or I could march my men across the country to the shore of Pamlico Sound and seize one of the large fishing boats, which would suit my purpose very well.

In addition to destroying sailing craft, I might cross Pamlico Sound during the night to Hatteras light-house and burn or blow it up, which would be a great inconvenience to the enemy, as a great many vessels would in consequence be wrecked on Hatteras Banks.

I am, respectfully, your obedient servant,

JAS. C. LONG,

*Master, Provisional Navy C. S.*

Captain J. N. MAFFITT, C. S. Navy,

*Commanding, etc., Plymouth, N. C.*

[Telegram.]

SMITHVILLE, *September 5, 1864.*

Five or six marines took a boat belonging to Bodger, in Wilmington, and started down the river to-day, supposed to be going to the blockading fleet. Catch them.

Captain HARDEMAN.

Colonel TAIT.

*Order of the Secretary of the Navy to Commander Maffitt, U. S. Navy, to proceed to Wilmington, N. C., for the command of a blockade runner.*

C. S. NAVY DEPARTMENT,  
*Office of Orders and Detail, Richmond, Va., September 9, 1864.*

SIR: You are hereby detached from the command of the C. S. [ram] *Albemarle*, and will proceed to Wilmington, N. C., and report to Flag-Officer William F. Lynch, commanding, for the command of a blockade runner.

By command of the Secretary of the Navy:

[S. S. LEE,  
*Captain in Charge.*]

Commander J. N. MAFFITT, Provisional Navy U. S.,  
*Commanding C. S. [Ram] Albemarle, Plymouth, N. C.*

[Endorsement.]

Reported, September 20, 1864.

C. B. POINDEXTER,  
*Commanding Officer.*

*Report of Major Smith, U. S. Army, regarding the operation of Brooke rifle mounted in Battery Dantzler.*

BATTERY DANTZLER,  
*Howlett's Farm, September 11, 1864.*

SIR: In accordance with your request I beg leave to submit the following report of the double-banded, 8-inch Brooke rifle No. 2010, in position at this battery. This gun has been opened eight or nine times upon the enemy's fleet and batteries. The results in three of these cases are given:

I. On the 22d June this battery engaged the enemy's fleet of four ironclad monitors. A very high wind prevailed, the vessels lying about 2,400 yards from the battery. We commenced with cast iron bolts, and when we had obtained the range made use of the wrought-iron projectiles. The accuracy of the gun with this latter bolt was remarked by all, and deserters report that one of the turrets was struck (normal to the surface); an indentation several inches deep was made, and the turret was cracked some 3 feet above [and] 4 below the indentation. They add that a board of survey condemned the vessel and that she was ordered to the Gosport navy yard for repairs, and this report was confirmed by parties coming in at different times.

Certain it is, that on the 23d the monitor upon which we concentrated left the fleet, and that since the 22d no monitor has fired a gun at this battery, though previous to that time the shelling was very frequent.

About the 28th all the monitors withdrew from sight, and since July 1 hardly one has shown itself where we could get a fair shot at it. The vessels were struck several times this day by shell from the other guns. But generally speaking the firing was not accurate, as we could make no allowance for the wind, which was blowing in gusts.

II. On the day on which the Confederate fleet engaged the enemy at Signal Hill, orders were received [for] this battery to engage a battery of the enemy, distant 3,100 yards, and elevated 125 feet above the water, so as to draw its fire from our fleet.

Seven percussion shells were fired by this gun at this battery. Two shots only were necessary for the range, the remaining five bursting with unerring precision upon the superior slope of the enemy's parapet.

Of fifty of these percussion shells which have been fired from this gun, only two have burst in the gun.

III. On yesterday, September 10, similar orders were received to draw the fire from some guns and mortars which were shelling the enemy's working parties at Dutch Gap. Nine shell were fired and this gun alone was used at this battery.

After the fifth or sixth fire the battery turned its gun upon us, and the object of our opening was fully attained. As many shell were fired by this gun on this day during a given time as were fired during the same time by two 8-inch rifled Gorgas guns.

In conclusion, I would remark that the gun is the best heavy piece of ordnance that I have ever seen used. It is worked more rapidly than a X-inch columbiad, army carriage, with only 12 men (I allude to such carriages as are made and furnished now).

I would suggest that the heads of the bolts which pass vertically through the rear of the cheeks of the carriage be countersunk, as the breeching is cut by them. The powder furnished is very good. I have used some to great advantage in the army guns.

The last shell sent down do not seem to answer so well as the percussion shell gotten from the *Drewry*. Only four have been fired and of these, three burst in the guns. Can you not send me some more shell with Girardey's percussion fuze? I would like to get them as soon as possible as we shall open again in a day or so.

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

FRANCIS W. SMITH,  
*Major, Commanding.*

Commander JOHN M. BROOKE, C. S. Navy,  
*Chief Bureau Ordnance and Hydrography, Richmond.*

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*Letter from Flag-Officer Mitchell, C. S. Navy, to Lieutenant Jones, C. S. Navy, regarding the services of Lieutenant Johnston, C. S. Navy.*

RICHMOND, VA., *September 12, 1864.*

SIR: Yours of the 11th instant has been received. The services of Lieutenant O. F. Johnston are indispensable at this time in the squadron; but I have no objection to his assuming your duties here, if he is willing to undertake them in addition to his own under my command, and it will give me great pleasure if he can do so.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer, Commanding James River Squadron.*

Lieutenant J. PEMBROKE JONES, C. S. Navy,  
*Commanding Submarine Defenses, Chaffin's Bluff.*

*Order of the Secretary of the Navy to Flag-Officer Mitchell, C. S. Navy, to furnish a gunboat for cooperation with General Lee, C. S. Army.*

CONFEDERATE STATES OF AMERICA,  
Navy Department, Richmond, September 13, 1864.

SIR: General Lee is establishing a battery at Bishop's, on the right bank of the James, near the point where the Osborne turnpike strikes it, and Colonel Wood informs me that the general desires that one of the gunboats be sent there immediately, and that the ironclads may take up their positions there as early as practicable, the object being to operate against the movements of the enemy through his work at Dutch Gap. You will please comply with these requests.

Very respectfully, your obedient servant,

S. R. MALLOBY,  
Secretary Navy.

Flag-Officer JNO. K. MITCHELL, Provisional Navy C. S.,  
Commanding James River Squadron.

[Endorsement.]

Received this from Commander Rootes, at Bishop's, September 15, who had carried out the order by placing the ironclads in position at this point to act against the enemy should he attempt any movements through Dutch Gap.

J. K. M.,  
Flag-Officer.

*Order of the Chief of the Office of Orders and Detail to Captain Cooke, C. S. Navy, to proceed to duty at Halifax, N. C.*

C. S. NAVY DEPARTMENT,  
Office of Orders and Detail, Richmond, September 13, 1864.

SIR: Proceed to Halifax, N. C., without delay, and relieve Captain R. F. Pinkney, Provisional Navy C. S., of his present duty, commanding naval defenses, etc.

By command of the Secretary of the Navy:

I am, respectfully, your obedient servant,

S. S. LEE,  
Captain in Charge.

Captain JAMES W. COOKE, C. S. Navy,  
Warrenton, N. C.

*Order of the Secretary of the Navy to Commander Maffitt, C. S. Navy, regarding the command of the blockade runner Owl.*

C. S. NAVY DEPARTMENT,  
Richmond, Va., September 14, 1864.

SIR: The *Owl* is the first of several steamers built for and on account of the Confederate Government, and which are to be run under the direction of the Secretary of the Navy. Naval officers are to be placed in command, and you are selected to take charge of the *Owl*. All the information I have as to this vessel is derived from the enclosed copy of a letter from Colonel Bayne, which, you will perceive, says nothing as to the condition upon which the officers and crew are engaged, nor does it inform me as to the vessel's papers. You will at once ascertain all necessary information upon these points.

It is possible that, after the manner of seamen, there may be murmuring or discontent by those on board at the change of command; and, as it is difficult to find crews and engineers at pleasure, your judgment and tact are relied upon to meet such a contingency.

The *Owl* should go to Bermuda rather than to Halifax for the reason that she could bring but little cargo from the latter point in addition to the coal required for her inward and outward trips, and for the additional reason that the risks of capture and loss are far greater on the Halifax route. From Halifax the United States agents may telegraph to any naval station and city of the enemy the exact time of the departure of our ships and thus greatly increase the chances of intercepting them.

This Department having to defray the expenses of the vessels sailing under its direction, sterling bills will be placed in your hands to enable you to meet those of your command; and you are enjoined to see that economy and efficiency in all its departments are practiced. So soon as a naval assistant paymaster can be spared one will be sent to you.

As the *Owl* will soon be followed by several other vessels under this Department, it is important that uniformity, as far as practicable, be observed in their management. For this purpose the expenses of every round trip will be stated under their appropriate heads of expenditure.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

Commander JOHN N. MAFFITT, Provisional Navy C. S.,  
*Wilmington, N. C.*

P. S.—All the civil duties pertaining to the running of these vessels and their expenditures are devolved upon Mr. W. H. Peters, who is the special agent of the Department at Wilmington; and such as are of a military character are devolved upon Lieutenant R. T. Chapman, C. S. Navy, with both of whom you will please confer.

Mr. Peters will apprise you of such reports as are required upon the return of every vessel, and which you will have made accordingly.

S. R. MALLORY,  
*Secretary Navy.*

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[Telegram.]

[SEPTEMBER 14, 1864.]

Has any flag of truce been received at your fort this morning? I am told that a boat came from the ship, now so close in. Answer at once.

Colonel TAIT.

Colonel JONES,  
[Fort] Caswell.

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*Report of Flag-Officer Mitchell, C. S. Navy, regarding deficiencies in the complements of vessels of the James River Squadron.*

C. S. IRONCLAD VIRGINIA,  
*Flagship, James River Squadron, Bishop's, September 15, 1864.*

SIR: There are required to fill deficiencies in the complements of the vessels of this squadron, the following officers, viz:

One lieutenant as executive for the *Richmond*.



One lieutenant as watch officer for the *Virginia*.

One lieutenant as flag-lieutenant.

One master for the *Fredericksburg*.

One master or lieutenant for the *Drewry*.

One medical officer for the *Richmond*.

Three masters for gunboats.

Summary: Three lieutenants, 5 masters (one or two may be lieutenants), 1 medical officer.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Flag-Officer James River Squadron.*

Captain S. S. LEE, C. S. Navy,

*Office of Orders and Detail, Navy Department, Richmond.*

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*Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Supplies, requesting action upon the recommendations of medical board after inspection of James River Squadron.*

IRONCLAD VIRGINIA,

*Flagship James River Squadron, Bishop's, September 16, 1864.*

SIR: Annexed are extracts from the report\* of a medical survey on the sanitary condition of this squadron, made in pursuance of an order from the Navy Department, the recommendations in which report I am instructed by the Secretary of the Navy to conform to as far as practicable.

I would therefore respectfully ask such action on your part as will give effect to those recommendations in the report which appropriately comes under the control of your office, viz, the increase of the supply of vegetables, with the addition of fruits and the issue of the whisky portion of the ration, or at least a sufficiency of the latter for one issue daily before breakfast.

As the men are given their breakfast at 6 o'clock, immediately after all hands are called in the morning, coffee, in addition to the full regular ration, I do not deem necessary.

The supply of vegetables is very irregular in quantity and inferior in quality, especially the cabbage greens. The average proportion of vegetables to the ration of 1 pound is about one-third the quantity, varies with every issue, being about from 42 to 70 pounds per 150 rations for this vessel, nor is the proportion uniform throughout the squadron. An agent of the contractor or of the Navy, it is suggested, should accompany the provisions to the squadron and attend personally to the delivery to each vessel of the squadron in just proportions and in uniform quantity for each ration and vessel. To the want of some such arrangement I attribute much of the prevailing irregularity respecting the vegetables furnished.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Flag-Officer James River Squadron.*

Paymaster JAMES A. SEMPLE, C. S. Navy,

*In charge of Office of Supplies, Navy Department.*

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\* See p. 735.

*Order of General Lee, C. S. Army, to Major-General Pickett, C. S. Army, regarding the transfer to the Navy of Battery Semmes.*

HEADQUARTERS ARMY NORTHERN VIRGINIA,  
September 19, 1864.

GENERAL: As the Navy can spare the officers and men for the battery at Bishop's, I desire you to turn it over to Captain Mitchell. I will leave it to your better judgment whether you will turn over the two guns already in position at once, and then proceed to mount the third gun and finish the magazines, etc., or first complete the battery and then give the whole into his charge. I hope the gun is at hand and you will be able to complete the work at an early day.

I am, very respectfully, your obedient servant,  
R. E. LEE,  
General

Major-General G. E. PICKETT,  
Commanding, etc.

*Order of the Secretary of the Navy to Commander Maffitt, C. S. Navy, repeating telegram of instructions regarding the command of the blockade runner Owl.*

CONFEDERATE STATES OF AMERICA,  
Navy Department, Richmond, September 19, 1864.

SIR: The following telegram was this day sent to you:

It is of the first importance that our steamers should not fall into the enemy's hands. Apart from the specific loss sustained by the country in the capture of blockade runners, these vessels, lightly armed, now constitute the fleetest and most efficient part of his blockading force off Wilmington.

As commanding officer of the *Owl* you will please devise and adopt thorough and efficient means for saving all hands and destroying the vessel and cargo whenever these measures may become necessary to prevent capture. Upon your firmness and ability the Department relies for the execution of this important trust. In view of this order, no passengers will, as a general rule, be carried. Such exceptions to this rule as the public interests may render necessary, embracing those who may be sent by the Government, will receive special permits from this Department.

Assistant Paymaster Tredwell has been instructed to pay over to you, taking your receipt for the same, 5,000 pounds in sterling bills. You will please keep an accurate account with vouchers in duplicate of all your expenditures, one set of which you will submit to Mr. W. H. Peters, our special agent at Wilmington, upon each round trip you may make.

I am, respectfully, your obedient servant,  
S. R. MALLORY,  
Secretary of the Navy.

Commander JOHN N. MAFFITT, C. S. Navy,  
(Care W. H. Peters, esq., Wilmington, N. C.)

*Letter from Flag-Officer Mitchell, C. S. Navy, to Major-General Pickett, C. S. Army, naming Lieutenant Goodwyn, C. S. Navy, for the command of Battery Semmes.*

C. S. IRONCLAD VIRGINIA,  
Flagship James River Squadron, Bishop's, September 20, 1864.

GENERAL: I have the honor to acknowledge the receipt of your letter of this date in relation to the guns to compose the battery to be

manned by the Navy, together with a copy of a letter from General R. E. Lee to you of the 19th on the same subject.

I have designated Lieutenant M. P. Goodwyn to take charge of the battery, who will receive the guns as soon as you are ready to turn them over.

Lieutenant Goodwyn is now in Richmond collecting from the Army Ordnance Department the equipments required for the X-inch army columbiads. The equipments needed for the Navy 7-inch rifle will be, I presume, supplied by the Navy Department.

I am, general, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Flag-Officer James River Squadron.*

Major-General G. E. PICKETT, Provisional Army C. S.

*Report of Flag-Officer Mitchell, C. S. Navy, regarding the change of guns on the C. S. S. Virginia.*

C. S. GUNBOAT BEAUFORT,

*Flagship, James River Squadron, Bishop's, September 21, 1864.*

SIR: To facilitate the exchange of the forward (7-inch rifle) and stern (X-inch smoothbore) guns of the ironclad *Virginia* for an 8-inch rifle and an XI-inch smoothbore, as directed by the Office of Ordnance, I have ordered her to a position as near as practicable to the obstructions below Drewry's Bluff.

In shifting the guns the utmost diligence will be observed so that the *Virginia* may resume her position at this point, ready for service, without loss of time.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Flag-Officer, Commanding James River Squadron.*

HON. S. R. MALLOY,

*Secretary of the Navy, Richmond, Va.*

*Report of Flag-Officer Mitchell, C. S. Navy, referring to expedition proposed by the army against the enemy in James River.*

C. S. GUNBOAT BEAUFORT,

*Flagship, James River Squadron, Bishop's, September 21, 1864.*

SIR: On the 15th August last, I received the accompanying report\* of Colonel T. H. Carter, C. S. Army, to Lieutenant-General Ewell, dated the 6th, in relation to operations made and proposed against the enemy on James River, and, in reply to your endorsement thereon, I have the honor to inform you that immediately on the receipt of the report above referred to I addressed Colonel Carter a note (a copy of which is annexed), under cover to General Ewell, inviting him to a conference with me on the subject at such place as he might designate.

Until the 15th instant, with the exception of a brief interval, I have been absent in Richmond from my command on account of an attack of the fever prevailing on the river, but no reply has been received by me, nor, in my absence, by the commanding officer of the squadron, to my invitation to Colonel Carter for a meeting.

\* Not found.

The number of officers and men of this squadron has been so much reduced below the regular complements of the vessels composing it, by sickness and other causes beyond my control, as to render impracticable for a month past the fitting out of any expedition of the kind indicated without decreasing its efficiency to a degree to render it incapable of a contest with the enemy at all commensurate with its strength in other respects.

The efficiency of my command is reduced at this moment by the transfer of men to a battery of three heavy guns at Bishop's, which, by your instructions, is to be manned by this squadron.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Flag-Officer, Commanding James River Squadron.*

Hon. S. R. MALLORY,

*Secretary of the Navy, Richmond, Va.*

[Endorsement.]

FLAGSHIP BEAUFORT, *September 21, 1864.*

Respectfully returned to the Secretary of the Navy, and his attention invited to my communication of this date, herewith forwarded, in reply to endorsement above.

JNO. K. MITCHELL,

*Flag-Officer, Commanding James River Squadron.*

The above endorsement made on Colonel Carter's letter referred to me and received August 15, 1864.

JNO. K. MITCHELL,

*Flag-Officer, Commanding James River Squadron.*

[Enclosure.]

C. S. IRONCLAD VIRGINIA,

*Flagship, James River Squadron, Salt Beach, August 15, 1864.*

COLONEL: Your communication of the 6th instant, to General R. S. Ewell, in relation to certain operations against the enemy on James River, has been finally referred to me with the view of devising measures for carrying out your objects.

I have had prepared for this very service small boats, and it will afford me much pleasure to meet you on board of this ship, in Richmond, or at any other point agreeable to you to confer on the subject, with a view to organizing parties to operate against the enemy's transports and gunboats on the river, although at this time the efficiency of my command, especially for such service, is much impaired for the want of officers and by reason of sickness.

I am, colonel, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Flag-Officer James River Squadron.*

Colonel T. H. CARTER, C. S. Army,

*Headquarters Artillery Division, Department of Richmond.*

[Telegram.]

SMITHVILLE, [*September 21, 1864.*]

It is suspected that a party of Yankees went inside last night. Be vigilant and strict. The man Piver, with three other Yankee prisoners, escaped from Wilmington jail last night.

General HÉBERT.

Colonel HEDRICK.

*Letter of General Lee, U. S. Army, to the Secretary of War regarding the necessity of obtaining military supplies through the port of Wilmington, N. C.*

HEADQUARTERS ARMY OF NORTHERN VIRGINIA,

September 22, 1864.

