OFFICIAL RECORDS

OF THE

UNION AND CONFEDERATE NAVIES

IN THE

WAR OF THE REBELLION.

PUBLISHED UNDER THE DIRECTION OF

The Hon. WILLIAM H. MOODY, Secretary of the Navy,

BY

MR. CHARLES W. STEWART,

Superintendent Library and Naval War Records.

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

SERIES I—VOLUME 17.

GULF BLOCKADING SQUADRON

FROM DECEMBER 16, 1861, TO FEBRUARY 21, 1862.

EAST GULF BLOCKADING SQUADRON

FROM FEBRUARY 22, 1862, TO JULY 17, 1865.

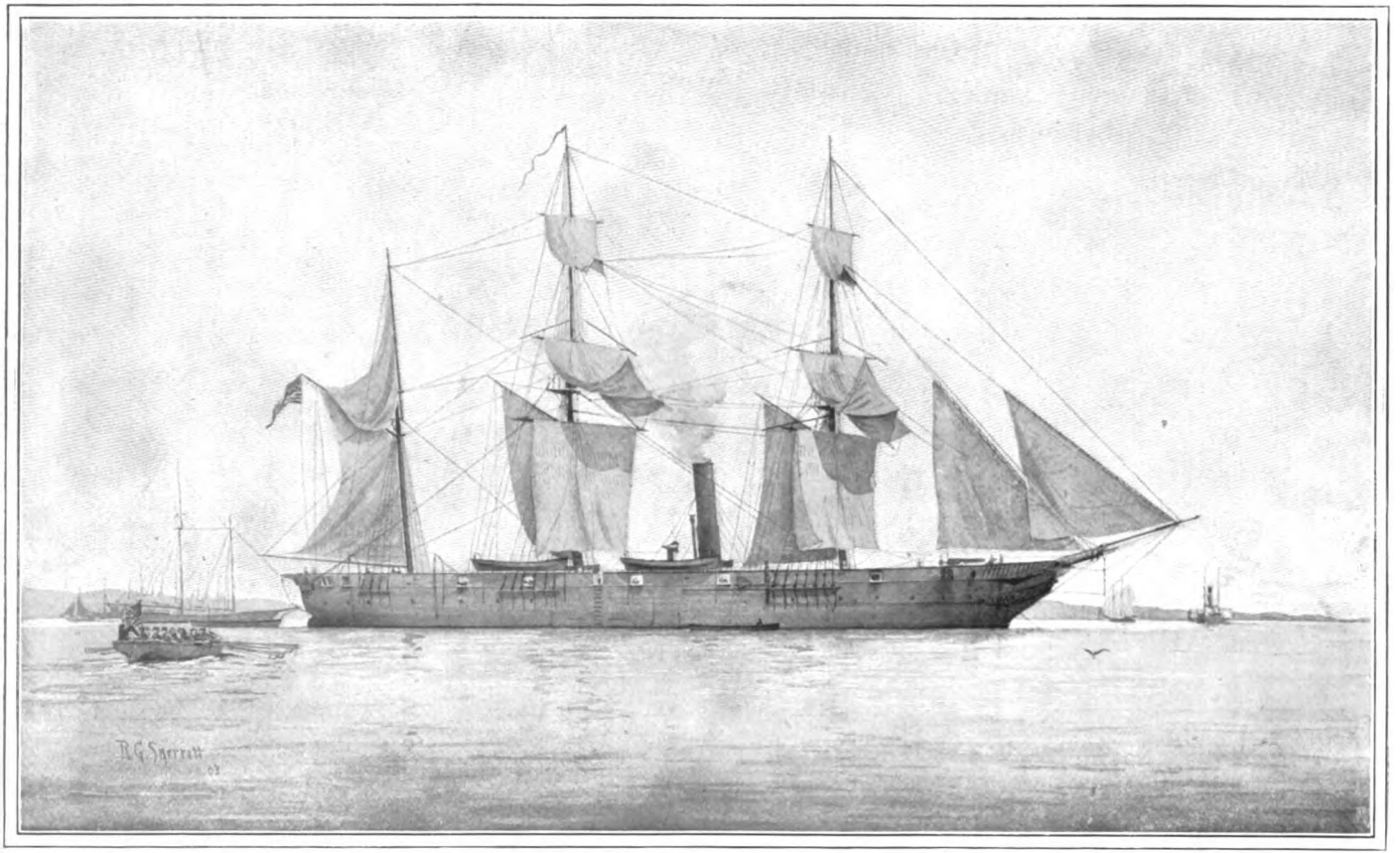
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UNITED STATES STEAMER SAN JACINTO.

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PREFACE.

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

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

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

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

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

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

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

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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

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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 sixteenth volume of the records (Series I, vol. 16), which has recently been published by the Department, gives the operations of the South Atlantic Blockading Squadron from October 1, 1864, to August 8, 1865; and the operations of the Gulf Blockading Squadron from June 7 to December 15, 1861. The present volume (Series I, vol. 17) gives the operations of the Gulf Blockading Squadron from December 16, 1861, to February 21, 1862; and the operations of the East Gulf Blockading Squadron from February 22, 1862, to July 17, 1865.

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

CHARLES W. STEWART,
Compiler.

NAVY DEPARTMENT,
Washington, D. C., December, 1903.

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

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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.

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ORDER OF COMPILATION OF NAVAL WAR RECORDS.

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2. Operations in the Gulf of Mexico, January to June 7, 1861.
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3. Operations on the Atlantic Coast, January to May 13, 1861.
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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.

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6. Gulf Blockading Squadrons, 1861–1865.

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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.

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UNITED STATES VESSELS OF WAR SERVING IN THE GULF BLOCKADING SQUADRON, FROM DECEMBER 16, 1861, TO FEBRUARY 21, 1862.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Arthur	Fourth	554	Bark	35	6
Brooklyn	Second	2,070	Screw steamer	259	25
Colorado	First	3,425	do	525	46
De Soto	Second	1,600	Side-wheel steamer	130	9
Ethan Allen	Fourth	556	Bark	90	6
Hatteras	Third	1,100	Side-wheel steamer	101	5
Huntsville	Third	817	Screw steamer	97	3
Itasca	Fourth	507	do	70	4
James S. Chambers	Fourth	401	Schooner	62	4
Kingfisher	Fourth	450	Bark	95	4
Kittatinny	Fourth	421	Ship	66	4
Marion	Fourth	566	do	80	15
Massachusetts	Third	1,155	Screw steamer	112	5
Mercedita	Third	776	do	135	9
Midnight	Fourth	387	Bark	70	4
Mississippi	Second	1,692	Side-wheel steamer	229	12
Mohawk	Fourth	464	Screw steamer	62	7
Montgomery	Third	787	do	66	5
New London	Fourth	221	do	47	5
Niagara	First	4,582	do	387	12
Portsmouth	Third	989	Ship	161	22
Potomac	Second	1,708	do	331	34
Preble	Fourth	566	do	65	10
Rachel Seaman	Fourth	303	Schooner	13	2
Sagamore	Fourth	507	Screw steamer	78	4
Samuel Rotan	Fourth	212	Schooner	29	2
Santee	Second	1,726	Ship	427	50
Sciota	Fourth	507	Screw steamer	65	3
South Carolina	Third	1,150	do	115	5
Tahoma	Fourth	507	do	101	4
Vincennes	Third	700	Ship	162	19
Wanderer	Fourth	300	Schooner	26	3
Water Witch	Fourth	378	Side-wheel steamer	56	3
Winona	Fourth	507	Screw steamer	93	4
Wissahickon	Fourth	507	do	80	4

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UNITED STATES VESSELS OF WAR SERVING IN THE EAST GULF BLOCKADING SQUADRON FROM FEBRUARY 22, 1862, TO JULY 17, 1865.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Adela	Fourth	583	Side-wheel steamer	70	7
Amanda	Fourth	368	Bark	71	7
Annie	Fourth	27	Schooner	7	1
Ariel	Fourth	19	.....do	(†)	1
Aries	Third	820	Screw steamer	90	7
Bainbridge	Fourth	259	Brig	79	6
Beauregard	Fourth	101	Schooner	27	3
Britannia	Fourth	495	Side-wheel steamer	75	6
Brockenborough*	Fourth	.....	Sloop	4	.....
Carmita	Fourth	61	Schooner	(†)	0
Cherokee	Fourth	606	Screw steamer	92	6
Clyde	Fourth	294	Side-wheel steamer	67	2
Dacotah	Third	996	Screw steamer	147	8
Dale	Fourth	566	Ship	45	3
De Soto	Second	1,675	Side-wheel steamer	95	9
Ethan Allen	Fourth	556	Bark	87	9
Eugenie	Fourth	150	Schooner	23	1
Ezilda**	Fourth	.....	Sloop	(†)	.....
Fort Henry	Fourth	519	Side-wheel steamer	120	7
Fox	Fourth	80	Schooner	(†)	2
Galena	Third	738	Screw steamer	138	11
Gem of the Sea	Fourth	371	Bark	70	5
George Mangham	Fourth	274	Mortar schooner	26	5
Glaucus	Third	1,244	Screw steamer	170	11
Hendrick Hudson	Fourth	460	.....do	88	6
Hibiscus	Fourth	406	.....do	86	6
Honduras	Fourth	376	Side-wheel steamer	57	4
Honeysuckle	Fourth	234	Screw steamer	39	2
Howquah	Fourth	397	.....do	57	5
Huntsville	Third	817	.....do	97	4
Ino	Fourth	895	Ship	128	11
Isonomia	Fourth	593	Side-wheel steamer	63	3
Iuka	Third	940	Screw steamer	116	5
James L. Davis	Fourth	461	Bark	75	4
James S. Chambers	Fourth	401	.....do	62	6
Julia	Fourth	10	Sloop	(†)	0
Kingfisher	Fourth	450	Bark	95	6
Magnolia	Fourth	843	Side-wheel steamer	89	5
Mahaska	Third	832	.....do	145	10
Marigold	Fourth	115	Screw steamer	17	2
Marion	Fourth	566	Ship	80	14
Matthew Vassar	Fourth	216	Mortar schooner	29	3
Mercedita	Third	776	Screw steamer	135	9
Merrimac	Fourth	684	Side-wheel steamer	116	6
Midnight	Fourth	386	Bark	70	8
Muscoota	Second	1,030	Paddle-wheel steamer	154	10
National Guard	Fourth	1,046	Ship	51	4
Neptune	Third	1,244	Screw steamer	156	9
Niagara	First	4,580	Screw steamer	372	12
Nita	Fourth	210	Side-wheel steamer	39	3

* Appears in Navy Register as G. L. Brockenborough.

** Known also as Isilda.

† No rolls.

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UNITED STATES VESSELS OF WAR SERVING IN THE EAST GULF BLOCKADING SQUADRON FROM FEBRUARY 22, 1862, TO JULY 17, 1865—Continued.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
O. H. Lee	Fourth	199	Mortar schooner	37	5
Paul Jones	Third	863	Side-wheel steamer	143	8
Penguin	Fourth	389	Screw steamer	75	7
Port Royal	Third	805	Side-wheel steamer	103	9
Powhatan	First	2,415	.....do	266	18
Proteus	Third	1,244	Screw steamer	160	11
Pursuit	Fourth	603	Bark	72	7
Quaker City	Second	1,600	Side-wheel steamer	163	9
R. R. Cuyler	Third	1,200	Screw steamer	111	10
Restless	Fourth	265	Bark	66	7
Roebuck	Fourth	455	.....do	69	5
Rosalie	Fourth	28	Sloop	8	1
Sagamore	Fourth	507	Screw steamer	78	4
St. Lawrence	Second	1,726	Ship	374	46
Samuel Rotan	Fourth	212	Schooner	29	2
San Jacinto	Second	1,446	Screw steamer	278	14
Santiago de Cuba	Second	1,567	Side-wheel steamer	135	10
Sea Bird	Fourth	57	Schooner	15	1
Somerset	Fourth	521	Side-wheel steamer	110	6
Spirea	Fourth	406	Screw steamer	65	6
Stars and Stripes	Fourth	407	.....do	94	5
Stonewall	Fourth	30	Schooner	90	1
Sunflower	Fourth	294	Screw steamer	52	2
Tahoma	Fourth	507	.....do	101	4
Tallapoosa	Third	974	Side-wheel steamer	202	10
Tioga	Third	819	.....do	105	8
Two Sisters	Fourth	54	Schooner	15	1
Wanderer	Fourth	300	.....do	36	1
Young Rover	Fourth	418	Screw steamer	85	5
Yucca	Fourth	373	.....do	40	2

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CALENDAR.

1861.

DECEMBER.

Sun.	M.	T.	W.	T.	F.	Sat.
1	2	3	4	5	6	7
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15	16	17	18	19	20	21
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1862.

JANUARY.

Sun.	M.	T.	W.	T.	F.	Sat.
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12	13	14	15	16	17	18
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FEBRUARY.

Sun.	M.	T.	W.	T.	F.	Sat.
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MARCH.

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APRIL.

Sun.	M.	T.	W.	T.	F.	Sat.
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MAY.

Sun.	M.	T.	W.	T.	F.	Sat.
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JUNE.

Sun.	M.	T.	W.	T.	F.	Sat
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JULY.

Sun.	M.	T.	W.	T.	F.	Sat.
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AUGUST.

Sun.	M.	T.	W.	T.	F.	Sat.
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SEPTEMBER.

Sun.	M.	T.	W.	T.	F.	Sat
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OCTOBER.

Sun.	M.	T.	W.	T.	F.	Sat.
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NOVEMBER.

Sun.	M.	T.	W.	T.	F.	Sat.
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DECEMBER.

Sun.	M.	T.	W.	T.	F.	Sat
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CALENDAR.

1863.

JANUARY.

Sun.	M.	T.	W.	T.	F.	Sat.
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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

FEBRUARY.

Sun.	M.	T.	W.	T.	F.	Sat.
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MARCH.

Sun.	M.	T.	W.	T.	F.	Sat.
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APRIL.

Sun.	M.	T.	W.	T.	F.	Sat.
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MAY.

Sun.	M.	T.	W.	T.	F.	Sat.
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JUNE.

Sun.	M.	T.	W.	T.	F.	Sat.
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JULY.

Sun.	M.	T.	W.	T.	F.	Sat.
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AUGUST.

Sun.	M.	T.	W.	T.	F.	Sat.
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SEPTEMBER.

Sun.	M.	T.	W.	T.	F.	Sat.
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OCTOBER.

Sun.	M.	T.	W.	T.	F.	Sat.
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NOVEMBER.

Sun.	M.	T.	W.	T.	F.	Sat.
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DECEMBER.

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CALENDAR.

1864.

JANUARY.

Sun.	M.	T.	W.	T.	F.	Sat.
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10	11	12	13	14	15	16
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FEBRUARY.

Sun.	M.	T.	W.	T.	F.	Sat.
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MARCH.

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APRIL.

Sun.	M.	T.	W.	T.	F.	Sat.
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MAY.

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JUNE.

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JULY.

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AUGUST.

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SEPTEMBER.

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OCTOBER.

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NOVEMBER.

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DECEMBER.

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CALENDAR.

1865.

JANUARY.