SIR: Since the fitting out of the privateer *Tallahassee* and her cruise from the port of Wilmington, the enemy's fleet of blockaders off that coast has been very much increased, and the dangers of running the blockade rendered much greater. The question arises whether it is of more importance to us to obtain supplies through that port or to prey upon the enemy's commerce by privateers sent from thence. Your knowledge of what has been obtained from abroad by the Quartermaster's, Commissary, and Ordnance Departments will enable you to judge in the matter. It is stated by those acquainted with the harbors on the coast that by a proper arrangement of lights the privateers could go in and out of Charleston Harbor with not much more risk than at Wilmington. It might be well, therefore, if practicable to divert the enemy's attention from Wilmington Harbor and keep it open as long as possible as a port of entry. While it is open the energies of the agents of the Quartermaster's, Commissary, and Ordnance Departments should be exerted to their full extent to get in two or three years' supplies so as to remove all apprehension on this score.

I am, with great respect, your obedient servant,

R. E. LEE,  
General.

HON. JAMES A. SEDDON,  
Secretary of War.

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*Letter of the Secretary of War to General Lee, U. S. Army, regarding the obtaining of supplies through the port of Wilmington, N. C.*

WAR DEPARTMENT, U. S. A.,

Richmond, Va., September 23, 1864.

GENERAL: I have to thank you for the suggestions of your letter of the 22d instant, which I have just received. The subject has been one of consideration with me, and I have shared the anxiety you express relative to the safety of vessels evading the blockade at Wilmington. The increased number of blockaders off that port is doubtless due to the knowledge that other vessels are being prepared for a foray on the enemy's commerce, and with the expectation that they will soon attempt to run out. From the best information I can get, however, I do not think the danger of going out is materially enhanced by the number of vessels lying off. Such is the character of the coast that the blockading vessels are obliged to lie at such a distance from the land that rapid steamers under cover of darkness find no difficulty in making their way to sea. Of the large number of vessels that have, since my attention was attracted to the subject, sailed from that port, not more than two have been captured in going out, and in one of these instances by neglect. There is, however, no doubt that the use of this port as a means of offense against the enemy's coasting trade must enhance very much the desire to take and close it, and consequently increase the danger of attack on that point. Its importance to the Confederacy can hardly be overestimated, and I am very reluctant to have the motives to assail

it increased. At the same time it is not to be doubted the destruction of the coasting trade would be one of the most impressive measures of offense we could adopt against the enemy, and would reach especially the class of their people (those of New England) who have heretofore profited rather than suffered by the war. The suggestion you make of preferring the port of Charleston for such hostile operations strikes me as judicious, and will be the subject of conference with and recommendation to the Secretary of the Navy.

The policy of obtaining supplies from abroad has been steadily pursued by me from the first inauguration of the plan of evading the blockade for the benefit of the Government. The difficulty has been the want of adequate means abroad to purchase more than current supplies, to which may be added that heretofore the shipping at command did not allow the accumulation beyond that point. My injunction has ever been to introduce as far and as rapidly as means would allow, all permanent supplies, and as, since the recent legislation of Congress and the regulations in pursuance of it, a larger amount of cotton is being taken out and greater resources can be commanded by the Government abroad, I hope we shall begin not only to meet present demands, but to accumulate supplies for future use. Such shall be, in conformity with your suggestion, the constant effort of the Department.

Very respectfully, your obedient servant,

JAMES A. SEDDON,  
*Secretary of War.*

General R. E. LEE,  
*Commanding Army of Northern Virginia.*

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*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Shepperd, S. C. Navy, to command temporarily the C. S. S. Virginia.*

C. S. GUNBOAT BEAUFORT,  
*Flagship, James River Squadron, Chaffin's Bluff, September 24, 1861.*

SIR: You will be pleased to assume forthwith the temporary charge of the C. S. ironclad *Virginia*, attached to the James River Squadron.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer, Commanding James River Squadron.*

First Lieut. FRANCIS E. SHEPPERD, Provisional Navy C. S.,  
*C. S. Ironclad Fredericksburg, James River Squadron.*

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*Letter from General R. E. Lee, C. S. Army, to the Secretary of War, regarding proposed cooperative movement in the James River.*

HEADQUARTERS ARMY OF NORTHERN VIRGINIA,  
*September 26, 1864.*

SIR: I have the honor to call your attention to the remarks of Major-General Pickett, contained in the enclosed letter, with reference to the cooperation of the navy with the land forces on James River. I respectfully recommend that the Navy Department be requested to give such directions to the officer commanding the fleet as will enable them, by

agreement with General Pickett, to arrange for immediate and full cooperation between them, should it become necessary. The navy can readily prevent the enemy from crossing the river at the point indicated by General Pickett, if an understanding be come to by which they shall move promptly to the spot upon being notified of the existence of danger.

Very respectfully, your obedient servant,

R. E. LEE,  
*General.*

Hon. SECRETARY OF WAR,  
*Richmond.*

[Endorsement.]

FLAGSHIP VIRGINIA,  
*Boulcaré's Landing, September 30, 1864.*

Received yesterday and respectfully returned to the Secretary of the Navy, with the letter accompanying it from General Pickett.

The ironclads and several of the gunboats have been in position at Bishop's since the 15th instant until yesterday, except for a few brief hours to avoid the notice of the exchanged prisoners when coming down the river, in pursuance of the order of the Department, for the very purpose proposed in General Pickett's letter, viz, to move down to oppose any movement of the enemy through Dutch Gap, and to act against him anywhere and at any time when it can be done with effect.

The squadron was yesterday and is now stationed from this point up to the pontoon bridge above Chaffin's Bluff, to operate on the enemy at and near Fort Harrison; its fire yesterday is represented to me by General Anderson as being very effective.

Last night dispositions were made with an ironclad and a gunboat below Bishop's to protect General Pickett's left.

I have offered repeatedly to the commanding generals on both sides of the James River to cooperate with them, and shall always be happy to answer any call for this purpose, and feel thankful for any information which will enable the squadron to move promptly when its services can be useful.

JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

*Report of Major-General Pickett, C. S. Army, regarding measures for retarding work by the enemy on the canal at Dutch Gap.*

HEADQUARTERS,  
*Chesterfield, September 25, 1864.*

COLONEL: I have the honor to report that Colonel Poague fired ninety-four times on Friday and only forty shots yesterday.

He says that the flag of truce boat came down to Cox's Wharf and remained many hours; that it would have to cross the line of enemy's fire, and he did not wish to draw the fire on the boat loaded with our returned prisoners. In the meantime, Yankee-like, the enemy vigorously push forward their work at the gap.

I have already reported this twice. I now again respectfully call the attention of the commanding general to the facts; something should be done, some understanding come to; either another point of exchange

should be agreed upon, or they should be compelled to desist working whilst the flag is pending, as the flag visits so frequently, and remains so long, it interferes materially with our mortar practice. The firing of Colonel Mayo's sharpshooters has succeeded in keeping the enemy from the bank of the river. A feeble attempt was made to reply with musketry, which soon ceased, and the enemy then shelled the pickets with mortars, of course without effect. The firing of the mortars, Poague's and Huger's VIII-inch, has kept the working parties of the enemy very busy dodging, and their dredging machine has come to a standstill. If they wish to complete the canal, they will be compelled to occupy this bank of the river; any attempt to do this ought to be prevented by the gunboats. They certainly can and ought to do so and I should like much if the commanding general would have it so understood that when the pickets report any endeavor to, or appearance of, crossing, a body of troops in barge, or of laying down a pontoon, that the fleet immediately move down to prevent it. Mayo's regiment is small, but with the defenses which we will soon have, with the assistance asked for from the fleet, it, with Poague's artillery, will be enabled to hold in check any advance of the enemy till we can be reinforced.

I regret to report four desertions from the Fifteenth Virginia, Crew's [Corse's] brigade, last night; General C. speaks of them as among the most reliable in the regiment; also two from Hunton's brigade. I send his own report in the premises, to show that every effort is being made to prevent this practice.

Deserter from the enemy last night, order No. 65, Canadian, says he was kidnaped with a half dozen others, drugged, and forced into service. This is evidently the way in which the "quota" is made up. The enemy are certainly put to great straits to get men, and by turning in our detailed men and employing negroes, we will more than equal them in nerve, if not in numbers.

I am, colonel, very respectfully, your obedient servant,

G. E. PICKETT,  
*Major-General, Commanding.*

Colonel WALTER H. TAYLOR,  
*Assistant Adjutant General, Army of Northern Virginia.*

*Letter from Major-General Whiting, C. S. Army, to the governor of North Carolina, proposing to retain the C. S. steamers Tallahassee and Chickamauga, for the defense of Wilmington, N. C.*

HEADQUARTERS,  
*Wilmington, September 26, 1864.*

GOVERNOR: My great solicitude for the preservation of this place induces me to call your attention to a matter which I deem of much importance to its defense. The Confederate steamers *Tallahassee* and *Chickamauga* are now nearly ready for sea, and will leave this port for the purpose of operating against the enemy's commerce. Should they leave on this service the few vessels they might destroy would be of little advantage to our cause, while it would excite the enemy to increase the number of the blockading squadron to such an extent as to render it almost impossible for vessels running the blockade to escape them. I am fully persuaded that the public interest would be better served by retaining the *Tallahassee* and *Chickamauga* for the defense of this



place. They would be of vast importance in transporting troops and supplies to the different points which might be attacked, and thus might save Wilmington, which it is so necessary for us to hold. Should you concur in these views, I beg your Excellency will write at once to the Government at Richmond and ask that the vessels in question may be retained here for objects indicated, which I can not but believe are of paramount importance, and which doubtless a request from your Excellency will accomplish.

I have the honor to be, your obedient servant,

W. H. C. WHITING,  
Major-General.

His Excellency Governor VANCE,  
Raleigh, N. C.

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*Letter of Major-General Whiting, C. S. Army, to the Secretary of the Navy requesting naval cooperation in the defense of Wilmington.*

HEADQUARTERS,  
Wilmington, N. C., September 27, 1864.

SIR: In the present condition of this post, our last remaining sea-port, I respectfully request that you will direct Captain Wilkinson's command, for the present at least, to report for the defense of the place to flag-officer. I have less force to secure Wilmington now than at any time during the war, and every available man and gun are needed more than ever. The two ironclads, the *Raleigh* and *North Carolina*, on which we relied to defend the rips, or inner bars, are both gone. We have here no naval forces afloat, and one is greatly needed. The officers, men, guns, and ships of the expedition would be of the very greatest assistance in every way in event of attack, now regarded as imminent. I have been notified that I must depend on this State for aid. The departure of this force, at this time, will be a serious loss to us. For the present, at least, I beg you will aid me in this. The enemy's fleet is very largely increased. The difficulty of running the blockade has been lately very great. Far more than the average of ships have been lost, and the receipt of our supplies is very precarious. Unless I receive strong accessions of force, and that very soon, I can not answer for keeping the port even for the return of these ships. With regard to the propriety of their remaining to increase the means of defense here, I am satisfied that Generals Lee and Beauregard, and the chief officers of the Navy agree with me. I beg leave to refer you to the War Department for a statement of the condition of this place and the necessity of procuring every available man for its security. You know its vital importance to our credit abroad and to our ability to continue the war. The extreme urgency of the case has induced me to take the liberty of addressing you on this subject, for which I trust you will pardon me. I requested an application from the flag-officer, but, though he concurred with me in the matter, he informed me that he could not properly make it. I hope you will excuse me, therefore, as writing in the interest of the defense for both arms of the service. I am building batteries and quarters for the small naval force here, to be, of course, an exclusive naval command, and the addition of these vessels will be of the greatest help. On the other hand, should they successfully evade the fleet and get out, it may precipitate an attack

before either our reinforcements can be gathered or my preparations completed. I beg that before giving your final orders on the subject you will obtain from the War Department a report of our exact condition and resources.

I am, sir, with great respect your obedient servant,

W. H. C. WHITING,  
*Major-General.*

Hon. S. R. MALLORY,  
*Secretary of the Navy, Richmond.*

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*Letter from the Secretary of the Navy to Flag-Officer Mitchell, C. S. Navy, approving suggestions regarding the C. S. S. Fredericksburg.*

CONFEDERATE STATES OF AMERICA,  
*Navy Department, Richmond, September 28, 1864.*

SIR: Constructor Porter has referred to the Department the letter of Commander Rootes, with your endorsement, relative to placing iron on the upper deck of the *Fredericksburg*.

The suggestion is approved, and when the iron can be obtained the work can be done.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

Flag-Officer JOHN K. MITCHELL, Provisional Navy C. S.,  
*Commanding Naval Forces. James River.*

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*Operation in conjunction with Confederate army forces against Fort Harrison, Chaffin's Farm, James River, September 29–October 1, 1864.*

Letter from Major-General Pickett, C. S. Army, to Flag-Officer Mitchell, C. S. Navy, regarding cooperation.

HEADQUARTERS,  
*Chesterfield, September 29, 1864—8:30 a. m.*

(Received 12:10 p. m. Answered 2 p. m.)

SIR: I have the honor to state that General Lee, in speaking of the operations of the enemy against Signal Hill, desires that you will render whatever assistance you can. The battery at Bishop's might be used with effect, I should think, and the fire from your fleet might interfere considerably with movements of enemy.

I am, very respectfully, your obedient servant,

G. E. PICKETT,  
*Major-General, Commanding.*

Flag-Officer J. K. MITCHELL,  
*Commanding James River Fleet.*

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Letter from Flag-Officer Mitchell, C. S. Navy, to Major-General Pickett, C. S. Army, regarding measures of cooperation.

FLAGSHIP BEAUFORT,  
*Off Bishop's, James River Squadron, September 29, 1864—2 p. m.*

GENERAL: I have the honor to acknowledge the receipt of yours of this date in relation to opening the fire of battery at Bishop's. The

commanding officer of that work has instructions to conform to your wishes in all respects, and to open fire on the enemy in any quarter when he can do so with effect.

At the request of General Lee three gunboats have been stationed at the pontoon bridge above Chaffin's Bluff for its protection. The ironclads *Richmond* and *Fredericksburg* and one gunboat are now firing, and have been for some hours, on the enemy about Fort Harrison, at the request of General Ewell.

The squadron will be kept, as it has been since the 15th instant, in hand to oppose any movement at or in the vicinity of Dutch Gap; for this purpose it has been kept until to-day at this anchorage.

I beg that you will give me early information of any movement of the enemy that may come to your knowledge which will enable me to cooperate with you against him at any point your judgment may deem advisable.

I am, with great respect, your obedient servant,

JNO. K. MITCHELL,

*Flag-Officer, Commanding James River Squadron.*

Major-General G. E. PICKETT,

*Commanding Forces, Headquarters, Chesterfield.*

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Report of Flag-Officer Mitchell, C. S. Navy, explaining the delay in forwarding facts regarding operations.

FLAGSHIP VIRGINIA,  
*Chaffin's Bluff, October 3, 1864.*

SIR: I have to apologize to the Department for my apparent neglect in not having reported the operations of the forces under my command in their cooperation with the army against the enemy in front of Chaffin's Bluff. My whole time and attention have been taken up with pressing duties, and I have been without the assistance customary for officers in my position to have, viz, a commander to act as fleet captain, a flag-lieutenant and midshipman as aids. Even my secretary is now and has been sick for several weeks. This, I hope, will be regarded as a sufficient explanation. A pause in our active operations will enable me to make my report without further loss of time.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Flag-Officer, Commanding James River Squadron.*

Hon. S. R. MALLOY,

*Secretary of the Navy, Richmond, Va.*

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Report of Flag-Officer Mitchell, C. S. Navy.

FLAGSHIP VIRGINIA,  
*James River Squadron, October 6, 1864.*

SIR: As soon as the movement of the enemy, about 8 o'clock a. m., the 29th ultimo, against Chaffin's Bluff became known to Commander Rootes, the commanding officer during my temporary absence from the squadron, then lying at Bishop's, he promptly moved the ironclads *Fredericksburg* and *Richmond* and placed them with the gunboats *Nansemond* and *Dreary* in good positions in the reach below Chaffin's Bluff, and at about 10:20 a. m. opened fire upon the enemy, who had obtained possession of Fort Harrison. A copy of Commander Rootes' report is

enclosed herewith, to which I would refer you for particulars as to the beginning and effect of our operations.

In about an hour after the squadron opened fire I returned to my command.

In order that the services of the *Virginia* should not be entirely lost in the emergency, she was promptly cleared for action by Lieutenant Commanding Shepperd, who had to dismantle the derrick which he was using for getting on board a new forward gun (an 8-inch rifle), the carriage for which was already in place, but the gun had to be left on board of the *Hampton*.

The *Virginia*, for the reasons mentioned, was not able to get into the position assigned her until the afternoon, opening her fire about 4:45 o'clock.

The fire from the squadron, as I was informed by General Ewell, was very effective, and it has been so represented by other officers whose positions on shore enabled them to observe and judge of the effect.

On Friday, the 30th, our fire upon the enemy and in the vicinity of Fort Harrison was resumed during the forenoon and kept up with more or less spirit until sunset, according to circumstances, being particularly regulated so as to aid the land forces in an assault upon Fort Harrison, which, however, unfortunately failed.

On Saturday, the 1st instant, our fire commenced in the forenoon and continued during the day, though slowly, as the rapid firing of Thursday and Friday had caused a very large expenditure of ammunition, which seemed called for by the occasion, but could no longer be justified, neither from results nor from the difficulty of supplying it.

The three ironclads and the *Drewry* were engaged pretty steadily the three days; the *Nansemond* for a short time only, on the 29th, when she was detailed with the *Hampton*, the range of their VIII-inch shell guns being short of the enemy, to protect the pontoou bridge at Chaffin's Bluff.

The gunboat *Rodnoke*, temporarily placed in command of Acting Master Frank Shippey, and the *Beaufort*, in command of Second Lieutenant W. P. Mason, with their rifled 6.4s, did good service. About fifteen men were borrowed from the *Patrick Henry* to man the former.

On the 30th, the bow gun (7-inch rifle) of the *Fredericksburg* burst at the third discharge.

I intercepted dispatches of the enemy testifying to the efficacy of our fire in annoying him, and I have no doubt that on the first day (the 29th) it served to demoralize him and to check his operations, if it did not frustrate more serious designs upon the works of Chaffin's Bluff, thereby amply compensating for the large expenditure of ammunition.

The officers and men conducted themselves well, but there seemed to be no opportunity for special distinction.

The first position of the *Virginia* at Boulware's Landing was overreached by the enemy's 100-pounder rifled battery near their observatory beyond Dutch Gap, but their fire was in line.

On the afternoon of Tuesday, the 4th, I permitted the *Fredericksburg* to try the effect of a few shot on the works being constructed by the enemy near Boulware's house. Her fire, though well directed, could not materially check the works in progress, the distance being about 1 mile.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,

Flag-Officer James River Squadron.

Hon. S. R. MALLOY,

Secretary of the Navy, Richmond, Va.

Report of Lieutenant Shepperd, C. S. Navy, commanding C. S. S. Virginia.

C. S. S. VIRGINIA,  
*James River, October 7, 1864.*

SIR: I have the honor to submit a report of the operations of this ship since the appearance of the enemy in force on the north bank of the river and in front of the field defenses of Chaffin's Bluff.

On the 29th ultimo, about 8 a. m., I received a telegraphic dispatch from General Ewell, addressed to the commanding officer of the squadron, requesting that the guns of the squadron be used against the enemy in and around Fort Harrison, which work they had surprised and taken about 7 a. m., and near which they were organizing a large force for further operations.

At the time of the receipt of this information this ship was without steam and hampered with derricks, skids, and heavy purchases, preparatory to taking on board an 8-inch rifle gun, which was alongside in the *Hampton*. The chassis and carriage were on the spar deck and had to be struck below out of the way. It was not until 1 p. m. that the ship was in readiness to go down the river, and when the anchor was hove short the chain of the schooner *Gallego* was found to be afloat of it. To clear this occasioned additional delay of half an hour or more.