Sun.	M.	T.	W.	T.	F.	Sat.
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FEBRUARY.

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MARCH.

Sun.	M.	T.	W.	T.	F.	Sat.
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APRIL.

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MAY.

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JUNE.

Sun.	M.	T.	W.	T.	F.	Sat.
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JULY.

Sun.	M.	T.	W.	T.	F.	Sat.
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GULF BLOCKADING SQUADRON.

FROM DECEMBER 16, 1861, TO FEBRUARY 21, 1862.

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GULF BLOCKADING SQUADRON.

FROM DECEMBER 16, 1861, TO FEBRUARY 21, 1862.

Report of Flag-Officer McKean, U. S. Navy, regarding general matters pertaining to his command.

U. S. FLAGSHIP NIAGARA,
Off Fort Pickens, December 17, 1861.

* * * * * * *

I have to report the arrival at this place of the schooner gunboat *Maria A. Wood* on the 14th instant, of the storeship *Supply* on the 15th instant, and of the schooner gunboat *Samuel Rotan* and the steam gunboat *Wissahickon* on the 16th instant.

The *Supply* I have dispatched to furnish the vessels on the coast with provisions, etc. Upon her cargo being discharged I will immediately order her back to New York.

The schooners I have sent to Ship Island, as they may be useful in Mississippi Sound. Should I find on my arrival they are not needed there, I will order them down the coast to cruise in company with some of the regular men-of-war.

I feel it my duty to bring to your notice the fact that the *Maria A. Wood* was sent out with three master's mates, neither of whom can work a day's work or take a meridian observation of the sun, and one of them is ignorant of the multiplication table. Had anything happened to the acting master in command there was no one on board capable of navigating the vessel into port. I will also state that she was unprovided with passing boxes for powder, that her magazine is not lined, and that the cylinders are put up in rough pine boxes, fastened with iron nails. Her commander also informs me that he was furnished at the navy yard with one old ensign, which, by the time he reached Key West, was completely worn-out, and he was therefore compelled to procure one upon requisition, which, I presume, must have cost double what it would in Philadelphia. Neither of the schooners is supplied with signals of any kind, and I have not a yard of bunting in the squadron, although requisitions were forwarded some time since.

I am sorry to report that on the day previous to her arrival at this place the felt on one of the boilers of the *Wissahickon* was discovered to be on fire, and, upon examination after her arrival, it was found that the water had been allowed to get too low, in consequence of

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which it became heated, setting fire to the felt and very seriously injuring the boiler. It has been examined by Mr. Long, chief engineer of this ship, and he is of opinion that with the assistance of his best mechanics it can be so far repaired in a week as to render her serviceable. I have therefore sent her to Ship Island on one boiler, with instructions to her commander to have the fires raked and everything in readiness for a survey, which I will order immediately on my arrival at that place, which I hope will be to-morrow, as the *Richmond* was to have left Key West on the 13th instant, and I am therefore hourly expecting her arrival. She has been detained much longer than I anticipated.

The *Water Witch* returned from Key West on the 14th instant, her repairs having been completed, and is now employed in Mississippi Sound. She may probably run for two or three months.

The exigencies of the blockade and a fear of misapprehension of motives have deterred me from alluding since my report on the subject, made on my return from Japan, to the condition of the boilers of this ship. It has been with great difficulty and entirely owing to the constant vigilance, good judgment, and energy displayed by the chief engineer that the ship has been kept thus far in an available condition for service, and as the squadron has been somewhat reinforced and is soon to be further increased I feel it my imperative duty to state that the ship can not be kept longer on the station without hazard. She is liable to be disabled at any moment, her boilers being now entirely unreliable, and without steam power would be worse than useless here, as she can not be worked under canvas alone but in an open sea.

In a report to the Bureau of Construction, made on my return from Japan, I pointed out what I considered her greatest defects and suggested alterations.

The *Niagara* is considered by many and is spoken of as the largest and finest frigate in the Navy, when in reality she is but a sloop of war, mounting twelve guns, and, in my opinion, not efficient as a man-of-war. She is, however, a noble ship, and can, I have reason to believe, be made equal, if not superior, to any frigate we have. She sails as well, and as a steamer is far superior to any of them. With a proper broadside battery, the addition of a spar deck, and some alteration in her spars, all of which could, I think, be made at a moderate expense, I feel confident that she would be equal to any frigate afloat. She has great stability, and would bear any weight that could be put upon her, and is decidedly the finest sea boat I have ever seen. With her present battery she could not be fought under canvas, and at close quarters would not, in my opinion, be equal to a ship mounting a broadside battery of twenty-four 9-inch guns.

I am not alone, sir, in the opinion I have thus hastily expressed in regard to the *Niagara*. I think I may safely say that every officer who has sailed in her will concur with me. She is far too noble a ship to be kept in her present condition.

Upon reaching Ship Island I will allow the fires to go down, and will order a thorough examination of the boilers, etc., and will forward a report by the steamer *Rhode Island*.

I have addressed the commander of the *Kingfisher*, now off the Mississippi, in reference to the alleged seizure at Key West of a seaman belonging to his vessel by a British officer, as stated in your communication of the 26th ultimo.

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I have written rather hastily, having been informed that the steamer *Baltic* will sail this evening and being desirous to forward this by her.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

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

Report of Flag-Officer McKean, U. S. Navy, regarding disarrangement of plans for operations in Mississippi Sound.

U. S. FLAGSHIP NIAGARA,
Off Fort Pickens, December 18, 1861.

SIR: I am sorry to report that I have just received information from Key West by a small steamer belonging to the Quartermaster's Department of the Army that the U. S. S. *Richmond* is completely disabled by the breaking of her rock shaft and other injuries to her machinery, as shown by the enclosed copies of reports* from Captain Ellison and the chief engineer and the accompanying drawings.

As I am satisfied, after consultation with the chief engineer of this ship, that she can not be repaired here, I have ordered her to New York. I would recommend that she be docked, as her copper must have been greatly injured in crossing the bar at the South West Pass of the Mississippi.

I am again placed in a very trying position, as I was only awaiting the arrival of the *Richmond* to proceed to Ship Island, where my presence is highly important, not only on account of the arrival of the troops, but also that the engineer department of this ship may aid in repairing the boiler of the steam gunboat *Wissahickon*.

Not having the means of communication with Ship Island, I have applied to Colonel Brown to allow the army steamer which brought the dispatches from Key West to run down there, with instructions to Commander Smith to dispatch two of the gunboats now in Mississippi Sound to this place to relieve the *Niagara*.

The necessity for the withdrawal of these gunboats completely disarranges the plan I had formed for operating in Mississippi Sound.

I write in great haste, as the *Baltic*, having been unexpectedly detained over night, is now about to leave.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

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

Letter from Flag-Officer McKean, U. S. Navy, to Colonel Brown, U. S. Army, requesting the transfer of the army steamer Rainey for use in Mississippi Sound.

U. S. FLAGSHIP NIAGARA,
Off Fort Pickens, December 18, 1861.

SIR: Please accept my thanks for placing at my disposal the steamer *Rainey* to convey dispatches to Ship Island.

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*Not necessary to publish.

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Should you not need her for army purposes, I will gladly avail myself of your offer to transfer her, and will make use of her in Mississippi Sound until such time as you may require her services.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Colonel HARVEY BROWN,
Commanding Department of Florida, Fort Pickens.

Report of Lieutenant Trathen, U. S. Navy, commanding U. S. bark Midnight, regarding a cruise of that vessel off the coast of Texas.