I visited the lines and found that the force there was inadequate to the defense of Chaffin's Bluff; and marking well the position of the enemy, I visited the several ships of the squadron, and directed their fire, which I was pleased to observe did much to deter the enemy from any forward movement.

Reinforcements did not arrive till about 2 p. m., and I am confident that the fire from the guns of the *Fredericksburg*, *Richmond*, *Nansemond*, and *Drewry* had the effect of keeping the enemy under the cover of the fort till our lines were well filled with veteran troops.

At 1:30 came to about half a mile below Chaffin's Bluff and prepared to open upon Fort Harrison; but upon receiving orders from you to repair with the ship to the Graveyard Reach, I accordingly got underway and at 3:30 anchored off the Graveyard.

At 4:45 opened upon the supposed position of the enemy with the XI-inch (stern gun) and upon the Varina road with the port broadside gun (7-inch Brooke rifle).

At 5:30 ceased firing at the request of General Lee, to allow our troops to charge the enemy's position. It was subsequently learned that the charge was repulsed.

On the morning of the 30th, the enemy being still in possession of the works taken on the day before, I sent Acting Master Edinborough on shore with two signal operators to observe and report the effect of the fire from this ship.

It being necessary to clear the trees from the bank of the river to aid our vision, it was not until 11 a. m. that I again opened upon the enemy's position in and around Fort Harrison, as well as that road to the right of it.

At 12:30 [p. m.], having discovered that our XI-inch shell fell short and endangered our own troops, commenced getting underway. While so engaged, the enemy's battery near his tower beyond Trent's Reach fired two shells at this ship, both of which went beyond her about 200 yards.

At 1:30 came to below Chaffin's Bluff and reopened upon the enemy's position in and around Fort Harrison, apparently with more effect than from the Graveyard Reach. After 3 p. m. slackened our fire to a shell

every half hour, and after 4 p. m. one every hour. At dark ceased firing.

At 9:30 a. m. on the 1st instant reopened upon the enemy's position, using only the 7-inch rifle. The shell from the XI-inch gun falling short and endangering our soldiers, it was thought prudent not to use that gun.

Much of the early part of the day was occupied in clearing a hawser from around the propeller. Fired slowly during the day, ceasing at dark.

On Monday and Tuesday I was engaged in getting on board the 8-inch rifle gun, since which this ship has occupied her position in the squadron.

The following amount of ammunition was expended on board this ship:

*On the 29th.*

Port broadside gun (7-inch Brooke rifle):	
10-pound charges .....	12
Shrapnel, 10-second .....	12
Stern gun (XI-inch):	
20-pound charges .....	4
15-pound charges .....	4
15-second shell.....	8

*On the 30th.*

Port broadside gun (7-inch Brooke rifle):	
10-pound charges .....	7
Shrapnel, 9-second and 10-second .....	7
Stern gun (XI-inch):	
20-pound charges .....	1
15-pound charges .....	4
15-second shell.....	2
10-second shell.....	3

*On the 1st.*

Starboard broadside gun (7-inch Brooke rifle):	
10-pound charges .....	14
Percussion shell.....	14

I am, sir, very respectfully, your obedient servant,

F. E. SHEPPERD,  
*Lieutenant and in Command.*

Flag-Officer JNO. K. MITCHELL, Provisional Navy C. S.  
*Commanding James River Squadron.*

[Endorsement.]

Sent a copy of the above to the Navy Department, with the following endorsement, viz:

OCTOBER 8, 1864.

Respectfully furnished for the information of the Secretary of the Navy and as an accompaniment to my report of the 6th instant.

JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

Report of Lieutenant Maury, C. S. Navy, commanding. C. S. S. Richmond.

C. S. S. RICHMOND,

*James River Squadron, off Boulware's Landing, October 6, 1864.*

SIR: I have the honor to submit the following report of the operations of the vessel under my command during Thursday, Friday, and Saturday, the 29th and 30th of September and the 1st of October:

On the 29th of September, having moved ship so as to bring my guns to bear on Fort Harrison, according to orders, I opened fire. The following is the result of the three days' firing:

The heavier charges of 14 pounds of powder were used on the first and second days, as it was reported the shell fell short, although the guns were at extreme elevation.

*September 29.*

	12-pound charges.	14-pound charges.	Time shell.	Percussion shell.	Primers.
No. 1 gun.....	35	13	12	36	} Friction. } Percussion.
No. 3 gun.....	30	15	10	35	
No. 4 gun.....	39	16	14	41	
Total.....	104	44	36	112	

*September 30.*

	12-pound charges.	14-pound charges.	Time shell.	Percussion shell.	Primers.
No. 1 gun.....		30	30		} Friction. } Percussion.
No. 3 gun.....		29	29		
No. 4 gun.....		31	31		
Total.....		90	90		

*October 1.*

	12-pound charges.	14-pound charges.	Time shell.	Percussion shell.	Primers.
No. 1 gun.....	7	1	4	4	} Friction. } Percussion.
No. 2 gun.....	5	1	3	3	
No. 4 gun.....	6	1	3	4	
Total.....	18	3	10	11	

Total number of shots fired September 29 ..... 148  
 Total number of shots fired September 30 ..... 90  
 Total number of shots fired October 1 ..... 21

Grand total..... 259

Respectfully submitted.

J. S. MAURY,  
*Lieutenant, Commanding.*

Flag-Officer JNO. K. MITCHELL.

[Endorsement.]

Sent a copy of the above to the Navy Department with the following endorsement, viz:

OCTOBER 8, 1864.

Respectfully furnished for the information of the Secretary of the Navy and as an accompaniment to my report of the 6th instant.

JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

Report of Lieutenant Wall, C. S. Navy, commanding C. S. S. Drewry.

C. S. S. DREWRY,  
*James River Squadron, September 29, 1864.*

SIR: I have the honor of submitting to you the following report of the part borne by this vessel in shelling the enemy at Fort Harrison and the outer works of Chaffin's Bluff: At 9 a. m. I was ordered by Commander Thomas R. Rootes to proceed from my anchorage off Graveyard to Chaffin's Bluff, and render any assistance in my power to the defense of the bluff. I immediately steamed up the river and reported to the commanding officer. Colonel Maury being absent and supposed to be in the enemy's hands, the officer in command could give me no instructions. Learning, however, the position of the enemy, I steamed down below the bluff a short distance and took position, and opened fire on Fort Harrison at 10:45 a. m. with shell, at an elevation of from 1,800 to 2,100 yards, which distance being sufficient to reach the enemy, so I was informed by officers stationed ashore, the majority of my shell exploding over and near the fort, I received orders from you to keep up the firing in the same direction, which was kept up until 5 p. m., when, my supply of ammunition being nearly exhausted, I was ordered to cease firing. The amount of ammunition expended during the day is as follows, viz: Thirteen 5-second shell, 15 10-second shell, 5 15-second shell, 17 percussion shell, 2 10-pound charges, 48 8-pound charges powder. During the early part of the day a piece of shell struck me on the port quarter some 2 feet above the water line without doing any damage. I am pleased to inform you that no casualties either accidental or from the enemy occurred during the day. The conduct of all on board was satisfactory,

I am, sir, very respectfully, your obedient servant,

WM. H. WALL,  
*Lieutenant, Commanding Steamer Drewry.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron.*

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Letter from Flag-Officer Mitchell, C. S. Navy, to General Anderson, C. S. Army.

FLAGSHIP VIRGINIA,  
*Boulevard's Landing, September 30, 1864—3:30 a. m.*

GENERAL: Your dispatch of to-night has been received. General Lee's wishes have been anticipated by making the necessary dispositions of the squadron to protect General Pickett's left.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer.*

General ANDERSON,  
*Chaffin's Farm.*

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Additional report of Lieutenant Wall, C. S. Navy, commanding C. S. S. Drewry.

C. S. S. DREWRY,  
*James River Squadron, September 30, 1864.*

SIR: In compliance with your order, I moved down the river at 8:30 last night, communicated with Battery Semmes, at Bishop's. Lieutenant Goodwyn, Provisional Navy Confederate States, informed me



that he had been trying to shell Signal Hill all the afternoon, and that the enemy undoubtedly had the hill. Finding no one else that could give me any information, I deemed it improper to venture farther down the river with my vessel than the low ground below Bishop's house, sending the small boats near the point usually occupied by this vessel. I made arrangements with Lieutenant Goodwyn to let me know should the enemy attempt to throw a poutoon across at Dutch Gap and I would immediately go down to it, Mr. Goodwyn having arrangements made with the army by which he would be in possession of the information much quicker than anyone else. The *Fredericksburg* came down about 12 o'clock and anchored just below me, giving me orders in case he should go down to follow him. I left the station at 5 o'clock this morning, and have nothing of importance to report in regard to the enemy, everything being very quiet.

I am, sir, very respectfully, your obedient servant,

W. H. WALL,  
*Lieutenant, Commanding.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Third report of Lieutenant Wall, C. S. Navy, commanding C. S. S. *Drewry*.

C. S. S. DREWRY,  
*James River Squadron, September 30, 1864.*

SIR: Agreeable to your order, I occupied the same position as yesterday and opened fire upon the enemy in Fort Harrison at meridian with 10-second shell and 8-pound charges of powder, at an elevation of from 1,800 to 2,400 yards; continued firing slowly until 4 p. m., when, on account of my limited supply of ammunition, you ordered me to cease for the night. From officers stationed in our works near the enemy, I learn that my fire was very effective.

I have no casualties to report, and the good conduct of all under my command merited my attention. The amount of ammunition expended during the day is as follows, viz: 15 10-second shell, 1 percussion shell, 14 8-pound charges, and 2 10-pound charges.

I am, sir, very respectfully, your obedient servant,

W. H. WALL,  
*Lieutenant, Commanding, Provisional Navy C. S.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Report of Lieutenant Mason, C. S. Navy, commanding C. S. S. *Beaufort*.

C. S. S. BEAUFORT,  
*James River Squadron, September 30, 1864.*

SIR: I have the honor to report to you that at 10:20 this morning I weighed anchor and went alongside the *Drewry* and received on board 9 barrels of powder, 40 7-inch rifle shell, 30 7-inch cast bolts, and 2 boxes of friction primers, which, together with 1 box of medicines, I delivered to Lieutenant Goodwyn, commanding naval battery. I then returned and took up my position between the *Virginia* and the *Richmond*. At 3:30 p. m., according to your order, I opened fire on the enemy,

throwing one 5-second shell and 10-second shell, and 7 percussion shell at intervals of thirty minutes, with one exception, when, by order, I fired immediately after the *Virginia*. At 6 p. m., by your order, I ceased firing. The signal man on shore reported the range of my shell to be good. This closed my operations for the day.

I have the honor to be, very respectfully, your obedient servant,  
 W. P. MASON,  
*Lieutenant, Commanding.*

Flag-Officer JNO. K. MITCHELL.

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Report of Lieutenant Goodwyn, C. S. Navy, commanding Battery Semmes.

C. S. NAVAL BATTERY,  
*Bishop's, James River, September 30, 1864.*

SIR: I have the honor to report that in compliance with the request of Major-General Pickett I opened fire on the 29th instant from the X-inch columbiads in my battery on the Varina road.

I am sorry to say all my shots fell far short, which I can account for in no other way than defective powder.

The enemy fired six shots at me, all of which passed beyond me some distance.

I would most respectfully call your attention to the powder that I have. I can never make my battery effective as long as I have to depend on the powder I now have.

I am happy to state no casualties.

Very respectfully, etc., your obedient servant,  
 M. P. GOODWYN,  
*Lieutenant in Charge.*

[Endorsement.]

FLAGSHIP VIRGINIA, *September 30, 1864.*

Respectfully forwarded to Commander John M. Brooke, Chief Ordnance, and his attention invited to the within statement of Lieutenant Goodwyn of the quality of the powder. He refers to the ammunition for the X-inch columbiads, army guns, as he had not at the time of firing used any for his navy 7-inch.

JNO. K. MITCHELL,  
*Commanding James River Squadron.*

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Report of Lieutenant Hays, C. S. Navy, commanding C. S. S. Nansemond.

C. S. S. NANSEMOND, *October 5, 1864.*

SIR: I respectfully inform you that on the morning of the 29th ultimo a large force of the enemy were reported in the rear of Chaffin's. This vessel was dropped down in position below the bluff, and at 10:30 opened fire on their supposed position with shell. Twelve rounds were fired at 6 degrees elevation. I am unable to state with what effect, as but three of the shell exploded, and those prematurely. Our distance from the enemy's line was upward of 1,800 yards.

There were expended 84 pounds of powder, 10 15-second and 2 10-second shell.

The shell on board this vessel I consider unreliable. They have so proved at least on every occasion in which I have seen them fired. They were received on board at Norfolk over two years since, and the fuzes have doubtless received injury from dampness in the lockers.

I deem it proper to report that the pivot gun of this vessel is worked with the greatest difficulty; the united efforts of the entire gun's crew are not sufficient to train it with that degree of celerity that is necessary in rapid firing. The oftener the gun is fired this difficulty seems to increase.

Very respectfully, your obedient servant,

CHAS. W. HAYS,  
*Lieutenant, Commanding.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron.*

The difficulty in training the gun (above referred to) is owing to the deck having settled under the middle trauosom. It will be necessary to staunchon the deck up, which can be done by the mechanics of the squadron.

Very respectfully,

CHAS. W. HAYS.

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Report of Commander Rootes, C. S. Navy, commanding C. S. S. Fredericksburg.

IRONCLAD FREDERICKSBURG,  
*James River Squadron, October 4, 1864.*

SIR: I respectfully report, on the morning of September 29, Lieutenant M. P. Goodwyn, commanding naval battery, Bishop's, informed me the enemy were crossing Boulware's farm, and that an engagement was going on at Chaffin's farm or bluff. Sent Acting Master's Mate G. M. Rootes to the Graveyard to ascertain what was going on at Chaffin's Bluff, and ordered the commanding officers of the gunboats *Nansmond* and *Drewry* to go up and offer all assistance to the commanding officer of the fort at Chaffin's Bluff. Acting Master's Mate G. M. Rootes informed me on his return that a courier had arrived at the Graveyard from the commanding general, saying the enemy had taken Fort Harrison, and wished the naval squadron to cooperate with the army in preventing their further advance toward the bluff.

About 9 a. m. got underway, ironclad *Richmond* in company, and stood up the river; 9:30 a. m. came to anchor a short distance above the Graveyard; 10:20 opened with shell and shrapnel on Fort Harrison, its rear, and heavy columns of the enemy crossing the fields, using heavy charges, owing to the distance we had to throw the shells. Sent Lieutenant E. T. Eggleston, of the Marine Corps, with a signal officer on shore to take an elevated stand and inform me from time to time the movements of the enemy, and how our shot and shell were falling. He informed me that the enemy were in line of battle, in large numbers, to the right of the fort and some distance beyond, and our shells were falling short. Feeling perfectly satisfied this was the time for prompt action on my part, a case of extreme emergency, and to save Chaffin's Bluff, I used the high charges and gave Lieutenant Commanding Maury, of the ironclad *Richmond*, orders to use 14-pound charges in the 7-inch rifle guns.

Much to my satisfaction the marine officer made signal that our shot were reaching and extending all along the enemy's lines, and in a short

time after he again made signal saying the enemy had broken and were retreating across the fields to the woods, ambulances and teams in great disorder, making their way down the road toward Signal Hill.

I was requested by the commanding general to fire fast, and for some time kept up a brisk fire. Captain Fitzhugh, of the Army, was on board a part of the time, and said we were doing good work.

So soon as I was informed the enemy was forming in line of battle, and massing in large bodies, came to the conclusion they were going to make an advance on Chaffin's Bluff in heavy columns, and to prevent this and keep the enemy in check until the commanding general could bring up his forces, I continued to fire heavy charges all the time, and am firmly of the opinion that the squadron did this and saved Chaffin's Bluff.

I have been informed that a number of army officers give the squadron the credit of saving Chaffin's Bluff.

I send the amount of ammunition expended on board this ship on the 29th day of September.

X-inch gun :	
30-pound charges .....	14
25-pound charges .....	34
20-pound charges .....	12
15-pound charges .....	8
X-inch shot .....	20
10-second shell .....	26
15-second shell .....	20
5-second shell .....	2
6.4 rifle :	
12-pound charges .....	41
10-pound charges .....	7
10-second shell .....	32
15-second shell .....	12
Percussion shell .....	4
7-inch rifle :	
14-pound charges .....	11
12-pound charges .....	21
10-pound charges .....	6
8-second shrapnel .....	5
10-second shell .....	22
Percussion shell .....	6
15-second shell .....	5

Very respectfully, your obedient servant,

THOS. R. ROOTES,  
Commander, Provisional Navy U. S.

Flag-Officer JNO. K. MITCHELL, Provisional Navy U. S.,  
Commanding James River Squadron, Chaffin's Bluff.

Memorandum of instructions to vessels, October 1, 1864.

All to fire on Fort Harrison and its rear as desired by General Lee in note of this morning. The distance is about, as estimated by us, 3,300 to 3,600 yards. It requires our extreme (of ironclads) elevation, say 6 to 7 degrees, not to use the high charges intended for conflict with ironclads, except in cases where the issue of a battle may depend upon it.

The *Fredericksburg* to fire her 6.4 broadside every twenty minutes with shells with not less than 15 second fuzes. (Advised to fire at 1 o'clock once in every hour with cast bolts, there being no shells with proper fuzes.)

The *Richmond* to use her 7-inch, firing once in fifteen minutes with shell; at 1 o'clock p. m. to fire once in thirty minutes.

The *Virginia* to fire her broadside 7-inch once in twenty minutes with shell not less than 15-second fuze. Commence firing about 10:15; at 11:30 ordered to fire once in thirty minutes; at 4 ordered to fire once in every hour.

*Drewry* to fire bolts (having no shells for the purpose cast) once in half an hour; ordered to fire at 2 o'clock p. m. once an hour.

*Beaufort* to fire her 32-pounder Parrott once in thirty minutes with percussion shells at 8 degrees elevation. To fire after 2 p. m. at intervals of forty minutes.

The foregoing vessels are ranged in the following order, beginning about three-fourths of a mile below Chaffin's Bluff, viz: The *Drewry* (1st), *Beaufort* (2d), *Virginia* (3d), *Richmond* (4th), *Fredericksburg* (5th).

The *Hampton*, stationed at the pontoon bridge, ordered to attend to securing the articles in *Gallego*, and assist in getting her into a place for beaching, to be selected by Pilot Moore.

The *Roanoke* ordered also to assist in this duty; she is stationed at the pontoon bridge.

The *Nansemond*, stationed at the pontoon bridge, ordered to Richmond to bring down ammunition that may be ready for the squadron.

The ironclad *Fredericksburg* ordered on pilot duty below Bishop's to-night, and also the gunboat *Beaufort*.

The *Nansemond* and the *Hampton*, stationed at the pontoon bridge, above Chaffin's Bluff, for its protection.

The *Gallego*, having sunk at her moorings when left by the *Virginia* on the 29th, was placed on the shore above pontoon bridge at high tide, broadside on.

Raining all day this Saturday, October 1, 1864.

#### SUNDAY, October 2.

No firing from squadron at the enemy to-day; a few at and in the neighborhood of Boulware's house were seen reconnoitering or on picket duty. Our ammunition of the right kind (shells and shrapnel and fuzes) being out. Works at Chaffin's Bluff fired a few shots at enemy at Boulware's house; so did navy battery at Bishop's.

I went down after dark in the *Fredericksburg*, with *Richmond* and *Drewry*, below naval battery, where we anchored and performed picket duty.

Hauled off the *Gallego* at high water in the afternoon, and with the *Drewry* and *Beaufort* run her aground again, bows on, preparatory to going to work to stop ports and pump water out.

Barge with ammunition for *Virginia*, *Fredericksburg*, and *Richmond* arrived in the evening.

#### MONDAY, October 3.

The picket vessels, *Fredericksburg* and *Richmond*, returned to their anchorages (as stated on 1st) below Chaffin's Bluff about 8 a. m., the *Drewry* at 5 a. m. Before coming up, inspected the navy battery at Bishop's; two men, viz, ——— and ———, deserted to the enemy last night by taking the skiff and crossing the river to Boulware's farm.

The *Virginia* moved up to the pontoon bridge to take in her new forward gun (8-inch rifle), now on board of the *Hampton*.

At 12:30 p. m. called to see Brigadier-General Alexander, Chief of Artillery, Army Northern Virginia, at Chaffin's Bluff; could not be seen, being out on the lines; sent him a note saying I would meet him at any place he may appoint. Wish to confer with him about our firing.

[Telegram.]

OCTOBER 1, 1864.

SIR: Our attempt to retake Fort Harrison on yesterday having failed, I respectfully request that you will direct your guns to fire upon it and also in its rear, that as much injury as possible may be inflicted upon the force occupying the fort, and the enemy's communications be annoyed whenever an opportunity is presented.

In this connection I would remark that the fire from the heavy guns of the boats on yesterday would have accomplished more if the fuzes had been a little longer and the guns a little more elevated. The range was rather short.

I am, most respectfully,

R. E. LEE,  
*General.*

The ADMIRAL OF  
COMMANDING OFFICER, JAMES RIVER SQUADRON.

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Letter from Flag-Officer Mitchell, C. S. Navy, to General Lee, C. S. Army, expressing compliance with his wishes.

FLAGSHIP VIRGINIA, *October 1, 1864.*

GENERAL: Your note of this date, requesting that the fire of the squadron may be reopened on Fort Harrison, etc., has been received.

Our guns were all fired at the highest elevation, which, in the iron-clads, is very limited, to about 6 or 7 degrees, and with the heaviest charges justified for a steady fire—indeed even heavier than authorized by our regulations—to which cause is attributed the bursting of one of our guns yesterday. We are short of fuzed shells, and until a supply be obtained will use percussion.

Your wishes, as expressed in your note, will in all respects, general, be complied with as far as possible, and fire will be reopened at once.

I shall be glad if you would cause accurate observations to be made upon our firing, in order that errors may be corrected if in my power.

I have the honor to be, very respectfully, general, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer, Commanding James River Squadron.*

General R. E. LEE,  
*Commanding Army of Northern Virginia, Headquarters.*

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Fourth Report of Lieutenant Wall, C. S. Navy, commanding C. S. S. Drewry.

C. S. S. DREWRY,  
*James River Squadron, October 1, 1864.*

SIR: In pursuance with your orders, I took the same position as occupied yesterday. At 10 a. m. opened fire upon the enemy in and in rear of Fort Harrison, at extreme elevation, using 10-pound charges and cast-iron bolts, on account of having no other ammunition on board. I kept the firing up at intervals of thirty minutes, as you directed, until you ordered me to fire once every hour. I have no casualties to report, and the good conduct of all on board continued as specified in yesterday's

report. The amount of ammunition expended during the day is as follows: 1 10-second shell, 7 cast-iron bolts, and 8 10-pound charges.

I am, sir, very respectfully, your obedient servant,

WM. H. WALL,  
*Lieutenant, Commanding, Provisional Navy C. S.*

Flag-Officer JNO. K. MITCHELL,  
*Commanding James River Squadron.*

Second report of Lieutenant Mason, C. S. Navy, commanding C. S. S. Beaufort.

C. S. S. BEAUFORT, *October 2, 1864.*

SIR: I have the honor to report to you that on yesterday morning, in pursuance of your order, I opened fire on the enemy at 10 a. m., firing at intervals of half an hour. At 11:20 a. m., according to your order, I moved my anchorage from between the *Richmond* and *Virginia* to a point farther up the river, just swinging clear of the *Virginia*. I continued firing at half-hour intervals until 2 p. m., at which time I had fired six percussion shell and three 10-second shell that were found among the percussion shell. At 2 p. m., according to your order, I commenced firing at intervals of forty minutes, which I continued till 6 p. m., at which time, being signaled from the flagship to do so, I ceased firing. Between the hours of 2 and 6 p. m. I fired six percussion shell. At 6:30 I sent Mr. Rowe to Castle Thunder for A. Fritz, a deserter. At 7 p. m., having been ordered by you to do so, I weighed anchor and proceeded down to the *Fredericksburg* and reported to Captain Rootes for picket duty. By his order I came to anchor abreast of the wharf at Bishop's and remained there till 4:30 this morning, at which hour I weighed anchor and returned to my position between the *Virginia* and *Drewry*.

I am, sir, very respectfully, your obedient servant,

W. P. MASON,  
*Lieutenant, Commanding.*

Flag-Officer J. K. MITCHELL.

*List of officers of James River Squadron, per returns of October 1, 1864.*

Name.	Rank.	Vessel.
John K. Mitchell .....	Flag-officer .....	C. S. S. Virginia.
F. E. Shepperd .....	Lieutenant .....	Do.
Thomas L. Skinner .....	do .....	Do.
Daniel Trigg .....	do .....	Do.
H. B. Edinborough .....	Master .....	Do.
W. F. Wilson .....	Midshipman .....	Do.
P. H. McCarrick .....	do .....	Sick in hospital.
J. De B. Northrop .....	do .....	Do.
Robt. J. Webb .....	Gunner .....	C. S. S. Virginia.
William R. Jarvis .....	Carpenter .....	Do.
J. T. Layton .....	Master's mate (wounded) .....	Do.
Eugene Smith .....	Master's mate .....	Do.
William D. Harrison .....	Surgeon .....	Do.
J. E. Moyer .....	Assistant surgeon .....	Do.
N. K. Adams .....	Assistant paymaster .....	Do.
J. W. Daniel .....	Flag-officer's secretary .....	Sick in hospital.
B. F. Rodman .....	Assistant engineer .....	C. S. S. Virginia.
J. L. McDonald .....	do .....	On Beaufort, and sick in hospital.
S. K. Mooers .....	do .....	Do.
S. B. Jordan .....	do .....	Do.
T. P. Gwynn .....	Lieutenant marines .....	Do.
Edward Moore .....	Pilot .....	Do.
Charlea Layton .....	do .....	Do.

List of officers of James River Squadron, per returns of October 1, 1864—Continued.

Name.	Rank.	Vessel.
J. S. Maury	Lieutenant commanding.	C. S. S. Richmond.
Otey Bradford	do	Sick
W. W. Read	do	C. S. S. Richmond.
W. D. Porter	Master	Do.
H. H. Scott	Midshipman.	Do.
H. H. Tyson	do	Do.
J. R. Norris	do	Sick.
W. S. Hogue	do	C. S. S. Richmond.
S. M. Foster	Acting master's mate	At naval hospital.
C. E. Bragdon	do	Do.
E. M. Williams	Gunner	C. S. S. Richmond.
George N. Halstead.	Assistant surgeon	Do.
H. G. Land	do	Do
Marsden Bellamy	Assistant paymaster	Do.
H. X. Wright	Chief engineer.	Do.
J. H. Bailey	Assistant engineer	Do.
E. J. Dunigan	Assistant engineer	At naval hospital.
W. T. Harrison	do	C. S. S. Richmond.
S. M. Roberts	Lieutenant marine	Detached at battery at Bishop's.
George Wright	Pilot.	In naval hospital.
H. Williams	do	C. S. S. Richmond.
S. Wood	do	Temporarily attached.
W. F. Shippey	Acting master in charge.	C. S. S. Roanoke.
J. H. Parker	Assistant engineer	On duty on Fredericksburg.
J. E. Carlon	do	Do.
George Young	Pilot.	On sick furlough.
Charles W. Hays	Lieutenant commanding.	Nansemond.
R. C. Slaughter	Midshipman	Sick at hospital.
E. L. Dick	Assistant engineer	C. S. S. Nansemond.
A. V. Rowe	do	Do.
R. M. Ross	do	Temporary duty at Wilmington, N. C.
James Turner	Pilot.	C. S. S. Nansemond.
C. B. Bohannon	Acting master's mate	Do.
W. B. Littlepage	do	Do.
W. P. Mason	Lieutenant commanding.	C. S. S. Beaufort.
W. H. Carlon	Master.	Do.
J. F. Bush	Signal officer.	Do.
W. T. Harding	Third assistant engineer.	Do.
A. E. Albertson	Master's mate	Temporarily attached to Roanoke.
W. H. Wall	Lieutenant commanding.	C. S. S. Drewry.
J. B. Dowden	Acting gunner	Do.
E. C. Gill	Assistant engineer	Do.
H. Ahern	do	Do.
E. C. Skinner	Pilot.	Do.
L. L. Foster	Master's mate	Do.
Thomas R. Rootes	Commander	C. S. S. Fredericksburg.
M. P. Goodwyn	Lieutenant	Charge of Battery McIntosh.
T. P. Bell	do	Temporarily attached to Hampton.
John Minor	Acting master	Naval hospital, Richmond.
F. S. Hunter	Passed midshipman	Temporary duty at Battery McIntosh.
L. M. Rootes	Midshipman	Fredericksburg.
A. S. Doak	do	Do.
A. T. Hunt	do	Do.
Arch. J. Wilson	Boatswain	Prisoner of war.
C. H. Gormley	Gunner	Fredericksburg.
R. N. Spraggins	Master's mate	Do.
H. W. M. Washington	Surgeon	Do.
John Leyburn	Assistant surgeon	Detached, and Assistant Surgeon Goldsborough instead.
C. G. Pearson	Assistant paymaster	In hospital, Richmond.
T. C. Yennette	Assistant engineer	Do.
J. E. Viernelson	do	C. S. S. Fredericksburg.
J. Hanks	do	In hospital.
John [H.] Parker	do	Temporary.
R. J. Hackley	do	Prisoner of war.
E. T. Eggleston	Second lieutenant marine.	do
Lewis Parrish	Pilot.	Unfit for duty (sore leg).
S. Barnes	do	Naval hospital, Richmond.
N. H. Lewis	Signal operator	In hospital, Richmond.
L. W. Hodges	do	Fredericksburg.
Y. F. Bush	do	Temporary.
J. W. Murdaugh	Lieutenant commanding.	Hampton.
James Cahoon	Acting master	Hospital.
J. W. Belvin	Assistant surgeon.	Hampton.
L. M. Tucker	Assistant paymaster	Do.
J. Minchener	Assistant engineer	Do.
W. W. Skinner	Pilot.	Do.
J. E. Rollins	Master's mate	Do.
L. Buck	do	Do.
Thomas Mason	do	Do.



*Officers recently ordered to James River Squadron.*

Name.	Rank.	Date.
George M. Rootes	Acting master	September 13, 1864.
J. T. Layton	Acting master's mate	September 17, 1864.
Ivey Foreman	First lieutenant	Do.
S. S. Simpson	Acting master's mate	September 21, 1864.
R. C. Bowles	Assistant surgeon	September 23, 1864.
J. G. Bowley	do	Do.
W. R. Dalton	Second lieutenant	October 1, 1864.
J. M. Moses	Master	Do.
James E. Routh	Third assistant engineer	October 5, 1864.
F. L. Galt	Surgeon	October 7, 1864.
F. M. Thomas	Passed midshipman	October 10, 1864.
[Frank C.] Morehead	do	October 7, 1864.
H. H. Scott	do	Do.
W. P. A. Campbell	First lieutenant	October 11, 1864.
H. S. Cooke	Master	Do.
A. E. Armstrong	First lieutenant	October 12, 1864.
Hilary Cemas	do	Do.
P. H. Gibbs	Passed midshipman	Do.
W. A. Collier	Acting master's mate	October 17, 1864.

*Muster roll of officers on board the C. S. S. North Carolina, October 1, 1864.*

Name.	Rank.	Name.	Rank.
W. L. Maury	Commander.	C. L. Jones	Assistant paymaster.
A. V. Watt	Lieutenant commanding.	W. A. Lee	Midshipman.
W. W. Griggs	Assistant surgeon.	O. L. Jenkins	Master's mate.
W. R. Mayo	Master.	R. S. Herring	Third assistant engineer.
J. M. Freeman	Second assistant engineer.	W. A. Lamkin	Master's mate.

*Letter from General Lee, C. S. Army, to Flag-Officer Mitchell, C. S. Navy, requesting a consultation.*

HEADQUARTERS ARMY NORTHERN VIRGINIA,  
*Chaffin's Farm, October 3, 1864.*

COMMODORE: I will be glad to see you if you can come up conveniently, in order to consult as to some arrangements to meet the present position of our lines. An officer and a horse will meet you at Chaffin's Bluff to conduct you.

I am, with great respect, your obedient servant,

R. E. LEE,  
*General.*

Commodore J. K. MITCHELL,  
*Commanding James River Fleet.*

[Endorsement.]

Complied with, and an interview had with the General (and also Brigadier-General Alexander). My disposition of the squadron for the night quite satisfactory to him.

J. K. M[ITCHELL],  
*Flag-Officer.*

Seven o'clock p. m. returned.

*Disposition of the vessels of the James River Squadron for the night of October 3, 1864.*

FLAGSHIP VIRGINIA,  
Chaffin's Bluff, Monday, October 3, 1864.

The *Richmond* and *Nansemond* and the row guard boat (from the proper ironclad), to perform the usual picket duty below the naval battery at Bishop's, with the usual orders and to keep a strict watch on the river above, as well as below them, to detect and prevent any attempt the enemy might make to cross from Boulware's farm to the rear of our battery. They will resume their present positions after sunrise to-morrow morning.

The *Roanoke* will take position at dark as low down as practicable so as to keep within signal distance of the *Fredericksburg*.

The *Drewry* will retain her present position unless it be necessary to move lower down to get within signal distance of the *Fredericksburg*.

The *Fredericksburg* will retain her present position to protect the works of Chaffin's Bluff, under cover of her guns, calling upon the *Drewry* and *Roanoke* for cooperation if necessary, keeping me advised of all important occurrences.

The *Beaufort* will take position at night just below and close to the pontoon bridge for its special protection.

The *Hampton* will be held in readiness for cooperation with the *Beaufort* in this duty, and see that she can cast off from the *Virginia* at short notice.

All vessels, especially those lower down, will keep vigilant watch on the river above them as well as below, and also upon the shore to detect, report, and prevent all offensive movements of the enemy.

The *Virginia*, although engaged in receiving a new bow gun, will be ready to meet any emergency for service that may arise during the night.

All vessels will keep prepared to return with grape or canister any fire they may receive from pickets.

Sufficient steam will be kept up during the night for moving any vessels, if suddenly called upon for service.

JOHN K. MITCHELL,  
Flag-Officer, Commanding James River Squadron.

Postscript to the detail of duty of the squadron for the night:

MONDAY, October 3, 1864.

The *Beaufort* will take the place of the *Drewry*, and the *Drewry* will take a position between the *Nansemond* and the *Roanoke*.

Respectfully,

JOHN K. MITCHELL,  
Flag-Officer, Commanding James River Squadron.

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*Memoranda of Flag-Officer Mitchell, U. S. Navy, on naval affairs in James River October 3-14, 1864.*

MONDAY, October 3.

Arranged by written memoranda, or orders, for the proper disposition of the squadron for the night, viz, the *Richmond*, *Nansemond*, and a rowboat on picket duty at Bishop's in the following order, next above the *Drewry*, the *Roanoke*, the *Fredericksburg*, and the *Beaufort*, arranged

as far as practicable within signal distance of each other, to about three-fourths of a mile below Chaffin's Bluff. The *Virginia* at the pontoon bridge transferring her 8-inch gun from the *Hampton* alongside.

TUESDAY, October 4, 1864.

The *Fredericksburg* fired a few shell about 5 p. m. at enemy throwing up works north of Boulware's house; though well directed, they were, as a matter of course, without any material effect in preventing or even checking the progress of the work.

Received certain intelligence through intercepted dispatches furnished by General R. E. Lee that the enemy designed putting percussion torpedoes in the river. The squadron was assigned the following position for the night by written memorandum, viz, picket station just below Bishop's, the *Fredericksburg*, *Drewry* one cable's length above, *Nansemond* next in signal distance, *Hampton* (not being available sent the *Beaufort*) to Boulware's Landing, reach above and below open to her; *Roanoke* head off Kingsland Reach, so as to have the one above open and in signal reach of *Richmond*, the *Richmond* in usual anchorage. The *Virginia* at pontoon bridge taking 8-inch bow gun from the *Hampton*.

BOULWARE'S LANDING, October, 1864.

Quite an alarm gotten up about the enemy's massing forces opposite General Pickett's line between Bishop's and Howlett's.

WEDNESDAY, October 12.

About sunset, seeing a good many officers grouped near Boulware's house, about 900 yards off, I allowed the *Beaufort's* gun to be fired at them three times (she being alongside) over our fore-castle. The fire was poorly directed, as the shell passed over the building. The officers, however, disappeared; probably entered the house.

THURSDAY, 13.

Six of our men took a boat from alongside the fore-castle and deserted to the north shore, no doubt going to the enemy; three more have deserted from us since we have been picketing the north bank front of the enemy. Our battery at Bishop's (Semmes) lost two a fortnight since, and the *Richmond*, a boat party of six went off about a week ago, all doubtless to the enemy, carrying some information of all our movements, doings, etc. This no doubt enabled the enemy to direct his fire in the afternoon to-day, so much to the annoyance and danger of our vessels at Bishop's Bluff, viz, the *Fredericksburg* and *Hampton*, also a lighter, and the *Beaufort*; one soldier was instantly killed by a shot. Our vessels being in continued danger of serious injury from the fire of XV-inch shell and other projectiles, I ordered them to come up above Boulware's Landing in the morning. An ironclad and perhaps a gun-boat, as formerly, will be sent down for the night only hereafter.

FLAGSHIP VIRGINIA, Friday, October 14, 1864.

The following appears to me to be the situation of military affairs so far as the naval forces are particularly interested: Our line includes the south bank of the river from Richmond to Howlett's, thence across to the Appomattox, and the north bank to the rear, covering by the guns of Chaffin's Bluff.

The enemy's lines on the north begin at Fort Harrison, about 900 yards from the river, thence in a southerly direction till they touch the

bank at the bend above Cox's Landing or Signal Hill, including our torpedo station at Sailor's Tavern, and having, beyond a doubt, the important torpedo at that point containing about 2,000 pounds of powder; thence they hold the north bank below. The guns already established on the south bank at Trent's Reach and opposite Dutch Gap; those at Dutch Gap and Signal Hill have all or many of them been unmasked and reach the river above Boulware's Landing. The batteries now being prepared on their lines at or near Boulware's house, and no doubt at other points not yet unmasked, will command the river so as to prevent its safe navigation by us; our gunboats (of wood) will have to retire to Chaffin's, nor will our ironclads be safe; they will be exposed to the annoyance and danger from the batteries already unmasked and others that may at any moment be brought into play against them, as well as to torpedoes which the enemy can readily place in the river, having command of the northern bank, and being able to take advantage of dark, stormy nights and of thick weather during the day, to place them, by means of skiffs or india-rubber boats, for it is impossible for the squadron to continue to picket, as it now does, the north shore after the gunboats retire. Indeed, even now there is nothing to prevent the enemy from placing his torpedoes at the many unguarded points in a distance of near 3 miles.