U. S. BARK MIDNIGHT,
Off Velasco, Tex., December 18, 1861.

SIR: In compliance with your instructions to me, dated the 29th ultimo, I sailed the same evening for Galveston, and arrived off that port and communicated with the U. S. ship *Santee* on the evening of the 4th instant, and sailed again on the morning of the 5th, running close along the coast of Texas in 5, 6, and 7 fathoms water. I discovered in this route that there was a strong battery at the entrance of San Luis Pass, a large encampment and battery at Velasco, and a battery of four heavy guns near the light-house at Pass Cavallo. On the 8th instant I was standing in toward the bar of Pass Cavallo, with a moderate breeze from the S. E., and when the ship was within about 2 miles of the light-house I tacked to the eastward. The battery opened on us and fired nine shots. They were all well aimed, and the nearest fell about 20 yards short of our stern. I did not like to throw away our shot by replying, for I knew our 32-pounders of 42 cwt. would not reach the enemy. Again, on the 10th instant, I was standing in toward the same pass, and when within about the same distance as before, the light-house bearing W. N. W., it fell calm, with a swell heaving on the bar. At 2 p. m. I discovered a large steamer coming down Matagorda Bay and pointing directly for us. When she got near the bar she hoisted the secession flag. We were all at quarters and everything ready for action. I could do nothing but wait for his approach. At 2:30 p. m. a light breeze sprung up from the S. E. I filled away on the starboard tack and stood to the eastward, in order to draw the enemy from under shelter of his batteries. He was coming up to us very fast, and could have engaged us on his own terms in thirty minutes, for the wind was very light and our ship had scarcely steerageway, but in a few minutes after the light breeze reached us, about 3 p. m., he bore up and ran into the bay again. The steamer is large and capable of being made very formidable by merely taking off her upper or promenade deck. At Velasco I saw two such steamers; the three together would constitute a formidable force. You are well aware of the advantage a steamer has over a sailing ship in a calm, and there is a great deal of calm weather on this coast. In your instructions I am ordered to have a boarding netting triced up whilst at anchor. In reply I would respectfully inform you that I have no boarding netting, nor have I cordage to make one. I applied to Captain Eagle, of the *Santee*, for small stuff for that purpose, but all he could spare me was half a coil of nine-thread ratline, not enough to

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begin to make one. If the flag-officer thinks proper to order one from the North, the length of the *Midnight* over all is 134 feet 4 inches and 25 feet 6 inches breadth of beam. I frequently see small vessels moving about in the bays and inside passages, but up to this date we have not seen a single vessel at sea since I have been on the coast. We have constant lookout men on the topgallant yards both day and night.

I feel as if a boarding netting was absolutely necessary in a ship of so light an armament as mine. I have taken the liberty to send requisitions for a number of stores, which, at first sight, may appear extravagant, but on inspection you will find they are mostly small and necessary articles.

At anchor off Galveston, December 27, 9 a. m. The *Rhode Island* has just hove in sight. I shall return to my cruising ground immediately after procuring from her a needful supply of fresh provisions, etc.

Sir, I remain your obedient servant,

JAMES TRATHEN,
Lieutenant, Commanding.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Extract from report of Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras, regarding affairs at Apalachicola.

U. S. S. HATTERAS,
Off Apalachicola, December, 18, 1861.

* * * * * * *

Having sounded and buoyed out this entrance, I stood in within gunshot of the sand fort on St. Vincent's [Island] and lay overnight; but I found the current so strong and the holding ground so poor that I have preferred remaining outside since.

From all appearances the above fort has been dismantled, but there appears to be a picket guard left on the island. Upon two occasions I have heard heavy guns firing at the town of Apalachicola, and I presume that these are the same that formerly occupied this fort.

I visited the light-house on St. George's Island and found it deserted and robbed of its illuminating apparatus, oil, etc., which is very much in character with secession elsewhere.

From the top of this light-house (77 feet) I had a good view of the sound and of the town of Apalachicola. Besides a few small sail, apparently fishing smacks, I saw nothing afloat inviting attack but the hull of a large vessel that appears to be unfinished—and intended for a propeller—laying near the town, and I presume within range of guns planted there. There appears to be a shoal outside of her in the bay, and I find no soundings placed on this portion of my chart.

Independent of the above vessel, there occasionally appears a small stern-wheel steamer near the town.

Very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Flag-Officer W. W. MCKEAN,
Commanding Gulf Blockading Squadron.

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Report of Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras, regarding a reconnoissance of St. Joseph's Bay.

U. S. S. HATTERAS,
Off Apalachicola, December 18, 1861.

SIR: Last evening about sunset I discovered a small propeller near the coast to the southward and eastward of us.

She apparently discovered us about the same time and kept off to the south under sail and steam, which, with vessels drawing from 6 to 8 feet water, bound to the north, it would be necessary for them to do, on account of a reef that extends about 6 miles from the coast to the southward and lying between us.

I was underway in a few minutes and shaped a course that I thought would intercept her, but it became dark before I had gained enough upon her to keep her in sight afterwards, and I am sorry to say she finally dodged me in spite of all my efforts.

This morning at daylight nothing was in sight, and I ran up the coast as far as [Cape] San Blas light-house, from which I got a look into St. Joseph's Bay and could see nothing there, but signal fires were burning alongshore, and several people appeared on the beach, as though they were in expectation of something. I therefore infer that if this vessel was intending to run the blockade she has turned to the southward and eastward again and perhaps may get into one of the passes at the eastern end of the sound.

The illuminating apparatus has been removed from the light-house on Cape San Blas, as on St. George's Island, and they are now employed in removing the surplus bricks (of which there is a large pile lying near the light-house) to some place in the interior.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Letter from Flag-Officer McKean, U. S. Navy, to Captain Bailey, U. S. Navy, giving consular information from Havana, regarding the arrival at that place of steamer C. Vanderbilt and schooner Break of Day.

U. S. FLAGSHIP NIAGARA,
Off Fort Pickens, December 19, 1861.

SIR: I have received a dispatch, dated December 6, from R. W. Shufeldt, consul-general at Havana, informing me of the arrival at that place of two vessels from New Orleans, viz, the low-pressure Mississippi towboat *C. Vanderbilt*, 383 tons, Smith, master; and the schooner *Break of Day*, 80 tons, Martin, master.

I have since learned from Captain Ribourt, commanding the French steamer *Lavoisier*, that the cargo of the *Vanderbilt* was cotton.

I much fear that the rebels have deepened a small channel said to connect the river with West Bay, just below the fort, and that vessels of very light draft can escape by that passage.

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I will, as soon as possible, send you a schooner gunboat as a tender, by means of which you will be able in good weather to guard West Bay.

I shall dispatch the *Preble* to blockade the South Pass.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Captain T. BAILEY,
Commanding U. S. Steam Frigate Colorado,
Off South West Pass of the Mississippi.

Instructions of the Secretary of the Navy to Flag-Officer McKean, U. S. Navy, regarding the proper disposition of captured property.

NAVY DEPARTMENT, *December 20, 1861.*

SIR: Your letter of the 2d instant, reporting the capture of the steamboats *Anna* and *Henry Lewis* and schooners *Olive* and *A. J. View*, has been received. The duty of officers of the Navy with respect to captured vessels and their cargoes is prescribed by the 7th, 8th and 9th articles, 1st section, of the act of 1800.

You will adopt the best means in your power for the preservation of the captured property until an opportunity occurs for sending it to a proper port for adjudication. You will have a correct inventory made of all property taken out of a prize vessel and transmit a duplicate of it to the Department. If it be necessary to take any part of the property for public use, a careful appraisement of it must be made by suitable persons qualified to judge of the value of the particular article taken, and, if practicable, by uninterested persons. A careful account of all property so taken, with a duplicate of the appraisement, will be transmitted to the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Report of Flag-Officer McKean, U. S. Navy, transmitting letter from the commanding officer of H. B. M. S. Desperate regarding the ineffectiveness of the blockade of Galveston.