The south bank may be picketed by our army, but, however close the pickets may be placed, they can not entirely prevent the enemy from placing torpedoes at night and, on many occasions, in the daytime. The river below Bishop's has no doubt been fortified by the enemy, not only by preparing our own torpedo at the Fishery and Sailor's Tavern, but by placing others to support it, and thereby prevent any movement of our squadron to counteract their designs of crossing his army at Dutch Gap. If he has such a design, he will certainly protect himself from interruption by the squadron when it can be so easily done. If he has not placed torpedoes below Bishop's, then he has no designs or intention of crossing the river in that neighborhood.

Torpedoes placed by him between Chaffin's and Bishop's will render the movements of our ironclads so full of peril that the question at once arises whether the service which the ironclads can render to the army at this juncture of our affairs by their presence in that part of the river will justify their exposure to the danger in question, and whether the importance which they may hereafter be to the more immediate defenses of the city will also justify the hazard of their destruction by torpedoes and by exposure to the fire of heavy batteries, which they are unable to return with effect, and have not the ammunition to spare to engage in a protracted cannonade with forts, nor guns to replace those now mounted, if rendered unserviceable by undue practice against the enemy. Our means, if not husbanded, both in ammunition and in preserving the lives of our guns, may find us in a condition, when some great crisis comes upon us, which will unfit us to meet it, the odium of which must rest somewhere. So long as we hold the south bank, we have the power to prevent the navigation of the same river in our front by the enemy that he has to prevent our use of it, both by the batteries which we have and are now constructing, as well as by placing torpedoes, if we have them, either galvanic or self-acting. Our system of policing the river, and the condition of the squadron in all respects, is no doubt communicated to the enemy by our deserters, about twenty of whom have gone to him within three weeks.

*Report of Flag-Officer Mitchell, C. S. Navy, transmitting correspondence regarding the placing of torpedoes in the river by the enemy.*

FLAGSHIP VIRGINIA,  
Chaffin's Bluff, October 4, 1864.

SIR: Annexed herewith I transmit for the information of the Department a copy of a communication just received from General Lee, furnishing me with copies of intercepted dispatches of the enemy respecting the placing of torpedoes in the river to interrupt our operations, together with my reply to the general. In an interview with General Lee last evening, I mentioned to him my apprehensions on this very point, and suggested the impracticability of preventing their being placed, if he desired to do so, wherever he could approach the banks under cover of a dark night, as is now the case below Chaffin's Bluff.

Every effort, however, will be made to defeat the enemy's designs in this respect, but it will require at night and in foggy weather the untiring vigilance of rowboats, as well as the ironclads and gunboats.

This service will involve much exposure to weather and the fire of pickets and batteries of the enemy, and render important the full manning of the two gunboats *Roanoke* and *Beaufort*, and a full complement of all officers and men to every vessel.

I shall state more explicitly to the Office of Orders and Detail the number of officers and men needed, and beg that they may be supplied, if possible, without delay.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer, Commanding James River Squadron.*

Hon. S. R. MALLORY,  
*Secretary of the Navy, Richmond, Va.*

[Enclosures.]

HEADQUARTERS ARMY NORTHERN VIRGINIA,  
October 4, 1864.

CAPTAIN: I have the honor to transmit to you copies of the following intercepted dispatches:

DEEP BOTTOM, September 30, [1864].

Our troops hold Chaffin's Bluff and the gunboats are annoying them. General Butler wishes some torpedoes as soon as possible to place in the river to prevent them from coming down. Percussion torpedoes would be preferred, and the professor had better come with them at once. If they can not be procured at Norfolk, would it not be advisable to order some from Washington?

E. T. NICHOLS.

Captain M. SMITH, U. S. Navy,  
*U. S. S. Minnesota.*

CITY POINT, September 30 [1864].

Captain EDSON: Please keep four carpenters and two blacksmiths ready to go to work on my arrival. Leave here at once to make torpedoes. General Grant's order.

JNO. A. KRESS,  
*Second Lieutenant and Chief Ordnance in the Field.*

You will see by the above that your apprehensions as regards the placing of torpedoes in the bed of the river by the enemy are correct. I hope you will be able to prevent them. You must at least keep that part of the river clear in which you wish to operate.

Very respectfully, your obedient servant,

R. E. LEE,  
*General.*

Captain J. K. MITCHELL,  
*Flag-Officer James River Squadron.*

FLAGSHIP VIRGINIA,  
*Chaffin's Bluff, Tuesday, October 1, 1864.*

GENERAL: I have the honor to acknowledge the receipt of, and to thank you for, the intercepted dispatches of the enemy respecting torpedoes.

I will do all in my power to prevent their use against us by the enemy, though with their facilities for placing them in the river it will, I think, be impossible to prevent it when they have access to the banks of the river.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer, Commanding James River Squadron.*

General R. E. LEE,  
*Commanding Army Northern Virginia, Chaffin's Farm.*

*Letter from the Secretary of the Navy to Flag-Officer Mitchell, C. S. Navy, acknowledging receipt of enemy's dispatches relative to torpedoes.*

CONFEDERATE STATES OF AMERICA,  
*Navy Department, Richmond, October 5, 1864.*

SIR: Your letter of yesterday has been received, covering copies of enemy's dispatches relative to torpedoes to be placed by them in the part of the river occupied by your fleet.

Your requests for increase of officers and men will meet the prompt attention of Captain Lee, and be complied with as far as practicable. I entertain no doubt, however, that you will effectually prevent the execution of the enemy's plans.

Very respectfully, your obedient servant,

S. R. MALLOY,  
*Secretary Navy.*

Flag-Officer JNO. K. MITCHELL, Provisional Navy C. S.,  
*Commanding Naval Forces, James River.*

*Report of Flag-Officer Mitchell, C. S. Navy, regarding the deficiencies in complements of vessels of the James River Squadron.*

FLAGSHIP VIRGINIA, *October 5, 1864.*

SIR: On the detachment of First Lieutenant O. F. Johnston from this ship, Lieutenant Shepperd was transferred from the *Fredericksburg* to her, and is now in command. This leaves every ironclad in the squadron without a single lieutenant of experience to act as executive officer.

Lieutenant Goodwyn, C. S. Navy; Lieutenant Roberts, C. S. Marine Corps; Passed Midshipmen Hunter and Morehead; Assistant Surgeon James G. Boxley, and 37 men from the squadron have been assigned to duty at the naval battery at Bishop's.

Second Lieutenant W. P. Mason has been assigned to the temporary command of the gunboat *Beaufort*, and Master Shippey to the temporary command of the *Roanoke*.

The want of lieutenants and other sea officers, and of engineers, is more seriously felt now that we are immediately engaged in active

service against the enemy. The efficiency of the squadron is materially impaired in consequence of the deficiency in our complements.

There are required to fill deficiencies the following officers, viz: Six lieutenants (1 a flag-lieutenant and 3 as executive officers of ironclads); Lieutenant Otey Bradford has been condemned by survey; 1 master, 3 masters or passed midshipmen, 6 engineer officers, 3 boatswains, 2 carpenters, 7 midshipmen or master's mates, 110 men to fill vacancies arising from detachments, deaths, desertions, etc. •

The officers and men to complete the complements of the squadron, as called for above, are more essential than ever, now that we have to guard the north bank of the river against the operations of the enemy's scouts, pickets, and torpedo parties, especially the latter.

The enemy is also constructing works on the heights near Boulware's house, which is within effective range of our gunboats.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Flag-Officer James River Squadron.*

Captain S. S. LEE, C. S. Navy,

*Office of Orders and Detail, Navy Department, Richmond, Va.*

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*Order of Flag-Officer Mitchell, C. S. Navy, to commanding officers, urging care in the expenditure of ammunition.*

C. S. IRONCLAD VIRGINIA,  
*Flagship James River Squadron, October 5, 1864.*

I have been informed by Commander Brooke, Chief of the Office of Ordnance, that "the stock of shells in Richmond for 7-inch rifles is now exhausted. The squadron will therefore depend upon the daily product of the ordnance establishments for its supplies of shells."

I have, therefore, to enjoin upon all commanding officers in the squadron the utmost care and economy in the expenditure of ammunition, and to use it only where the public service renders it absolutely necessary and proper.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Flag-Officer, Commanding James River Squadron.*

Copies of the above sent to the commanding officers of the ironclads Virginia, Fredericksburg, and Richmond; also, to gunboats Nansmond, Hampton, Dreury, and Roanoke.

W. F. W.

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*Letter from the Secretary of the Navy to Flag-Officer Mitchell, C. S. Navy, giving reasons for expecting an immediate attack by the enemy upon the James River Squadron.*

CONFEDERATE STATES OF AMERICA,  
*Navy Department, Richmond, October 6, 1864.*

SIR: In an interview with Mr. Robert Ould, commissioner, last evening, he said that from remarks made in his presence yesterday by one of the enemy, and one who is more or less acquainted with his plans, he had reason to apprehend an immediate movement against your fleet.

In addition to the employment of torpedoes, as disclosed by the intercepted dispatches, you may reasonably anticipate that the enemy will send his boats up by land, or haul them across Dutch Gap, and with a body of his seamen make a night attack to carry some of your vessels. The use of the river by the truce boat gives him assurance that to a certain extent nothing exists to prevent a boat attack. I advise you of this at once that you may be on guard for it.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

Flag-Officer JOHN K. MITCHELL, Provisional Navy U. S.,  
*Commanding Naval Forces James River.*

*Report of Flag-Officer Mitchell, U. S. Navy, acknowledging information regarding the probable designs of the enemy in James River.*

FLAGSHIP VIRGINIA,  
*James River Squadron, Boulware's Landing, October 6, 1864.*

SIR: I have the honor to acknowledge the receipt of yours of this date, conveying information as to the designs of the enemy upon our fleet, for which I have to thank you, and to assure you, at the same time, that I will endeavor to make the best use of the means at my command to frustrate any offensive movements he may make against us.

The addition of the officers and men required to fill up our complement is all important to the efficiency of the squadron at all times, but it is especially so in view of the picket and boat service that will have to be performed constantly, a service, too, for which supernumerary officers ought to be provided, if practicable.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer, Commanding James River Squadron.*

Hon. S. R. MALLORY,  
*Secretary of the Navy, Richmond, Va.*

*Letter from Major-General Whiting, U. S. Army, to the Secretary of the Navy, stating his reasons for urging the retention of the U. S. steamers Chickamauga and Tallahassee at Wilmington, N. C.*

HEADQUARTERS,  
*Wilmington, N. C., October 6, 1864.*

SIR: I have received your reply\* to my letter of the 27th [ultimo]. I only wish to say that I fear you have entirely misapprehended my reasons for making the request as to the *Tallahassee* and the *Chickamauga*, if it is supposed that I ever thought of them as fighting vessels in any way or needed them to resist the enemy's men-of-war, or shot. Their weakness and notable incapacity as ships of war might be an argument against their going to sea; but I should never think of employing such vessels to fight. It is the men and guns that are wanted as well as the ships, not only to man the naval batteries now being substituted for the *North Carolina* and the *Raleigh*, which were to defend

\* Not found.



the inner bars, but to guard or picket the entrance and river, a duty devolving upon the Navy, and for which there are neither forts nor vessels here. This is a matter for very serious consideration at all times. It is not only perfectly possible for the enemy to send in their armed boats by wide entrances at night, but they do and have done so repeatedly. Three nights since the *Banshee*, after passing the bar, was fired upon three times from an armed launch lying inside and in wait. They have repeatedly ascended the river to within a few miles of town, concealed themselves in the marsh during the day, and rowed out again at night, with muffled oars. On one occasion they surprised and carried off the mail carrier from Fisher and cut the telegraph wire. They boast that they set fire to the cotton when we had our great loss and the Government cotton and the navy-yard were burned. I doubt this, but it is possible, and they assert it. If I had a sufficient land force—if I had any cavalry at all—I could, no doubt, stop anything of the kind on land; but how can I guard this broad river at night without a force afloat? It is precisely because we have so small a force that these are asked for. We need every man at home that can be available for service. These are both gunners and sailors. Their duty in the rips batteries is as essential to the defense as, and will be more effective than, the ironclads. The river guard is purely a naval duty, and is necessary at all times, especially so when the large number of valuable vessels at anchor below are considered. Just before this request was made I was notified that we must depend on the garrison we have and what North Carolina can send us, militia, to save Wilmington. No wonder we need gunners and guns, and that I was extremely urgent in endeavoring to obtain all of which there could be hopes.

There are other considerations apart from the particular need of this force, ashore and afloat, which surely deserve at this crisis special attention. First, while the departure of this force might be considered to leave things as they have been, and as it was not here previously, we should be no weaker than heretofore, yet this is not so. It will inevitably increase the blockade, precipitate attack, render the receipt of supplies precarious. There can be no question that in the past four weeks the loss of seven of the very finest and fastest of the trading fleet is due, directly or indirectly, to the expedition of the *Tallahassee*—directly, on account of their having been compelled to give up their coal to her, and show the black smoke of the soft coal in a sea swarming with cruisers, and with speed diminished nearly one half; the days when vessels successfully ran the blockade with North Carolina coal are long passed; indirectly, so that in consequence of that ship having gone out from and returned here the fleet has been doubled. Last week gives us the record of the *Lynx*, the *Night Hawk*, and the *Condor* lost with much valuable cargo, and *Owl* in going out compelled to throw over her cargo of cotton, if, indeed, she be not caught. It was from an earnest consideration of these points, as well as the paramount necessity of obtaining everything available for the defense, that I addressed you, and, in addition, I was urged by the unanimous sentiment of the community and the State, not to be neglected, the report of General Beauregard on this very subject, and further, by the fact that, as far as I can learn, the officers of the Navy agree with the views expressed.

Very respectfully,

W. H. C. WHITING,  
Major-General.

{ Hon. S. R. MALLORY,  
Secretary of the Navy, Richmond.

*Disposition of the vessels of the James River Squadron for the night of October 7, 1864.*

FLAGSHIP VIRGINIA,  
*Boulware's Landing, Friday, October 7, 1864.*

- No. 1. The *Richmond*, ravine at Bishop's.
- No. 2. The *Drewry*, one cable's length above naval battery and in sight of the *Richmond*.
- No. 3. The *Hampton*, one cable's length below Boulware's Landing, where the *Richmond* is now anchored.
- No. 4. The *Virginia*, remain at present anchorage.
- No. 5. The *Nansemond*, about the present position of the *Drewry*, near the buoy in Kingsland Reach.
- No. 6. The *Fredericksburg*, at head of Kingsland Reach, so as to keep open Chaffin's Bluff and Boulware's Landing.

No. 7. The *Beaufort*, to lay alongside of the flagship under cover of her shield, and ready for any service that may be required of her.

A picket boat from each vessel, as ordered for last night, will be stationed with the same orders on the north bank of the river, not to hail any persons approaching, but to fire upon them and continue it or fall back to the boat at discretion and return to their own vessels.

The practice of hailing boats at night from vessels while on the enemy's line should be discontinued. If known to be our own boats, it is unnecessary, and if in sufficient force to apprehend an attack of danger, they should be fired upon without a hail.

A small line of 2½ or 3-inch rope, with a few buoys, or a seine, if any are procured, will be placed across the river every night until further orders, about 100 yards below her, by the vessel having the lowest station, and one placed across by the vessel having the upper station (about 100 yards above her) as soon as dark enough to avoid being observed by the enemy, and removed for the same reason before daylight. Each ironclad will also, in the same manner, place at least one line or seine across the river 100 yards above or below her, according to the direction from whence an approach may be looked for by the enemy or his torpedoes.

The guns of every vessel will be kept cast loose and ready for immediate service night and day, the captains being always provided with primers. At night the men will have their cartridge boxes on and their firearms by them, ready loaded, with their cutlasses.

The hatches and spare ports of the ironclads should be kept closed, and all persons forced to use only ladders leading from the berth deck to the gun deck; those leading to the fantail should be unshipped, and the scuttles, except in very hot weather, closed.

In the event of attempt to board, canister would probably be found more effective than grape.

I am, very respectfully, your obedient servant,

JOHN K. MITCHELL,  
*Flag-Officer, Commanding James River Squadron.*

*Report of Flag-Officer Mitchell, U. S. Navy, requesting that no more deserters be sent for service in the James River Squadron.*

FLAGSHIP VIRGINIA, *October 8, 1864.*

Respectfully submitted for the information of the Secretary of the Navy:

About four days since two men, one a Dutchman and another French

by birth, and both last from New Orleans, deserted from the naval battery at Bishop's to the enemy by taking the skiff and crossing to the north bank of the river during the night.

I would respectfully call the attention of the Department to the fact that nearly all men who have been sent to this squadron as deserters from the Yankee service, or who have deserted their flag by volunteering when prisoners, have alike proved traitors to us by again going back to the enemy. The opportunities now afforded for easy escape will, I fear, be taken advantage of by many to leave our service, particularly now that their duties are more severe and dangerous. I beg that no more deserters from the enemy be sent to the squadron in future, for they are apt not only to desert themselves, but induce others to do so who might otherwise continue loyal. The fidelity of no man can be relied on who has ever proved a traitor to any flag he has engaged to serve under. They form a dangerous element on board a ship.

I have the honor to be, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

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*Report of Flag-Officer Mitchell, C. S. Navy, regarding the command of the battery at Gregory's.*

FLAGSHIP VIRGINIA,  
*Boulware's Landing, October 9, 1864.*

SIR: A note just received by me from General Ewell, says:

On visiting General Lee last evening he informed me that the battery at Gregory's was on the point of completion, and said it would be occupied by the navy. He requested me to write to you on the subject so that a command might be sent there.

I have no instructions from the Department in relation to this battery, and so informed Commander Brooke yesterday. I have neither officers nor men to spare from the squadron to man it, as we are deficient in both, especially in officers, the number being inadequate to the service to be performed. I shall have no objection to taking charge of the battery, however, though some distance from the river, provided the officers and men are not taken from the squadron.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer, Commanding James River Squadron.*

Hon. S. R. MALLOY,  
*Secretary of the Navy, Richmond, Va.*

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*Report of Flag-Officer Mitchell, C. S. Navy, submitting a statement of the situation of the forces under his command.*

FLAGSHIP VIRGINIA,  
*James River Squadron, Boulware's Landing, October 9, 1864.*

SIR: The pause in active hostilities on the river has been taken advantage of to mount the new forward gun of this vessel, an 8-inch rifle; the new after gun, a XI-inch smoothbore, had been previously substituted for the X-inch.

The *Fredericksburg* has also exchanged her burst bow gun for a new one, the exchange having been greatly facilitated by sending her up

*Order of Flag-Officer Mitchell, C. S. Navy, to Acting Master Shippey, C. S. Navy, regarding the transfer of men for Battery Brooke.*

FLAGSHIP VIRGINIA,  
*James River Squadron, October 11, 1864.*

SIR: You will transfer and send to Battery Brooke, Lieutenant Commanding C. W. Hays, fifteen men, who will be subsisted from the *Roanoke* until some other arrangement shall be made.

The men are required at the battery without delay, as no time should be lost in preparing it for active service.

I am, very respectfully, your obedient servant,  
JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

Acting Master W. F. SHIPPEY, C. S. Navy,  
*Commanding Gunboat Roanoke.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Hays, C. S. Navy, to assume command of Battery Brooke.*

FLAGSHIP VIRGINIA,  
*James River Squadron, October 11, 1864.*

SIR: You are hereby detached from the command of the C. S. gunboat *Nansemond*, and will forthwith assume command of Battery Brooke, at Gregory's, which will be turned over to you by the engineer officer of the Army who has charge of its construction.

On being informed by you of the number of officers and men required to garrison the fort, they will be furnished from the squadron as far as possible. In the meantime working parties will be daily furnished to assist in mounting the guns, etc.

You are authorized to make the same organization for Battery Brooke that has been authorized for Battery Semmes, at Bishop's, and the instructions issued by me for its government will be adopted by you for Battery Brooke.

The squadron will render you every possible assistance in preparing your battery for effective service with all dispatch; to this end no time should be lost in making requisitions for all needful articles for its proper equipment and the care and comfort of the command.

Battery Semmes, at Bishop's, in charge of Lieutenant M. P. Goodwyn, C. S. Navy, will be attached to your command, but the commanding officer will report to me direct all important occurrences necessary for my prompt attention.

I am, very respectfully, your obedient servant,  
JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

Lieutenant Commanding C. W. HAYS, C. S. Navy,  
*Gunboat Nansemond.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Shepperd, C. S. Navy, regarding the transfer of men for duty at Battery Brooke.*

FLAGSHIP VIRGINIA,  
*James River Squadron, October 11, 1864.*

SIR: You will please transfer at once to Battery Brooke 1 quarter gunner, 2 seamen suitable for petty officers, and 2 seamen, ordinary

seamen, or landsmen. The men, as well as officers, at Battery Brooke, detailed from the *Virginia*, will be subsisted from her until some other arrangement shall be made.

The men are required at the battery without delay, as no time should be lost in preparing it for active service.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Flag-Officer James River Squadron.*

Lieutenant F. E. SHEPPERD,

*Commanding Ironclad Virginia.*

[Five men ordered to be transferred from C. S. S. *Fredericksburg*, 6 men from the C. S. S. *Richmond*, 10 men from the C. S. S. *Nansemond*, and 9 recruits from the C. S. S. *Virginia*.]

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*Report of Major-General Whiting, C. S. Army, regarding the condition of affairs at Wilmington, and urging the retention of the C. S. steamers Tallahassee and Chickamauga.*

HEADQUARTERS, *Wilmington, October 11, 1864.*

SIR: I beg you will call the attention of the President to my several letters to yourself, the Secretary of the Navy, and to General Lee, also to General Beauregard's report on the subject of the expedition of the *Tallahassee* and the *Chickamauga*. Since those letters I have an additional and very urgent reason for protesting against this force leaving this post. By the *Annie*, which vessel we fortunately saved from destruction by the enemy three nights ago, I learn from an English gentleman, who has been running the blockade here and who is just from New York, where he exerted himself to procure useful information, first, that 10 steam launches were nearly completed when he left, expressly to stop and destroy inside the bars the blockade runners; they are well armed and carry 50 men; they will be very dangerous in every way. A naval force afloat here is absolutely necessary at all times, much more with this prospect. Second, Farragut is preparing his expedition; of this there can be no doubt. Under these circumstances I must earnestly ask for this force to man batteries for which I have no troops, and to aid as river guard. Every single vessel that has arrived during the present moon has most narrowly escaped; four have been wrecked, stopped, and run ashore on the bar directly under the guns of Fort Fisher; one of these was fired by the enemy; two are lying there now loaded with most valuable Government stores. My men, who ought to be at their work and at their drill, have to be transformed into boatmen and wreckers, and at night have to stay in these wrecks to keep off the enemy's boats. This is peculiarly a naval duty. What is it for the Navy to burn fishing smacks off New England if they lend no hand to defense at home, and this, too, when they are, to a man, eager and anxious to aid?

Three nights since the enemy, with a fleet of barges and a gunboat of light draft, made an attempt to destroy the *Condor*, which lies on the north reef with very valuable stores on board. Colonel Lamb had a guard of 18 men on board and, as usual, his channel batteries manned. At the same time the steamer *Annie*, from Halifax, [Nova Scotia], with cargo of provisions, finding the enemy with their launches on the bar, attempting to move, grounded. The captain sent his boats to the *Condor*, and the guard, mistaking them for the enemy, fired. The accident

saved both the *Annie* and the *Condor*, for the fort opened at once, and the enemy, finding all on the alert, withdrew. A chance shot struck the gunboat and sunk her instantly; her wreck now lies on the bar. I mention this only to show what sort of work this little garrison is daily and nightly at, and to justify me in demanding aid from some naval force afloat. Fortunately they did not get out this moon, and they are safe here for a week or ten days at least. Before they can get out there will no doubt be such a fleet as will keep them here altogether; but they are still impressing coal from vessels which have little or none to spare and thereby endangering their safety. We have already paid for the expedition of the *Tallahassee* with 10 or 11 of the best ships, for the 4 lost during the last ten days are due to the great increase of the fleet brought about by that unfortunate cruise. The difficulty of getting in supplies is trebled. Both bars swarm with boats; we can't see them from shore. At what better work can this naval force be put, with or without their vessels, than operating against the enemy at our own doors? I beg you to consider this, in the name of this place, which has a smaller force than ever in the whole war and less prospect of more, and in the name of the community which is unanimously and bitterly opposed to it.

Very respectfully

W. H. C. WHITING,  
*Major-General.*

Hon. JAMES A. SEDDON,  
*Secretary of War, Richmond.*

[First endorsement.]

OCTOBER 19, 1864.

Respectfully submitted in conformity with General Whiting's request to the consideration of the President.

J. A. SEDDON,  
*Secretary.*

[Second endorsement.]

OCTOBER 21, 1864.

Returned to the Secretary of War.

It is to be regretted that in presenting his views General Whiting should so frequently have violated the courtesy due to the naval arm of the military service. The vessels referred to are not "privateers," and such an offense to the Navy as was committed in so calling them should have caused the return of his letter as one not entitled to a place on the files of the War Department. His strictures on the cruise of the *Tallahassee* evinced both ignorance of the events and disregard of the rights of others on whose service it was no part of his duty to report. General Bragg will enquire into the wants of the service at Wilmington, having been ordered there for that purpose before these letters were referred to me.

JEFF'N DAVIS.

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Skinner, C. S. Navy.*

FLAGSHIP VIRGINIA,  
*Boulware's Landing, October 12, 1864.*

SIR: You will forthwith assume the temporary command of the C. S. gunboat *Nansemond*.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

First Lieutenant THOS. L. SKINNER, Provisional Navy C. S..  
*C. S. Ironclad Virginia.*

*Letter from the Governor of North Carolina to the President of the Confederate States, remonstrating against the departure of the C. S. steamers Tallahassee and Chickamauga from Wilmington, N. C.*

EXECUTIVE DEPARTMENT, STATE OF NORTH CAROLINA,  
*Raleigh, October 14, 1864.*

SIR: I beg leave to enter my most respectful and earnest remonstrance against the sailing of the two privateers from the port of Wilmington. Ten or twelve valuable steamers have already been lost in consequence of the cruise of the *Tallahassee*, and among them the noble steamer *A. D. Vance*, which alone, I respectfully submit, has been of far more value to the Confederacy than all of our privateers combined. For these and other and obvious reasons I hope these two vessels may remain in the Cape Fear to assist in its defense.

Respectfully, your obedient servant,

Z. B. VANCE.

His Excellency JEFFERSON DAVIS,  
*President, etc.*

*Letter from Flag-Officer Mitchell, C. S. Navy, to Lieutenant-Colonel Howard, regarding an expected attack upon Chaffin's Bluff.*

FLAGSHIP VIRGINIA,  
*Friday, October 14, 1864—10 p. m.*

COLONEL: Your note, this moment received, of this date, 9:30 p. m., is the first intimation I have received of any intention on the part of the enemy to assault your line or to make any other movement. I send up an officer to confer with you as to the best positions for us to take to cooperate with you in resisting the attack and to ascertain the point expected to be assaulted.

Very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

Lieutenant-Colonel HOWARD,  
*Commanding Chaffin's Bluff.*

*Report of Flag-Officer Mitchell, C. S. Navy, regarding an expected attack upon Chaffin's Bluff.*

FLAGSHIP VIRGINIA,  
Chaffin's Bluff, October 15, 1861.

SIR: A dispatch received last night at 10:30 p. m. from Lieutenant-Colonel Howard, commanding Chaffin's Bluff, informed me that, from the movements of the enemy, an attack on his line was expected sometime during the night or early in the morning.

Preparations were accordingly made with the squadron to be ready to oppose any assault the enemy might make, and this vessel was got underway from the Graveyard before daylight and moved up to a position near the works of Chaffin's Bluff for better cooperation. Everything has, however, passed off quietly.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
Flag-Officer James River Squadron.

Hon. S. R. MALLORY,  
Secretary of the Navy, Richmond, Va.

*Disposition of the vessels of the James River Squadron for the night of October 15, 1861.*

*From above.*

No. 1. <i>Beaufort</i> ,	} Chaffin's Reach, in sight of the bluff.
No. 2. <i>Roanoke</i> ,	
No. 3. <i>Nansemond</i> ,	
No. 4. <i>Richmond</i> ,	
No. 5. <i>Fredericksburg</i> ,	Kingsland Reach.
No. 6. <i>Drewry</i> ,	Graveyard.
No. 7. <i>Hampton</i> ,	Bishop's.
No. 8. <i>Virginia</i> ,	Bishop's.

Anything of importance occurring on any part of the line from above will be communicated to the flagship by signal and by an officer sent in a boat.

The rocket signals arranged by General Pickett will be repeated from below (along the line) until they reach Chaffin's Bluff.

Commander Rootes will please render all the assistance required to land and secure the ammunition for Battery Brooke.

The *Virginia* and the *Hampton* will return toward Boulware's Landing at sunrise to-morrow.

Very respectfully,

JNO. K. MITCHELL,  
Flag-Officer, Commanding James River Squadron.

*Order of the President to General Bragg, C. S. Army, to proceed to the command of the defenses of Wilmington, N. C.*

RICHMOND, VA., October 15, 1861.

SIR: The condition and threatening aspect of affairs in the district of the Cape Fear River render it, in my judgment, desirable that you should exercise immediate command over the troops and defenses of Wilmington and its approaches. For this purpose you will temporarily



leave your office here in charge of one or more of the members of your staff and proceed to Wilmington to assume for the time being command above indicated.

Very respectfully, etc.,

JEFF'N DAVIS.

General B. BRAGG,  
*Commanding Armies, etc.*

*Report of Flag-Officer Mitchell, C. S. Navy, regarding the crippled condition of the James River Squadron from want of officers and men.*

FLAGSHIP VIRGINIA,  
*Boulcare's Landing, October 16, 1864.*

SIR: In obedience to your instructions of the 10th, Battery Brooke has been taken charge of and officers and men assigned to it from my command. To obtain an officer of experience, I had to transfer Lieutenant Commanding C. W. Hays from the *Nansemond* to the immediate charge of this battery, and at the same time, as he is the senior officer on this service from the squadron, I have included Battery Semmes in his command. Lieutenant Dalton and Passed Midshipman Morehead, Surgeon Galt, and Assistant Surgeon Bowles (temporarily) have also been assigned to this battery.

In consequence of the illness of Lieutenant M. P. Goodwyn, U. S. Navy, and Lieutenant Roberts, C. S. Marine Corps, they had to be sent to the hospital, and Lieutenant Cenas and Master Moses have been assigned to duty at Battery Semmes in their place.

Lieutenant Thomas L. Skinner has been transferred from this vessel to the command of the *Nansemond*, *vice* Lieutenant Hays, ordered to batteries, and Lieutenant W. P. Mason has been temporarily ordered to Battery Brooke *vice* Lieutenant Commanding Hays, absent on account of sickness.

Lieutenant Commanding Shepperd, of this vessel, is now quite sick, and the only sea lieutenant on board (Daniel Trigg) is without the necessary experience for the command, the executive duties, or even the proper duties of a watch lieutenant; there is but one other commissioned sea officer on board, viz, Master Edinborough.

The *Richmond*, Lieutenant Commanding J. S. Maury, has but one lieutenant on board, with but little experience, and a master who has been represented to the Department as of no use anywhere. Such is the condition as to commissioned officers of the *Richmond*.

The *Fredericksburg*, Commander Thomas R. Rootes, has only two young, inexperienced lieutenants and no master.

The gunboats are no better off than the ironclads for the want of officers, and indeed not so well.

To man Battery Brooke I had to weaken the ironclads, already deficient, to leave the gunboats *Roanoke* and *Beaufort* with only men enough to take care of them; and, when the battery is fully provided with its complement, the *Nansemond* will probably be left without a crew to man her guns.

I enclose herewith a copy of a letter \* received this afternoon from General R. E. Lee, respecting the manning by this squadron of Battery

\* Not found.

Wood, and a copy of my answer. From this correspondence you will perceive that, in consequence of the crippled condition of the squadron from the want of officers and men, I deemed it proper to refer the question of taking charge of Battery Wood to the Department before complying with my general instructions from your office of the 17th ultimo. If the Department decides under the circumstances that Battery Wood is to be manned by the squadron, I respectfully suggest that after it is manned all the ironclads be fully officered and manned as far as practicable from the gunboats, and those of the latter that may be left without crews be put in a secure place until they can be manned.

In any contest which the ironclads may have with the enemy, whether with his own monitors or batteries, it is important that they should be rendered as efficient as possible, in order that the public hope in respect to them shall have at least every chance that can be afforded of being realized.

I am well aware of the embarrassments of the Department to provide fully for the wants of our vessels in officers and men, and feel assured that it has done all in its power to meet them, but I nevertheless deem it proper, in justice to myself, to those under my command, and to the Department itself, that the present exhibition of the personnel of the squadron should be made.

I have the honor to be, very respectfully, your obedient servant,  
JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

Captain S. S. LEE,  
*Office of Orders and Detail, Navy Department.*

*Letter from Flag-Officer Mitchell, C.S. Navy, to Lieutenant-Colonel Howard, C. S. Army, regarding measures of protection for Chaffin's Bluff.*

FLAGSHIP VIRGINIA, *October 16, 1864—10 p. m.*

COLONEL: Your dispatch just received. Our gunboats and one ironclad are now so disposed as to cover your front from an attack within reach of their fire. Another ironclad is also at hand to cooperate. We will be on the alert and render all the assistance in our power.

Very respectfully, etc.,

JNO. K. MITCHELL,  
*Flag-Officer.*

Lieutenant-Colonel J. HOWARD,  
*Chaffin's Bluff.*

*Letter from Flag-Officer Mitchell, C. S. Navy, to General Lee, C. S. Army, regarding the insufficiency of the naval force for the command of Battery Wood.*

FLAGSHIP VIRGINIA,  
JAMES RIVER SQUADRON,  
*Boulware's Landing, October 16, 1864—3 p. m.*

GENERAL: I have the honor to acknowledge the receipt this moment of your communication of yesterday's date in relation to my taking charge of Battery Wood of three heavy guns.

On referring to my instructions of the 17th ultimo from the Navy Department, I find they were general to take charge of any batteries you may designate. This general clause of course included Battery Brooke, but it escaped my recollection when I informed General Ewell on the 9th that I had no instructions in relation to it; that battery was, however, taken charge of a day or two after.

The same general instructions just referred to require that I shall take charge of Battery Wood, now designated by you, but in doing so it will be at the expense of seriously crippling the squadron, its efficiency already sadly impaired from the want of both officers and men.

I shall to-day advise the Department of your wish in relation to the Navy taking charge of Battery Wood, as, in view of the fact that I have not the officers and men to spare, I deem that fresh instructions are necessary before I can assume responsibility of taking charge of works without the means of manning them, save at the expense of disabling at least a portion of the command afloat.

I have the honor to be, very respectfully, your obedient servant,  
JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

General R. E. LEE, C. S. Army,  
*Commanding Army Northern Virginia, Headquarters.*

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*Report of Flag-Officer Mitchell, C. S. Navy, of his inability to execute the Department's orders on account of the lack of officers.*

FLAGSHIP VIRGINIA, *October 19, 1864.*

SIR: Your general order of the 18th, in relation to desertions, etc., has been received and duly communicated to all the vessels under my command.

That part of the order requiring two officers to be sent in charge of boats it is impossible to carry out in many cases; on board the *Drewry* the only sea or other officer who can be called upon for such duty is the commanding officer, the others being sick. Several other of the small vessels have only one or two officers besides the commanding officers on duty. The commanding officers of the *Beaufort* and *Roanoke* are the only sea officers on board or attached to them. Even in the ironclads the want of officers is so much felt at times that no officer can be had to go in boats, the number for duty being almost constantly reduced by sickness, besides being short of complements. For the same reason the picket service on the bank of the river will have to be abandoned, as scarcely any vessel can spare two officers for the duty.

Men, as required by the general order, have hitherto been selected for duty from the ship affording opportunity to desert, and yet they are afterward reported among the desertions. The facilities for desertion on our extended front to the enemy are such that it will be impossible to prevent it, although with vigilance it may in some measure be checked.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

Captain S. S. LEE, C. S. Navy,  
*Officer of Orders and Detail, Navy Department.*

*Letter from Flag-Officer Mitchell, C. S. Navy, to Lieutenant Minor, C. S. Navy, requesting the temporary services of an ordnance officer.*

FLAGSHIP VIRGINIA,

*James River Squadron, Wednesday, October 19, 1864.*

SIR: Finding that new forward and after guns (8-inch rifle and XI-inch smoothbore) did not work properly, that even the center pivot bolts of the former could not be unshipped when brought to the bow ports, I sent for carpenters and have had the wood trimmed in the ports so as to remedy in a great measure these difficulties.

I still find that for the forward gun it is necessary that the iron armor in the bow ports should also be trimmed off to admit of its proper working, and it appears to me that it would be an improvement to trim off some of the armor in the ports for the bow gun (XI-inch).

I should be glad to have an ordnance officer sent down to determine to what extent the ports should be trimmed, so that they may be made to accommodate the guns conformably to the views of the officer of ordnance, etc. I have no officer at present on duty in the squadron whose knowledge and experience qualify him for the proper supervision of such work. Lieutenant Commanding Shepperd, of this ship, is off duty from severe sickness, and my personal attention has become necessary to details belonging to subordinate departments, interlarding thereby materially with the duties of my command.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Flag-Officer James River Squadron.*

Lieutenant R. D. MINOR,

*Commanding Naval Ordnance Works, Richmond, Va.*

P. S.—Please send mechanics down as soon as practicable to trim the armor in the ports. I beg to refer you to Mr. Browseley, foreman in the ordnance works, who has become acquainted with the work required to be done to the ports to facilitate the working of the guns in question.

J. K. M.

*Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of Office of Orders and Detail, regarding the command of Batteries Wood and Brooke.*

FLAGSHIP VIRGINIA,

*James River Squadron, October 20, 1864.*

SIR: I have the honor to acknowledge the receipt of your communication of the 18th instant in relation to the manning of Battery Wood by the squadron. I regret that the want of officers and men compels me to avail myself of the discretion given me to decline compliance with the request of General Lee.

The *Beaufort*, *Roanoke*, and *Nansemond* are now without the officers and men necessary to man their guns and have barely sufficient on board to keep them in order and in a condition for service in other respects, which may become very important as tugs, transports, or torpedo-boats, and, in emergencies, guns' crews may be improvised to enable them to operate against the enemy. All the other vessels continue short of their complements, which is the more seriously felt as many are sick and off duty, while some of them manage to continue on duty, although sick.