U. S. FLAGSHIP NIAGARA,
Off Fort Pickens, December 20, 1861.

SIR: I herewith transmit a copy of a communication from the commander of H. B. M. S. *Desperate*, forwarded to me by Captain T. Bailey, commanding the U. S. frigate *Colorado*, who communicated with the *Desperate* off the South West Pass of the Mississippi.

I am inclined to doubt its correctness, but have addressed Captain Eagle, enclosing him a copy of the letter of the commander of the *Desperate*, and enquiring if he has at any time been absent from his station, and if so, the reason why.

I am very desirous of visiting that part of the coast, but as yet it has not been in my power, the services of this ship to blockade having been thus far indispensable. The unfortunate accident to the *Rich-*

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mond has greatly embarrassed my movements, but I will, if possible, proceed to Galveston in this ship so soon as my presence at Ship Island can be dispensed with.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

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

[Enclosure.]

H. B. M. S. DESPERATE,
Off Mississippi [River], December 13, 1861.

SIR: I have the honor to acquaint you that on the night of December 5 I anchored her Majesty's ship under my command in 9½ fathoms, with the town of Galveston bearing about N. W. ¼ W., 12 miles, and that on the following morning I weighed and stood close in, spending several hours cruising along Galveston Island, with the beach and houses plainly in sight, although the weather was foggy, finally anchoring in 5¼ fathoms, about 4 miles from the beach, and then, getting steam up, weighed and made a circuit by the town and to the southward of the reef, the smoke from one funnel being very dense.

But having seen no United States man-of-war there, I concluded that the port was not effectively blockaded, and it will be my duty to report the same to my superior officer.

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

JOHN F. ROSS,
Commander.

Flag-Officer [WM. W. MCKEAN],
Comdg. the U. S. Blockading Squadron on the Coast of Texas.

Order of the Secretary of the Navy to Flag-Officer McKean, U. S. Navy, to use his discretion regarding place of repair for United States vessels.

NAVY DEPARTMENT, *December 21, 1861.*

SIR: As the vessels of your squadron, especially the steamers, may at times require repairs actually necessary to their efficiency and safety which can not well be done on the station, the Department authorizes you to exercise your discretion in such cases as to sending them north to be repaired.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Letter from the Secretary of the Navy to Flag-Officer McKean, U. S. Navy, naming additional vessels for his command.

NAVY DEPARTMENT, *December 21, 1861.*

SIR: Your report of the 25th ultimo of the combined attack on Fort McRee and the adjoining works was duly received.

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The sloop of war *Portsmouth*, Commander Swartwout, sailed from Portsmouth, N. H., on the 17th instant for the Gulf Squadron, and the armed schooner *Kittatinny*, Acting Volunteer Lieutenant George E. Welch, from Philadelphia, on the 13th instant for the same destination.

The following vessels are on the eve of sailing, and have orders to report to you:

Bark *Pursuit*, Acting Volunteer Lieutenant David Cate, [New York].

Bark *Arthur*, Acting Volunteer Lieutenant J. W. Kittredge, [New York].

Bark *James L. Davis*, Acting Volunteer Lieutenant Joseph Winn, [Philadelphia].

Bark *James S. Chambers*, Acting Volunteer Lieutenant Dennis Condry, [Philadelphia].

Gunboat *Tahoma*, Lieutenant John C. Howell, [Philadelphia].

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Engagement between the U. S. S. Huntsville and Confederate steamer Florida, or Strike, off Mobile Bar, December 24, 1861.

Report of Captain Powell, U. S. Navy, commanding U. S. frigate Potomac.

U. S. FRIGATE POTOMAC,
Off Mobile Bar, December 25, 1861.

COMMODORE: I herewith forward report of Commander Price, of the U. S. S. *Huntsville*, of his encounter with the rebel steamer supposed to be the *Strike*.

Commander Price promptly engaged this vessel for nearly an hour and drove her off without injury to his vessel or people, and but for the reef between would have closed, although greatly inferior in force.

Unable to approach the scene, I had yet a good view, and consider that Commander Price conducted the affair with great gallantry and skill.

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

L. M. POWELL, *Captain.*

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Squadron, Ship Island.

Report of Commander Price, U. S. Navy, commanding U. S. S. Huntsville.

U. S. S. HUNTSVILLE,
Off Mobile Bay, December 24, 1861.

SIR: This morning the *Potomac* made signal No. 333, whereupon recalling my boat from sounding the channel near Pelican Island, in the direction of Fort Gaines, I got underway and stood for her.

On my way up a rebel steamer, which we call the *Strike*, painted black, with two masts and very low in the water, opened fire at me from inside the reef, in the direction of Fort Morgan. I stood close in to the reef and opened upon him in return from my pivot gun and

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a 32-pounder, aft, but soon observed that the shot of the latter fell short and so continued with my pivot only.

Firing was kept up for three-quarters of an hour between us, the rebel steamer firing rapidly from two rifled guns and one or two of smoothbore. Several rifled projectiles passed immediately over this ship and a dozen or more burst all around us, without, however, doing any damage to the hull or crew. I think I struck her several times, when she finally drew off and ran under Fort Morgan. All the forces at the fort were apparently out to witness the affair, and the tops and yards of the *Potomac* were also filled for the same purpose. The *Potomac* prepared to get underway and come to my assistance with her rifled gun, but the wind was too light for her to do anything. Had I had her rifled gun, the result might have been different to the rebel steamer.

The distance between us was perhaps from 1½ to 2 miles. Her object was doubtless to try her new rifled guns, as well as to draw my own fire and ascertain what guns I carried.

She fired fifty guns, I supposed, and I about half that number.

It is unaccountable that I was not struck and very much cut up, for a dozen or twenty of her rifled projectiles struck within a cable's length of me; some were fuzed and exploded. I judge the others were percussion.

You are aware that I am without a rifled gun. My pivot is so badly mounted and fitted that to run it in and out requires twice the time that it would if fitted properly, and that by a crew as well trained as any in the squadron. In fact, the battery of this ship is entirely too light and very defective, and ought to be remedied.

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

CICERO PRICE,
Commander.

Flag-Officer W. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Additional report of Captain Powell, U. S. Navy, commanding U. S. ship Potomac.

U. S. SHIP POTOMAC,
Off Mobile Bar, December 25, 1861.

COMMODORE: A small schooner came in yesterday and promises to sail in a few hours for Ship Island, and I avail myself of the chance to report to you that the steam gunboat, which was supposed to be the *Florida*, returned yesterday morning and stood in to the West Swash Channel, and about 11 a. m. opened fire from two rifle cannon and some other guns upon the *Huntsville*.

Commander Price, of the *Huntsville*, steamed up into shoal water and promptly returned the fire, with some effect, he thinks, for the enemy, after firing some thirty or forty rounds, put off for Fort Morgan and in the evening for Mobile.

The weather fine; sea smooth and nearly calm, for the most part quite so. I got sail on this ship with a view to run down toward the *Huntsville*, which seemed to hasten the retreat of the enemy.

Price has only one effective gun, you know, and it was not up to the range of a heavy rifle cannon mounted aft on the rebel steamer. She overshot the *Huntsville* with this gun considerably, but did not hit her. She, the enemy, has 4 guns aft and 1 pivot, 2 side guns forward.

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A storeship was in sight yesterday, but is not this morning. The master of the trading schooner said it was the *Pampero*.

I am, respectfully, your most obedient servant,

L. M. POWELL.

Flag-Officer WM. W. MCKEAN,
Ship Island.