I annex herewith a copy of my communication to General Lee, stating the necessity which compels me to decline manning Battery Wood.

Lieutenant Commanding Hays resumed command of Battery Brooke two days since, thereby relieving Lieutenant W. P. Mason, who returns to this ship, though his services, from sickness, are at present not available.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

Captain S. S. LEE, C. S. Navy,  
*Office of Orders and Detail, Navy Department, Richmond, Va.*

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*Letter from Flag-Officer Mitchell, C. S. Navy, to General Lee, C. S. Army, regarding the command of Batteries Semmes, Brooke, and Wood.*

FLAGSHIP VIRGINIA,  
*James River Squadron, October 20, 1864.*

GENERAL: On the 16th instant I informed you that I had that day referred to the Navy Department the question of manning Battery Wood from this squadron, and I have received the reply from the officer of orders and detail:

The Department, ever anxious to carry out the views of General Lee, will take charge of and man the three batteries, viz, Semmes, Brooke, and Wood, provided it can be done without impairing the efficiency, for the time being, of the gunboats of the squadron; but if you do not feel justified for the want of officers and men, to take charge of Battery Wood also, however desirable it may be (these batteries being named in compliment to the Navy) to the Navy to man and fight them, you must decline to do so, giving as your reason to General Lee the want of officers and men, and you will not take upon yourself more shore duty than you can properly manage. It would, nevertheless, be gratifying to the Department, if you could, under all the circumstances, take charge of Battery Wood also.

I beg you to be assured, general, that I feel, in common with all the Navy, the compliment implied in your wish and offer to have Battery Wood manned by us, and that nothing but the absolute want of both officers and men compels me to avail myself of the authority of the Secretary of the Navy to decline taking charge of Battery Wood, which can not be done without further detriment to my command already crippled by the virtual withdrawal of three gunboats from active work, and the want of full complements for all of the other vessels.

If all the officers and men already supplied to Batteries Dantzler and Brooke were returned to the squadron, it would still be deficient. Vessels that are expected to encounter those of the enemy, or his land batteries, should, to do justice to themselves as well as the public interest, be in condition as to their officers and crews to use, to the best advantage, their material strength and power in other respects.

I have the honor to be, general, with great respect, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

General R. E. LEE,  
*Commanding Army of Northern Virginia, Headquarters.*

*Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Orders and Detail, regarding arrangements for the manning of Battery Wood.*

FLAGSHIP VIRGINIA,  
James River Squadron, October 21, 1864.

SIR: Yours of the 20th, giving a list of additional officers and notice of men ordered to the squadron, and with further directions as to manning Battery Wood has been received.

I shall at once notify General Lee that arrangements have been made by the Department to add to the officers and men of the squadron, and that, as soon as they arrive, Battery Wood will be taken charge and manned by the Navy.

On account of sickness arising from unusual exposure, both of officers and men, and the constant calls for detached service from the vessels, and the extra degree of vigilance necessary to guard against the movements of the enemy and to prevent desertions, an extra number of officers are essential over and above the ordinary complements.

I hope soon to complete a full statement of my views on this subject, as called for in yours of the ——— instant, and, in the meantime, that you will be able to provide a boatswain for each of the ironclads and a carpenter for the *Richmond* and *Fredericksburg*, each.

Now that officers are returning from abroad, I should be glad if a commissioned commander be provided for the *Richmond*, which I think indispensable to her efficiency, at this time all important.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
Flag-Officer James River Squadron.

Captain S. S. LEE, C. S. Navy,  
Office of Orders and Detail, Navy Department.

*Letter from Flag-Officer Mitchell, C. S. Navy, to General Lee, C. S. Army, regarding the forwarding of additional officers and men from the Department.*

FLAGSHIP VIRGINIA, October 21, 1864.

GENERAL: Since the dispatch to you of my communication of yesterday's date in relation to manning Battery Wood, I have received information from the Navy Department that a number of additional officers and men have been added to the squadron, which, under my instructions, will enable me, as soon as they arrive, to take charge of that battery, and which I hope will be in a few days.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
Flag-Officer James River Squadron.

General R. E. LEE,  
Commanding Army of Northern Virginia, Headquarters.

[Telegram.]

HEADQUARTERS ARMY NORTHERN VIRGINIA,  
October 21, 1864.

Received your letter of to-day informing me that you are not able to man Battery Wood.

I shall direct it to be completed and retained, to be turned over to your detail when it arrives.

R. E. LEE.

Commander MITCHELL,  
*Commanding, etc.*

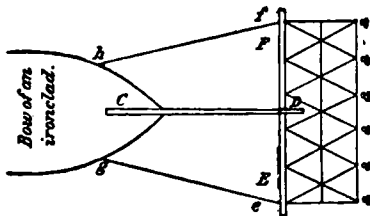
*Report of Flag-Officer Mitchell, C. S. Navy, regarding a plan of protection against torpedoes.*

FLAGSHIP VIRGINIA,  
*James River Squadron, October 21, 1864.*

SIR: There is no doubt that the enemy has prepared and is making still further preparations to follow our example in the use of torpedoes, and with his unlimited resources, great ingenuity, and enterprise he may make the mode of warfare very effective unless corresponding efforts be made on our part to counteract his plans.

The James River being now accessible to him on the north side below Chaffin's Bluff, will enable him to place torpedoes in it, at least those of the self-acting or percussion kind, either drifting or attached to moorings. To prevent injury from the first I have resorted to seines stretched across the river, which afford but a very limited security.

I have, however, just adopted for this vessel and propose to do so for all others in the squadron, especially the ironclads, the following plan, which, it is hoped, will prove a protection or promise at least some security against both kinds of percussion torpedoes, viz:



C—D. Outrigger.  
E—F. Spar on surface of water.  
a. Weights to keep seine and netting perpendicular.  
c, g, } Guys.  
h, j. }

A piece of timber about 40 feet long, is rigged out over the bow about 25 feet, an outhaul is run through a block attached to its extreme end and the standing part made fast to the center of a spar or old mast 65 feet long, which floats on the water athwartship, and kept in this position by setting taut the outhaul and by means of guys led in on deck. To this spar is attached a seine of a depth equal to the ship's draft, with extra weights to keep it perpendicular, or nearly so, in strong currents, or when the vessel is underway. This seine, it is hoped, will prove a protection from the drifting torpedo.

For protection from those attached to moorings a strong open netting, with the meshes very large, so as to admit of the torpedo readily passing through, is to be attached to the same spar forward of and in the same manner as the seine.

The vessel being underway, a torpedo lying in her course will be caught in the meshes, become entangled and, if it does not at once explode, may be taken out without any harm resulting from it.

Our steamers, in all suspicious parts of the river, will, in their movements, so moderate their speed as not to endanger the parting of the torpedo mooring in the event of there being any in the net.

When in places of security the seine and net may be furled on the yard and the latter dropped alongside so as to be out of the way.

From the attack of torpedo boats I understand that the ironclads at Charleston have been prepared with a series of outriggers from the deck entirely around the ship, the extremes of which are connected by a chain, to which is, or may be, attached a netting. Although I do not think this plan entirely secure, yet it promises protection from such torpedo boats as we have seen prepared in the Confederacy, and must be a great safeguard against ordinary boat attacks. I respectfully ask that this plan be adopted for the protection of the ironclads of the squadron, subject to such modifications as ingenuity or experience may suggest.

If this request meets with the approval of the Department, I further ask that immediate measures be adopted for getting the material necessary and commencing the work. Much of the work, particularly the drilling of holes in the deck for bolts, can be done by the mechanics of the squadron.

The plans here proposed or referred to are only designed for protection from the self-acting torpedo. I can conceive of no protection from those exploded by galvanic batteries except by keeping out of their way.

I have already made requisitions for timber or logs, to be chained together and stretched across the river, as affording protection against surprise and causing a temporary check or delay to any boat torpedo expeditions. The raft or booms, being movable, can be kept in such places as may from time to time be desired.

I have the honor to be, very respectfully, your obedient servant,

JOHN K. MITCHELL,

*Flag-Officer James River Squadron.*

HON. S. R. MALLORY,

*Secretary of the Navy, Richmond, Va.*

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*Letter from Flag-Officer Mitchell, C. S. Navy, to Chief Engineer Williamson, C. S. Navy, regarding the engineers of the C. S. S. Richmond.*

FLAGSHIP VIRGINIA,

*James River Squadron, October 21, 1864.*

SIR: The following is an extract from a report made to me by Chief Engineer H. X. Wright, respecting the engineers of the *Richmond*, to which I would ask your particular attention, viz:

In regard to the engineers, I would state that she should have another assistant, as two of the engineers are sick, one of whom can not walk, and is likely to be laid up for some time to come. Besides, the engine is a very unhandy, hard-working one, and the engine room very hot and uncomfortable. I would state that the temperature has been as high as 150° Fahrenheit during last summer, and is considered to be one of the hottest engine rooms in the Confederacy.

The assistant engineer alluded to has since been taken sick, and Mr. Rodman, the engineer in charge, is the only one now on duty, and but for the *Richmond* now undergoing repairs, another engineer would have to be furnished from the squadron, already short.

I beg that you will have, if practicable, three or four assistants ordered to the squadron, as they are greatly needed.

I am, very respectfully, your obedient servant,

JOHN K. MITCHELL,

*Flag-Officer James River Squadron.*

Engineer-in-Chief W. P. WILLIAMSON.



*Letter from Major-General Whiting, C. S. Army, to Flag-Officer Pinkney, C. S. Navy, regarding preparations in view of an expected attack upon Wilmington, N. C.*

HEADQUARTERS,  
Wilmington, N. C., October 21, 1864.

FLAG-OFFICER: I have received the important information from the Signal Bureau, Richmond, that this place will be attacked between this and the 25th instant. If this be true, and I have reason to think it is, no time is to be lost. A large fleet is undoubtedly assembling at Beaufort. Although the Rips battery is incomplete, we are pressing it as fast as possible, and as we have already two powerful guns there, it will be well to prepare the naval garrison at once. I have telegraphed the Secretary of the Navy requesting him to order the expedition on duty for guarding the mouth of the river, at least till they go, if they go at all. The tide will not suit them before the 28th. It is not likely that they will be able to go at all then. In the meantime their presumed cooperation is of very great importance to us.

Very respectfully,

W. H. C. WHITING,  
Major-General.

Flag-Officer PINKNEY,  
Commanding Naval Forces North Carolina, Present.

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[Telegram.]

SMITHVILLE, October 22, 1864.

The enemy will attempt to pass the forts at night.

General HÉBERT.

Colonel HEDRICK.

*Letter from the Secretary of the Navy to the President, dissenting in opinion from the governor of North Carolina regarding the C. S. steamers Tallahassee and Chickamauga.*

RICHMOND, VA., October 22, 1864.

SIR: I have the honor to return herewith Governor Vance's letter of the 14th instant, to which you called my attention. His Excellency protests and remonstrates against the departure of the steam sloops *Tallahassee* and *Chickamauga* from Wilmington, and hopes that they may be retained in the Cape Fear to assist in its defense. He does not say or intimate that they could do any good by remaining in port, but proceeds to show that they may do a great deal of harm by going to sea and assailing the enemy. I regret to say that I am constrained to dissent, as well from his statements as his conclusions. This communication, in language nearly identical, repeats some of the errors of the statement heretofore presented by General Whiting upon the same subject. Governor Vance knows that the *Tallahassee* is not a "privateer," though she is sometimes styled "privateer" and sometimes "pirate" by the enemy, as they call our partisan rangers "robbers" and "assassins," and our people "rebels." It would be an easy task, as the list of disasters off Wilmington is before me, to correct the error as to the number of vessels lost since the cruise of the *Tallahassee*; but

it would be as difficult to imagine a satisfactory reason for the assertion that "ten or twelve valuable steamers have already been lost in consequence of that cruise" as it is to perceive the justice or propriety of the comparison between the relative merits of the service of this vessel and that of the *Advance*. It would seem from this comparison that the character of the cruise is as little understood as that of the vessel. Though the *Tallahassee* captured thirty-one vessels, her service is not measured by nor limited to the value of these ships and cargoes and the number of prisoners; but it must be estimated in connection with other results—the consequent insecurity of the United States coastwise commerce, the detention and delay of vessels in port, and the augmentation of the rates of marine insurance, by which millions were added to the expenses of commerce and navigation, and the compulsory withdrawal of a portion of the blockading force from Wilmington in the pursuit of her. A cruise by the *Chickamauga* and *Tallahassee* against northern coasts and commerce would at once withdraw a fleet of fast steamers from the blockading force off Wilmington in pursuit of them, and this result alone would render such a cruise expedient.

With great respect, I have the honor to be, your obedient servant,  
S. R. MALLORY,  
*Secretary of the Navy.*

The PRESIDENT.

[Memorandum.]

Aid-de-camp, please read these letters and prepare an answer to Governor Vance, stating case, but dealing in terms of cautious reserve.  
J. D.

*Letter from Flag-Officer Mitchell, C. S. Navy, to Lieutenant Parker, C. S. Navy, commanding school-ship Patrick Henry, regarding men needed to complete the complements of the ironclads.*

FLAGSHIP VIRGINIA,  
*James River Squadron, October 23, 1864.*

SIR: Your letter\* of yesterday's date has been received. In reply I would respectfully state that 100 men are required to complete the complements of the ironclads, 50 men for Battery Wood and about 50 for the gunboats.

I will, as soon as I can, answer your letter more fully.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

Lient. Comdg. WM. H. PARKER, Provisional Navy C. S.,  
*Commanding School-Ship Patrick Henry.*

*Disposition of the vessels of the James River Squadron for the night of October 23, 1864.*

C. S. FLAGSHIP VIRGINIA, *October 23, 1864.*

At night the *Fredericksburg* will drop down to anchorage under the bluff at Boulware's Landing and will picket the bank at some point about 200 yards below, where her seine will be stretched across.

The *Hampton* and *Roanoke* will patrol the river between Boulware's Landing and Bishop's, by keeping underway; the former will leave

\* Not found.

Boulware's Landing at every odd hour for Bishop's and the latter will leave it at every even hour during the night.

A boat from the *Virginia* will row guard during the night on the south side, in the shade of the bank of the river, down to the *Fredericksburg* at Boulware's Landing.

The *Richmond* will send a boat to row guard during the night for one cable's length below the lowest house at Bishop's, keeping on the south side, in the shade of the river. An officer of the boat will inform the commanding officer of Fort Semmes of his orders.

The *Fredericksburg*, the *Hampton*, the *Roanoke*, and the boats will all return to their present anchorage or vessels by daylight to-morrow morning.

The *Virginia* and *Richmond* will each send an officer and five men on board of the *Roanoke* for the night, to work her gun.

JNO. K. MITCHELL,  
Flag-Officer James River Squadron.

*Report of Flag-Officer Mitchell, C. S. Navy, transmitting copy of letter sent to General Lee, C. S. Army, regarding danger apprehended from torpedoes.*

FLAGSHIP VIRGINIA,  
James River Squadron, October 23, 1864.

SIR: I have the honor to submit, herewith annexed, for your consideration and for such action as you may deem proper, a copy of a communication addressed by me to-day to General R. E. Lee in relation to the danger apprehended from torpedoes being placed in the James River by the enemy in front of his new earthworks below Chaffin's Bluff.

Any reply that may be received from General Lee will be promptly communicated to the Department for its information.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
Flag-Officer.

Hon. S. R. MALLORY,  
Secretary of the Navy, Richmond, Va.

[Enclosure.]

FLAGSHIP VIRGINIA,  
James River Squadron, October 23, 1864.

GENERAL: Further reflection since my conversation with you last evening on the exposure of our squadron to destruction from the torpedoes of the enemy satisfies me that it demands the most serious consideration, if, as I presume is the case, the naval forces on the James River are held to be important to the ulterior as well as the present protection of Richmond.

With the aid of five wooden gunboats, the ironclads have hitherto managed, but imperfectly, to picket the river, so as to make it somewhat hazardous to the enemy to attempt the placing of torpedoes; yet I always felt assured that he had opportunities, and would avail himself of them for that purpose when ready, especially with the information he derived from our deserters, if not from his own observations, of our means and the disposition of our pickets, etc., showing the numerous points that were unguarded in an extent of more than 2 miles.

The enemy's batteries which opened yesterday and caused the retirement of our gunboats will hereafter materially lessen their usefulness for the particular picket service or prevent its being effective. Besides,

at this time there is but one efficient gunboat available, two being absent for repairs to their gun carriages and two insufficiently manned to work their guns, one of which is occasionally required for detached mail and passage service for the accommodation of army and navy.

I went down last night to Bishop's Bluff with the ironclads *Virginia* and *Richmond*, and my conviction has become thoroughly fixed that now, more than ever, the enemy may any night or foggy day, by means of boats transported overland, place torpedoes in any part of the river in front of his earthworks, except at the points actually occupied by our vessels, even if the southern bank were picketed, for we claim to have the ability, and are prepared or preparing to place torpedoes in the face of the enemy's pickets on the river.

The attempts hitherto made to place them in the rear of the enemy below Dutch Gap have failed, no doubt from the want of adequate protection from land forces, a protection which the enemy can now readily give to his own torpedo parties anywhere below Chaffin's Bluff, and the temptation to him must be very great to intercept by these means the return of our ironclads to their anchorage near Chaffin's after having performed a tour of night guard at Bishop's Bluff.

If, then, the danger to the ironclads themselves be conceded, the question arises, if they are held to be important to the immediate defense of Richmond, now and prospectively, does the service they do and may render by moving down the river and remaining in the vicinity of Bishop's at night justify the hazard they thus incur of destruction from torpedoes?

Your views and wishes, general, on this subject I should be glad to have, in order that I may communicate them to the Navy Department with my own. The security of Richmond is of such great moment that I deem it my duty to refer everything involving it, either for counsel or consideration, to those upon whom the weighty responsibility chiefly rests.

The personal danger to those on board of an ironclad that might be sunk by a torpedo is regarded as slight, for the vessel in such a narrow channel would have way enough to reach a shoal or one of the river banks, and thus give the crew time to escape to the shore. The hazard, therefore, to life is deemed trifling compared with the loss of the vessel itself.

I have the honor to be, general, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

General R. E. LEE,  
*Comdg. Army of Northern Va., Hdqrs. near Chaffin's Farm.*

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*Letter from General Lee, C. S. Army, to Flag-Officer Mitchell, C. S. Navy, making a statement of the important service to be rendered by the Navy in the James River.*

HEADQUARTERS ARMY NORTHERN VIRGINIA,  
*October 24, 1864.*

CAPTAIN: Your letter of the 23d instant is received, and in compliance with your request I will give you my views as to the service I deem important to be rendered by the navy in the present posture of affairs.

In my opinion the enemy is already as near Richmond as he can be

allowed to come with safety, and it is certain that the defense of the city would be easier did our lines extend lower down the river, and becomes more difficult the further we are compelled to retire.

If the enemy succeeds in throwing a force to the south bank in rear of General Pickett's lines, it will necessitate not only the withdrawal of General P.'s forces, but also the abandonment of Petersburg and its railroad connections, throwing the whole army back to the defenses of Richmond.

I should regard this as a great disaster and as seriously endangering the safety of the city. We should not only lose a large section of country from which our position around Petersburg enables us to draw supplies, but the enemy would be brought nearer to the only remaining line of railway communication between Richmond and the South, upon which the whole army as well as the population of the city would have to depend mainly for support. It would make the tenure of the city depend upon our ability to hold this long line of communication against the largely superior forces of the enemy, and I think would greatly diminish our prospects of successful defense.