P. S.—Captain Price will make his report, which I shall forward when received.

L. M. P.

P. S. No. 2.—We yesterday observed a topsail three-masted steamer at anchor in the cove, and this morning from the masthead a steamer and the sails of two schooners at anchor near the Petit Bois Pass. The activity of the enemy in these waters seems to call for a more active force here, in addition to what we have at this time, if you can spare it. I know that you will agree with me that the *Huntsville* should not be exposed to the odds against her, for, of course, the attack will be made on her when my ship could not move from wind and weather.

L. M. P.

Extracts from Richmond Dispatch of January 2, 1862.

Naval engagement.—At 11 o'clock yesterday the gunboat *Florida* engaged a large Federal steamer which was blockading Pelican [Channel] Island Pass, and after a sharp fight of an hour and fifteen minutes the enemy hauled to the eastward toward the frigate *Macedonian* [*Potomac*], which was lying off the main bar, and communicating with him, she continued her course toward Pensacola. She appeared, from her slow speed, to be seriously injured. Not one shot of the enemy struck the *Florida*, though many of the shells exploded quite near her. "Nobody hurt" on our side.—Mobile Tribune, 25th instant.

The Advertiser and Register, [December 25, 1861], states that the enemy's steamer is the *New London* [*Huntsville*], and that thousands witnessed the fight from Forts Morgan and Gaines and from the blockading vessels outside.

Naval engagement near Mobile, Ala.—From the Mobile Evening News of the 25th ultimo we take the following account of a nice little affair which recently took place in the bay near that place:

About midday yesterday the stout gunboat *Florida*, C. S. Navy, concluded to celebrate Christmas eve by a small set-to with the insolent Lincoln cruiser *New London*, which was lying off the mouth of the harbor. The *Florida* ran down to the westward of Sand Island and challenged the *New London* to come on, which she did, and for an hour or two a lively cannonade at long taw furnished an excitingly interesting exhibition for the entertainment of the great audience which viewed it, the 4,000 men who garrisoned Forts Morgan and Gaines, as well as the crews of the blockading vessels being the spectators. The *Florida* could not come to close quarters with the enemy by reason of the shoal water of a bar intervening, and could she have got out, it is likely she would have had more than she could attend to with the several blockaders that were lying off in deep water.

The engagement was lengthy and many shots were fired on both sides and ended by the *New London* backing out, as usual. The *Florida* was not touched, but it is thought that three of her pills took effect on the enemy. All but these three were seen to strike the water, but the thousands of eyes which watched could not tell where these three went, if they were not stopped by the *New London*. She was evidently hit hard, for after backing out of the fight she signaled the fleet, and one of them ran down and lay alongside of her for several hours, rendering assistance, it is supposed.

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Letter from Flag-Officer McKean, U. S. Navy, to Brigadier-General Phelps, U. S. Army, regarding the transfer of Government property on Ship Island.

U. S. FLAGSHIP NIAGARA,
Ship Island, December 25, 1861.

SIR: I have been instructed by the honorable Secretary of the Navy to transfer to you all Government property on Ship Island not required by me for the establishment of a naval depot.

I will therefore be prepared on the 26th instant to transfer the battery, ordnance, and ordnance stores, and request that you will instruct your quartermaster to give the necessary receipts.

If you will appoint an officer to take charge, I will instruct Commander Smith to withdraw the naval force at 3 p. m. on the 26th and turn over the command.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Brigadier-General J. W. PHELPS,
Commanding Military Post, Ship Island.

Chasing of a schooner ashore off Fort Morgan, Ala., December 27, 1861.

Report of Captain Powell, U. S. Navy, transmitting report.

FRIGATE POTOMAC,
Off Mobile Bar, December 27, 1861.

COMMODORE: The *Water Witch* came in last night and anchored near us.

This morning a schooner was observed close inshore to the eastward, and I made signal to *Water Witch* to chase. She got off about 7 a. m., but it was blowing a strong norther and the schooner had anchored under the guns of Fort Morgan and the sand hills east of it. I gave discretionary orders to Lieutenant Commanding Hughes and reinforced him with two boats under Master Winfield S. Schley, [Acting] Midshipman Humphrey, and Master's Mate Ankers, but directed him not to get his vessel under the batteries on shore.

He, Lieutenant Commanding Hughes, executed his duty well; under his fire the schooner was run ashore and a steamer that came out to help her was roughly handled, but this brought him under the guns of Fort Morgan and the batteries on the sand hills eastward, and at 11 p. m. I recalled him.

The heavy rifle shells from Fort Morgan, as they got his range, dropped alongside of the steamer *Water Witch* before I called her off.

I enclose reports and have to express in addition my satisfaction at the resolute, though not entirely successful, effort to destroy the vessel of the enemy.

I am, respectfully, your most obedient servant,

L. M. POWELL.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Squadron, Ship Island.

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P. S.—I think this schooner is one of several which we have noticed as intending to run the blockade from the Bahamas, Cuba, etc., with the cargoes of the purchased British steamers. Mobile is their natural destination. Now, when *Huntsville* is at the West Pass, as this morning, the eastern shore is open beyond my reach night or day, as you well know.

L. M. P.

P. S. No. 2.—The good view obtained by the *Water Witch* confirms the information of my fugitive negro as to the armament of Fort Morgan and the coast eastward. Mr. Schley reports that he observed three tiers of guns; the parapet, thickly mounted, the casemates, and outside earthworks.

The gun east of Fort Morgan, three-fourths of a mile or more, is of great caliber.

L. M. P.

Report of Lieutenant Hughes, U. S. Navy, commanding U. S. S. Water Witch.

U. S. S. WATER WITCH,
Off Mobile Point, December 27, 1861.

SIR: In obedience to your order I got the *Water Witch* underway this morning, and taking two boats from the *Potomac*, with their officers and crews, I stood in toward the land for the purpose of capturing a schooner which had run in under the guns of Fort Morgan. As soon as I got within range I fired upon the schooner with my Parrott gun and rifled howitzer, and the fire was returned both by the fort and a heavy gun in battery to the eastward of the fort.

Heavy rifled shells from these guns fell so near and around the *Water Witch* that I did not deem myself justifiable in carrying her any nearer the batteries, though I continued to fire upon the schooner and a steamer which had come out to her assistance.

It was blowing a gale from the northward at the time, and it would have been impossible for the boats to reach the schooner safely under all the disadvantages against them.

I am satisfied that had I approached nearer the batteries I should have lost the *Water Witch*.

Very respectfully, your obedient servant,

A. K. HUGHES,
Lieutenant, Commanding.

Captain LEVIN M. POWELL, U. S. Navy,
Commanding U. S. Frigate Potomac.

Report of Master Schley, U. S. Navy, of the U. S. ship Potomac.

U. S. FRIGATE POTOMAC,
Off Mobile Bar, December 27, 1861.

SIR: Agreeably to your order I went on board the U. S. S. *Water Witch* with two boats' crews and reported to Lieutenant Commanding Hughes for any service he might require of me.

After I had gone on board, the *Water Witch* took up her position as nearly as possible in conformity with your signal. We then fired several shot and shell at the schooner, but not seeing what damage we

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had done her, we steamed up and stood farther inshore, when Fort Morgan and a battery to the eastward opened fire upon us. The precision with which they fired compelled us to haul off to the southward and eastward, when we discovered a steamer coming to her assistance. We immediately hauled up to the northward and fired several charges at the steamer; two and probably more struck her, when she hauled off and ran toward Fort Morgan. We then, finding that we could do the steamer no damage with our gun, ceased firing. At this moment I would have taken to my boats and endeavored to push my way inshore, but, conferring with Lieutenant Commanding Hughes, we concluded that it would be too much labor for the men to pull nearly a mile directly in the wind's eye and against a heavy sea. Had not the weather been so very unfavorable, I feel confident that we should have met that success upon which our hearts were set.

The men under my command behaved well under fire, and I feel confident would have rendered good service in case of being called upon.

Very respectfully, your obedient servant,

WINFIELD SCOTT SCHLEY,
Master, U. S. Navy.

Captain L. M. POWELL,
Commanding.

Report of Major-General Bragg, C. S. Army.

HDQRS. DEPARTMENT ALABAMA AND WEST FLORIDA,
Mobile, Ala., December 29, 1861.

SIR: An occurrence of the 27th instant at Fort Morgan illustrates the absolute necessity of the military commander here having control of the guard boats in the harbor. On that morning a small vessel from Havana attempted to run the blockade with supplies for us. Pressed by the enemy, she was beached under the guns of Fort Morgan. The enemy attempted to cut her out or destroy her, and the guns of our fort had difficulty in keeping them off until a small unarmed steamer went to her assistance, and under the fire of the enemy's gunboats relieved and brought her in. She brought in 150 bags of coffee, with some sulphur and other small stores. During all this time the *Florida*, an armed steamer, is lying at the moorings of the city, unoccupied and independent. An armed schooner is also lying in the harbor here utterly useless. It would be economy to give her away and discharge the crew.

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

BRAXTON BRAGG,
Major-General, Commanding.

ADJUTANT-GENERAL C. S. ARMY,
Richmond, Va.

Letter from the Secretary of the Navy to the Secretary of War, Confederate States, regarding the necessity of cooperation between the land and naval forces.

NAVY DEPARTMENT, C. S. A.,
Richmond, Va., January 9, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 6th instant, enclosing two communications from General Bragg.

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When the vessel to which General Bragg refers crossed the Mobile bar the Confederate [armed] steamer *Florida* was at the city, 30 miles off, and of course could render no assistance.

The *Florida* has recently gone there from the lake after an engagement with a Federal steamer, and on observing her arrival in the public papers, I directed Flag-Officer Hollins to prevent her from lying at the city a moment beyond what her necessities might require.

General Bragg complains that the little guard boat did not go out to the vessel's assistance, which he says was pursued by the enemy's gunboats. This is a small sailing schooner, mounting one gun, commanded by an active and zealous young naval officer, and I trust that he would have sailed out against the enemy's gunboats could he have rendered any service. I will call upon him to explain his apparent neglect of duty.

I concur with you in the necessity of securing perfect harmony of action between the land and naval forces, and so soon as the steamers now completed for service in the waters near Mobile shall go into commission, I will give such instructions as will, I think, certainly secure it. At present there is but one small sailing schooner and two barges. The naval officer in charge, and who is reported by General Withers as "unreliable and inefficient," Lieutenant James D. Johnston, is regarded by the service and Department as one of the best officers of the old service. Perhaps the cause of General Withers' report may be found in the letter of Lieutenant Johnston, a copy of which is enclosed.*

General Bragg's letters are herewith returned.

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

S. R. MALLORY,
Secretary of the Navy.

Hon. J. P. BENJAMIN,
Secretary of War.

Report of Flag-Officer McKean, U. S. Navy, transmitting correspondence regarding proclamation of Brigadier-General Phelps, U. S. Army.

U. S. FLAGSHIP NIAGARA,
Ship Island, December 27, 1861.

SIR: I have the honor to transmit herewith a copy of the proclamation of Brigadier-General Phelps. It was handed to me by Commander Melancton Smith, who received it from Brigadier-General Phelps, through Mr. Elias Smith, reporter for the New York Times, as shown by the note of Mr. Smith and Commander Smith's reply, which are also transmitted.

I have approved the course pursued by Commander Smith, and will not allow this or any similar document to be circulated by any person under my command.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

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

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* Not necessary to publish.

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[Enclosures.]

SHIP ISLAND, MISSISSIPPI, *December 5, 1861.*

DEAR SIR: I have been instructed by Brigadier-General Phelps, commanding this military expedition, to present his compliments to you, and request of you the use of a boat's crew or vessel, with a flag of truce, to convey me to the opposite shore with his proclamation to the loyal citizens of the Southwest.

Very respectfully, your obedient servant,

ELIAS SMITH.

Captain M. SMITH,
Commander of the Blockading Fleet, Mississippi Sound.

U. S. S. MASSACHUSETTS,
Ship Island, December 6, 1861.

SIR: I received yesterday afternoon, through Mr. Elias Smith, reporter for the New York Times, the enclosed proclamation from Brigadier-General Phelps to the loyal citizens of the Southwest, and the enclosed note this morning from the same source, requesting a conveyance under a flag of truce to the mainland to give it circulation.

My reply to Mr. Smith is herewith annexed, and I hope my course in the matter will meet your approbation.

Very respectfully, your obedient servant,

MELANCTON SMITH,
Commander, U. S. Navy.

Flag-Officer WM. W. MCKEAN, U. S. Navy,
Commanding U. S. Blockading Squadron, Gulf of Mexico.

U. S. S. MASSACHUSETTS,
Ship Island, December 6, 1861.

SIR: Your note of this morning conveying the compliments of Brigadier-General Phelps, with a request that I would furnish a boat's crew or vessel to convey you to the opposite shore with a flag of truce for the purpose of promulgating his proclamation to the loyal citizens of the Southwest, is received.

I have to request that you will return my compliments to Brigadier-General Phelps and state that any aid I can render him or the officers under his command in landing his forces, I most cheerfully volunteer, but I must respectfully decline the service requested until an opportunity offers for me to communicate with the flag-officer of the squadron.

Respectfully,

MELANCTON SMITH,
Commander, U. S. Navy.

ELIAS SMITH, Esq.,
Ship Island.

Proclamation of Brigadier-General Phelps to the loyal people of the Southwest.

HEADQUARTERS MIDDLESEX BRIGADE,
Ship Island, Mississippi, December 4, 1861.

To the loyal citizens of the Southwest:

Without any desire of my own, but contrary to my private inclinations, I again find myself among you as a military officer of the Gov-

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ernment. A proper respect for my fellow-countrymen renders it not out of place that I should make known to you the motives and principles by which my command will be governed.

We believe that every State that has been admitted as a slave State *into* the Union since the adoption of the Constitution has been so admitted in direct violation of that Constitution.

We believe that the slave States which existed as such at the adoption of our Constitution are, by becoming parties to that compact, under the highest obligations of honor and morality to abolish slavery.

It is our conviction that monopolies are as destructive as competition is conservative of the principles and vitalities of republican Government; that slave labor is a monopoly which excludes free labor and competition; that slaves are kept in comparative idleness and ease in a fertile half of our arable national territory, while free white laborers, constantly augmenting in numbers from Europe, are confined to the other half and are often distressed by want; that the free labor of the North has more need of expansion into the Southern States, from which it is virtually excluded, than slavery had into Texas in 1846; that free labor is essential to free institutions; that these institutions are naturally better adapted and more congenial to the Anglo-Saxon race than are the despotic tendencies of slavery; and finally, that the dominant political principle of this North American Continent, so long as the Caucasian race continues to flow in upon us from Europe, must needs be that of free institutions and free government; any obstructions to the progress of that form of government in the United States must inevitably be attended with discord and war.

Slavery from the condition of a universally recognized social and moral evil has become at length a political institution demanding political recognition. It demands rights to the exclusion and annihilation of those rights which are insured to us by the Constitution, and we must choose between them which we will have, for we can not have both. The Constitution was made for freemen, not for slaves. Slavery as a social evil might for a time be tolerated and endured, but as a political institution it becomes imperious and exacting, controlling, like a dread necessity, all whom circumstances have compelled to live under its sway, hampering their action and thus impeding our national progress. As a political institution, it could exist as a coordinate part only of two forms of government, viz, the despotic and the free; and it could exist under a free government only where public sentiment, in the most unrestricted exercise of a robust freedom leading to extravagance and licentiousness, had swayed the thoughts and habits of the people beyond the bounds and limits of their own moderate constitutional provisions. It could exist under a free government only where the people in a period of unreasoning extravagance had permitted popular clamor to overcome public reason and had attempted the impossibility of setting up permanently, as a political institution, a social evil which is opposed to moral law.