It is, therefore, in my judgment, a matter of the first moment to prevent such a movement on the part of the enemy, and I do not know what emergency can arise in the future defense of the city which will more require all the efforts of the army and navy than that which now exists.

I fully appreciate the importance of preserving our fleet, and deprecate any unnecessary exposure of it. But you will perceive the magnitude of the service which it is thought you can render, and determine whether it is sufficient to justify the risk.

It is true that the enemy might place torpedoes in your rear while the vessels are on guard down the river at night, but if you retire, it is much easier for him to place them in the river below you, so as to prevent your going down altogether, no matter how great the necessity for your presence below might become. It is therefore very desirable to guard the river as effectually as we can, and I think it can be done so as greatly to diminish the chance of the enemy laying torpedoes, if our ironclads can go down as far as Bishop's every night and picket in their rear with small boats and some of the light gunboats. Our pickets on the north bank extend about half a mile below the lowest battery and will be able to afford some assistance, as will also those on the south bank. A system of signals should be agreed upon between them and the fleet, to give timely notice of any attempt of the enemy to approach the river or launch boats.

We have not sufficient force to picket the banks more effectually. Our batteries on the south side would also tend to deter the enemy from making the attempt you apprehend, and could afford assistance to the fleet.

You, of course, can best judge of your ability to render the service desired. I can only express my views of its importance, and I trust that if the Department can increase your force of men, or in any other way contribute to render you able to perform this important duty, it will be done. As I said before, I can foresee no state of circumstances in which the fleet can render more important aid in the defense of Richmond at present than by guarding the river below Chaffin's Bluff.

I am, with great respect, your obedient servant,

R. E. LEE,  
*General.*

Captain J. K. MITCHELL,  
*Flag-Officer James River Squadron.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Commander Rootes, C. S. Navy, to proceed to the navy yard at Rocketts for alterations to the C. S. S. Fredericksburg.*

FLAGSHIP VIRGINIA,  
James River Squadron, October 24, 1864.

SIR: Proceed to the shears near the navy yard, at Rocketts, and report to the commandant of the yard that the *Fredericksburg*, under your command, has been sent up to exchange her burst X-inch gun for a new one.

You will also wait on the Secretary of the Navy and solicit from him an order to have the shield deck of the *Fredericksburg* protected by a covering of iron plating and iron bars or gratings substituted for those of wood now in place, for which I understand the iron is now at the yard already drilled for fastening and that the work of putting it on will not require over forty-eight hours. Should it require more time, endeavor to get the materials and mechanics on board and come down to Chaffin's Bluff, where the work can be carried on and the *Fredericksburg* at the same time be in position to meet any call for service.

Endeavor to avail yourself of your visit to the navy yard to have your outrigger and yard fitted for the torpedo trap.

In your interview with the Secretary of the Navy ascertain if any decision has been arrived at as to what protection, if any, can be adopted for the ironclads from an attack of torpedo boats, and whether it be practicable to admit of the adoption for them of the plan adopted for those at Charleston.

You will please omit no efforts to return to the squadron as soon as practicable, and avoid by all means, if possible, a longer absence than forty-eight hours, as at any moment the services of the *Fredericksburg* may be important in our operations on the river. You will furnish the Navy Department and the Office of Ordnance and Hydrography each with a copy of these instructions.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
Flag-Officer James River Squadron.

Commander THOS. R. ROOTES, Provisional Navy, C. S.,  
Commanding Ironclad *Fredericksburg*.

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*Letter from the Secretary of the Navy to Flag-Officer Mitchell, C. S. Navy, regarding means available for picket service.*

CONFEDERATE STATES OF AMERICA,  
Navy Department, Richmond, October 24, 1864.

SIR: Your report\* of the affair between the enemy's batteries and your vessels on the 22d instant was duly received, and I regret to learn that some of your men were wounded.

Your report does not refer to your shore batteries.

In your letter to General Lee of the 23d instant, a copy of which has been received, you say that you have but one efficient gunboat available for picket service, "two being absent for repairs to their gun carriages, and two insufficiently manned to work their guns, one of which is occasionally required for detached mail and passage service for the accommodation of army and navy." I suggest it for your considera-

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\* See p. 586.

tion whether the two vessels should be absent for repairs to gun carriages. The vessels can, and it would seem ought to be employed on picket duty while these carriages are being repaired, and a field gun and carriage or another small gun might be used in the meantime.

Can not the mail and passenger service for which the third vessel is employed be dispensed with or performed otherwise?

The extent of river over which your picket service is to be performed is so limited that I believed you would find no difficulty with the means at your command in having this duty thoroughly and efficiently done. That the Department may be advised of the wants of your squadron in this respect and be able to assist you the more readily, you will please order every commanding officer coming here for repairs to his vessel, and who is to be detained beyond twenty-four hours, to report on his arrival to the Chief of Orders and Detail the object of his presence.

If it is absolutely necessary that these vessels should both be here, would it not be well to employ their crews on picket service in boats?

In reference to your suggestions as to the means to be employed to guard against floating torpedoes, I can only say that you will of course adopt the best means at your command. Our mechanics are all in the field. The best means would seem to be an active picket service.

I am, respectfully, your obedient servant,

S. R. MALLOY,  
*Secretary of the Navy.*

Flag-Officer J. K. MITCHELL, Provisional Navy C. S.,  
*Commanding Naval Forces, James River.*

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*Order of Flag-Officer Mitchell, C. S. Navy, to commanding officers, making assignments for picket duty for the night of October 24, 1864.*

FLAGSHIP VIRGINIA, Monday, October 24, 1864.

The gunboats *Hampton* and *Roanoke* will patrol the river from Kingsland Reach to Bishop's, keeping underway from dusk until it is actually daylight, when they will resume their present position. They will so arrange for their movements that they will leave Bishop's at alternate hours.

They will, on first going down and last coming up, have out a grapnel to drag for torpedoes, taking the utmost care to guard against fouling the propellers, and moving as slowly as practicable, so as not to endanger parting their lines by bringing up too severely in the event of hauling anything.

They will be prepared all the time to fire grape or canister upon the enemy, should he open upon them from the river bank with fieldpieces or musketry, and to resist boarding or other attacking parties with small arms, pikes, and grenades; they will also be always prepared to pass signals and move to the protection of any vessel that may be attacked.

Any ironclad that may be attacked and deck carried by boarding will throw a rocket out of a port, which will be a signal for our vessels to open upon her and drive the enemy off with grape or canister.

The *Virginia* and *Richmond* will each send an officer and five men to the *Roanoke* to man her gun and assist in working the vessel.

The *Virginia* will send a boat to row guard one cable's length below Bishop's lowest buildings, and will inform the officer of the army there on picket service of his orders.

The *Richmond* will send a boat to row guard from her down to a point opposite the Graveyard, keeping in the shade of the southern bank of the river.

JNO. K. MITCHELL,  
*Flag-Officer.*

Midshipman Wilson will see that the above order is communicated to the commanding officers of all vessels concerned.

J. K. M.

[Endorsement.]

The above orders have been shown to the commanding officers of the vessels mentioned.

WM. FRANCIS WILSON,  
*Midshipman and Aid to Flag-Officer.*

[Telegram.]

RICHMOND, VA., *October 24, 1864.*

The naval vessels in the harbor could avail nothing against a land attack and very little against an attack by vessels of war. Their presence in the harbor no doubt increases the rigors of the blockade, and their departure for operations at sea would probably withdraw the most effective vessels of the blockading fleet for pursuit of the cruisers. If this view of the subject be correct, it would seem that their use would be greater as cruisers than otherwise. The Secretary of the Navy will communicate with you more fully.

JEFF'N DAVIS.

General B. BRAGG,  
*Wilmington, N. C.*

*Extract from the official diary of Colonel William Lamb, commanding the defenses of Confederate (Federal) Point, with headquarters Fort Fisher, N. C.*

*October 24, 1864.*—Information received which leads to the belief that Wilmington is to be attacked by the enemy; Rear-Admiral Porter to command the fleet, which is said to include the armored ships *Ironsides* and *Dictator*. General Braxton Bragg has assumed command of the defenses of Wilmington and its approaches. Major-General Whiting will be second in command. Only five blockaders off here during the day. Received one X-inch gun carriage and ammunition from town.

*October 25.*—Five blockaders off at sunrise. Important secret information received. "Our men expected to spike guns, cut telegraph wires, and pilot enemy to city." Do not believe it. Not more than five blockaders off during the day. Sent goods from *Night Hawk* to town by *Petteway*.

*October 26.*—Six blockaders off. Commenced to put up palisading in front of land face. Sold a bill of £330 on Nassau for \$36,660.50. Had meeting of commissioned officers to-night.

*October 27.*—Four blockaders off. Battery commanding the rip is to be commanded by a navy officer with a naval garrison, and is to be called Battery Buchanan. Mounted an unbanded 32 pounder to-day and an VIII-inch columbiad, both on sea face. Enemy were practicing to-day.



*Report of Flag-Officer Mitchell, U. S. Navy, suggesting means of improving the night picket service.*

FLAGSHIP VIRGINIA,  
James River Squadron, October 25, 1864.

SIR: I would respectfully suggest that if a boat howitzer were mounted on each or some of the steam torpedo boats recently constructed in Richmond and assigned to duty in the squadron, they would contribute materially to the efficiency of the night picket service, combining as they do superior advantages to gun and rowboats, being much faster, working better, and making little or no noise.

Two such boats at this time would prove, I think, an important acquisition to my command.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
Flag-Officer James River Squadron.

Hon. S. R. MALLORY,  
Secretary of the Navy.

*Letter from Flag-Officer Mitchell, U. S. Navy, to the Chief of the Office of Ordnance and Hydrography, advising the use of subterra torpedoes for the protection of the obstructions.*

FLAGSHIP VIRGINIA,  
James River Squadron, October 25, 1864.

SIR: The ends of some of our booms or rafts may have to be secured at points on the north shore, easily accessible to the enemy at night, and it has occurred to me that for their protection the subterra torpedoes, or grenades, prepared by General Rains, might be made available, and, by placing them at several points, the enemy would have to exercise the utmost caution in all his approaches to the river bank.

If you think favorably of the means suggested, I would be glad to be furnished immediately with a supply and the services of someone who has been well instructed in their management, and beg that you will adopt such measures as to you may seem proper to second my wishes on the subject.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
Flag-Officer James River Squadron.

Commander JNO. M. BROOKE, U. S. Navy,  
Office of Ordnance and Hydrography, Navy Department.

*Letter from the President to the Governor of North Carolina, advising the departure from Wilmington of the U. S. steamers Tallahassee and Chickamauga.*

RICHMOND, VA., October 25, 1864.

SIR: Your letter of the 14th instant, entering your "most respectful and earnest remonstrance against the sailing of the two privateers from the port of Wilmington," has been received. The two vessels referred to are the steam sloops *Tallahassee* and *Chickamauga*, regularly commissioned and officered vessels of the Provisional Navy of the Confederate States, and not privateers. From the official list before me I find but four instead of "ten or twelve" disasters off the port of Wilmington from the sailing of the *Tallahassee* to the date of your letter,

and the cause of the loss of some of them is known to be independent of the cruise of this ship. Our cruisers, though few in number, have almost swept the enemy's foreign commerce from the sea. Though the *Tallahassee* captured 31 vessels, her service is not measured by, nor limited to, the value of these ships and cargoes and the number of her prisoners, but it must be estimated in connection with other results; the consequent insecurity of the United States coastwise commerce, the detention and delay of vessels in port, and the augmentation of the rate of marine insurance, by which millions were added to the expense of commerce and navigation, and the compulsory withdrawal of a portion of the blockading force from Wilmington in pursuit of her. A cruise by the *Chickamauga* and *Tallahassee* against Northern coasts and commerce would at once withdraw a fleet of fast steamers from the blockading force off Wilmington in pursuit of them, and this result alone would render such cruise expedient. It is the presence of these vessels in port which increases the rigor of the blockade. In case of an attack upon Wilmington they could avail nothing against the land attack and very little against the attack by vessels of war. Before sailing, however, General Bragg has been directed to confer fully with the naval commander upon this subject, and they, no doubt, will use their discretion as may best subserve the public interest.

I am, sir, very respectfully, your obedient servant,

JEFF'N DAVIS.

Governor Z. B. VANCE,  
*Raleigh, N. C.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Hays, C. S. Navy, to assume command of the C. S. S. Nansemond.*

FLAGSHIP VIRGINIA,

*James River Squadron, October 26, 1864.*

SIR: Lieutenant C. W. Read has been ordered to the command of Battery Bishop's [Semmes]; when relieved by him you will proceed to Richmond and relieve Lieutenant Thomas L. Skinner in the command of the gunboat *Nansemond*.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Flag-Officer James River Squadron.*

Lieutenant Commanding CHAS. W. HAYS, Provisional Navy C. S.

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Skinner, C. S. Navy, to proceed to duty on the C. S. S. Fredericksburg.*

FLAGSHIP VIRGINIA,

*James River Squadron, October 26, 1864.*

SIR: Lieutenant Commanding Hays has been ordered to the command of the gunboat *Nansemond*. On being relieved by him, you will report to Commander Thomas R. Rootes for duty on board of the iron-clad *Fredericksburg*.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,

*Flag-Officer James River Squadron.*

Lieut. Comdg. THOS. L. SKINNER, Provisional Navy C. S.,  
*C. S. Gunboat Nansemond.*

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Maury, C. S. Navy, to assume command of the C. S. S. Hampton.*

FLAGSHIP VIRGINIA,  
James River Squadron, October 26, 1864.

SIR: Commander Webb has been assigned to the command of the ironclad *Richmond*. On being relieved by him you will relieve Lieutenant Murdaugh in the command of the gunboat *Hampton*.

I am, very respectfully, your obedient servant,  
JNO. K. MITCHELL,  
Flag-Officer James River Squadron.

Lieutenant Commanding J. S. MAURY,  
C. S. S. *Richmond*.

*Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Murdaugh, C. S. Navy, to proceed to duty on board the C. S. S. Richmond.*

FLAGSHIP VIRGINIA,  
James River Squadron, October 26, 1864.

SIR: Lieutenant Commanding J. S. Maury has been ordered to the command of the gunboat *Hampton*. When relieved by him you will report to Commander William A. Webb for duty on board of the *Richmond*.

I am, very respectfully, your obedient servant,  
JNO. K. MITCHELL,  
Flag-Officer James River Squadron.

Lieutenant Commanding J. W. MURDAUGH,  
C. S. S. *Hampton*.

*Order of the Secretary of the Navy to Flag-Officer Mitchell, C. S. Navy, enjoining vigilance in cooperating with the Army, to prevent the crossing of the river by the enemy.*

CONFEDERATE STATES OF AMERICA,  
Richmond, October 26, 1864.

SIR: The copy of General Lee's letter of the 24th instant, transmitted by you, has just been received.

The general clearly and forcibly states the danger to be apprehended should the enemy cross a force to the south side of the river, and has with equal clearness stated what he expects from the Navy to prevent this movement. I am quite sure that you are fully impressed with the importance of the views presented and that you will prevent the enemy from crossing the river. Ceaseless vigilance is essential.

I am, respectfully, your obedient servant,  
S. R. MALLORY,  
Secretary of the Navy.

Flag-Officer JOHN K. MITCHELL, Provisional Navy C. S.,  
Commanding Naval Forces James River.

*Order of Flag-Officer Mitchell, U. S. Navy, regarding transfer of men to Batteries Wood and Brooke.*

FLAGSHIP VIRGINIA,  
*James River Squadron, October 27, 1864.*

SIR: You will be pleased to transfer from the *Virginia* to Battery Wood the 14 men now on board, recently received from Savannah, brought by Master's Mate Freeman; and to Battery Brooke the 7 conscripts now on board, received from Raleigh, N. C.

You will please transfer the above-mentioned men this afternoon.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

Lieutenant F. E. SHEPPERD,  
*Lieutenant, Comdg. U. S. Virginia, James River Squadron.*

*Order of Flag-Officer Mitchell, U. S. Navy, regarding transfer of men to Batteries Wood and Brooke.*

FLAGSHIP VIRGINIA,  
*James River Squadron, October 27, 1864.*

SIR: You will be pleased to transfer from the *Richmond* to Battery Wood the 15 men now on board, recently received from Savannah, brought by Master's Mate Freeman, and to Battery Brooke the 3 conscripts from North Carolina.

You will please transfer the above-mentioned men this afternoon.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

Commander W. A. WEBB, Provisional Navy U. S.,  
*U. S. Ironclad Richmond.*

*Order of Flag-Officer Mitchell, U. S. Navy, to Lieutenant Read, U. S. Navy, to relieve Lieutenant Ingraham, U. S. Navy, in command of Battery Wood.*

FLAGSHIP VIRGINIA,  
*James River Squadron, October 27, 1864.*

SIR: You will relieve Lieutenant Ingraham, U. S. Navy, in the command of Battery Wood and will take with you Master's Mates John E. [James W. †] Billups and J. W. Matherson, and the 8 men ordered by the officer of orders and detail to report with you.

You will see that your battery is without loss of time fully equipped for service, and adopt measures for the proper protection, health, and comfort of your command, and inform me of the number of men necessary to render the battery efficient in all respects.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

Lieutenant C. W. READ, Provisional Navy U. S.

*Order of Flag-Officer Mitchell, U. S. Navy, to Lieutenant Ingraham, U. S. Navy, transferring him from the command of Battery Wood to Battery Brooke.*

FLAGSHIP VIRGINIA,  
*James River Squadron, October 27, 1864.*

SIR: You are hereby detached from the command of Battery Wood, which you will transfer to Lieutenant C. W. Read, and on being relieved at Battery Wood you will report to Lieutenant Commanding C. W. Hays, to relieve him in the command of Battery Brooke.

You will take with you to Battery Brooke Lieutenant Borum, Master's Mates Fitzgerald and Robertson, and the 33 men you brought with you from Charleston.

You will, as soon as practicable, inform me of the number of additional men required to man your battery efficiently.

You will retain at Battery Brooke the following men, viz:

*From the Virginia.*—W. Hill, G. S. Kirkmeyer, seamen; William Medlen, W. Adams, G. Maynard, landsmen.

*From Raleigh, N. C.*—H. Windens, J. Alderman, H. Alderman, T. Newkirk, D. Monroe, J. F. Bloom, landsmen.

You will send to Battery Wood those men belonging to the *Fredericksburg* and *Richmond* and will return to the *Nansemond*, *Roanoke*, and *Virginia* all other men belonging to those vessels, respectively.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,  
*Flag-Officer James River Squadron.*

Lieutenant J. H. INGRAHAM,  
*Commanding Battery Wood.*

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\* Formerly Lord Clyde; afterwards U. S. S. Advance. † Formerly Fox. ‡ Formerly Grape Shot.

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\* Known also as J. E. Bazely, Tug No. 2, and afterwards U. S. S. Beta.

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\* Formerly a blockade runner.

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\*Afterwards Chicora.

†Afterwards Wando.

‡Afterwards U. S. S. Little Ada.

§Given also as George Gowanlock.

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† Known also as Picket Boat No. 2.

‡ Known also as Picket Boat No. 3.

§ Known also as Picket Boat No. 4.

|| Known also as Picket Boat No. 5.

¶ Known also as Picket Boat No. 6.

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\* Formerly called the Conqueror.

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