By reverting to the history of the past, we find that one of the most destructive wars on record, that of the French Revolution, was originated by the attempt to give political character to an institution which was not susceptible of political character. The church by being endowed with political power, with its convents, its schools, its immense landed wealth, its associations, secret and open, became the ruling power of the state, and thus occasioned a war of more strife and bloodshed probably than any other war which has desolated the earth.

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Slavery is still less susceptible of political character than was the church. It is as fit at this moment for the lumber room of the past as was, in 1793, the monastery, the landed wealth, the exclusive privilege, etc., of the Catholic Church in France.

It behooves us to consider, as a self-governing people, bred and reared, and practiced in the habits of self-government, whether we can not, whether we ought not to revolutionize slavery out of existence without the necessity of a conflict of arms like that of the French Revolution.

Indeed, we feel assured that the moment slavery is abolished, from that moment our Southern brethren, every ten of whom have probably seven relatives in the North, would begin to emerge from a hateful delirium. From that moment, relieved from imaginary terrors, their days become happy and their nights peaceable and free from alarm. The aggregate amount of labor under the new stimulus of fair competition becomes greater day by day; property rises in value; invigorating influences succeed to stagnation, degeneracy, and decay; and union, harmony, and peace, to which we have so long been strangers, become restored and bind us again in the bonds of friendship and amity, as when we first began our national career under our glorious Government of 1789.

Why do the leaders of the rebellion seek to change the form of your ancient Government? Is it because the growth of the African element of your population has come at length to render a change necessary? Will you permit the free Government under which you have thus far lived, and which is so well suited to the development of true manhood, to be altered to a narrow and belittling despotism in order to adapt it to the necessities of ignorant slaves and the requirements of their proud and aristocratic owners? Will the laboring men of the South bend their necks to the same yoke that is united to the slave? We think not. We may safely answer that the time has not yet arrived when our Southern brethren, for the mere sake of keeping Africans in slavery, will abandon their long-cherished free institutions and enslave themselves.

It is the conviction of my command, as a part of the national forces of the United States, that labor—manual labor—is inherently noble; that it can not be systematically degraded by any nation without ruining its peace, happiness, and power; that free labor is the granite basis on which free institutions must rest; that it is the right, the capital, the inheritance, the hope of the poor man everywhere; that it is especially the right of five millions of our fellow-countrymen in the slave States, as well as of the four millions of Africans there, and all our efforts, therefore, however small or great, whether directed against the interference of governments from abroad or against rebellious combinations at home, shall be for free labor, and our motto and our standard shall be, here and everywhere and on all occasions, "Free Labor and Workingmen's Rights." It is on this basis, and this basis alone, that our munificent Government, the asylum of the nations, can be perpetuated and preserved.

J. W. PHELPS,
Brigadier-General of Volunteers, Commanding.

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Letter from the Secretary of the Navy to Flag-Officer McKean, U. S. Navy, regarding the preparation of the U. S. S. San Jacinto for service as flagship.

NAVY DEPARTMENT, *December 28, 1861.*

SIR: Your communication of the 21st ultimo, in relation to signals, signal books, etc., was received, and attention given thereto.

* * * * * * *

The Department has also received your letters of the 10th instant, acknowledging confidential communication, etc., and relative to the ships *Empress* and *Cornucopia*.

The steamer *San Jacinto* is being prepared for service as your flagship, and will sail in the course of the ensuing month for the Gulf, to supply the place of the *Niagara*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Capture of yacht Gipsey in Mississippi Sound, December 28, 1861.

Report of Lieutenant Read, U. S. Navy, commanding U. S. S. New London.

U. S. S. NEW LONDON, *December 30, 1861.*

SIR: While cruising in Mississippi Sound, about half past 2 o'clock on the afternoon of the 28th instant, to the eastward of East Pascagoula, discovered a schooner; ran in, and fired a shot across her bow to heave her to.

The schooner was then immediately set fire to and deserted by her officers and crew.

Sent boats and took possession, and succeeded in extinguishing the fire.

She proved to be the yacht *Gipsey*, loaded with cotton of the best quality, and from private letters found on board, no doubt she intended to run the blockade.

Enclosed please find a list of officers and crew on board this vessel at time of capture.

The U. S. S. *Wissahickon* was in sight at time of capture.

I am, very respectfully, your obedient servant,

A. READ,
Lieutenant, Commanding.

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

Report of Flag-Officer McKean, U. S. Navy.

U. S. FLAGSHIP NIAGARA,
Ship Island, January 16, 1862.

SIR: In my communication of the 8th instant I omitted to report the capture, on the 28th ultimo, of the schooner *Gipsey* by the U. S. S. *New London*.

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She was discovered inside of Horn Island Pass, was chased and overtaken in the neighborhood of Pascagoula, when the crew deserted and set fire to her; the fire, however, was extinguished before she had sustained much injury.

She is of about 50 tons, and was built for a yacht, and is said to be remarkably fast. Her cargo consisted of cotton of superior quality; it will be shipped on board the storeship *Supply*.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

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

Report of Captain Bailey, U. S. Navy, regarding collision of U. S. S. De Soto with H. I. M. S. Milan.

U. S. STEAM FRIGATE COLORADO,
Off South West Pass, Mississippi River, December 29, 1861.

SIR: In compliance with your request I herewith enclose a report of the armament of this ship.

The schooners *Rachel Seaman* and *Samuel Rotan* arrived here yesterday. I have sent all my gang casks to be filled with water for the *Santee* on board the *Rachel Seaman*, and will give her speedy dispatch. The schooner *Sam Houston* left here yesterday with a load of water for the *Santee*.

I am mounting a 24-pounder howitzer on the *Samuel Rotan*. She will prove a serviceable and efficient tender to this ship.

On the night of the 27th instant, it being very dark, a light was discovered in the offing. I immediately ordered the *De Soto*, which was here watering, to get underway and to ascertain the character of the strange vessel bearing it. Yesterday she returned having in tow the French war steamer *Milan*, totally disabled in consequence of an unfortunate collision with the *De Soto*. The *De Soto* was also damaged in her water wheel.

Captain Cloué, of the *Milan*, visited me with his complaint, representing that he was on most important service of the French Government, seeking the flag-officer of this squadron, and also had a communication from the Secretary of State, Mr. Seward, for you. Under the circumstances I could do no less than order the *De Soto* to tow the *Milan* to Ship Island, your present anchorage, and substitute the tender gunboat *Samuel Rotan* on the blockade of Barataria during her absence. I hope to get your approval. Captain Cloué has a New York paper of the 16th December, containing information of a belligerent nature from England, and news that Charleston is in ashes.

I would like to have the small arms furnished by your order to Lieutenant Buchanan returned to us; also six boarding pikes left in the prize tender *Ezilda* through mistake. No appearance of the enemy at this place.

I am, respectfully, your obedient servant,

T. BAILEY,
Captain.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

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[Enclosure.]

December 28, 1861.—Commences and till 4 a. m. fresh breezes from the northward and eastward and overcast. At 1:15 a. m. a boat came alongside from the *Colorado* reporting a light in sight to the southward and westward and orders for us to proceed in chase. Immediately called all hands up anchor; hove up the port anchor and steamed off to the southward and westward; called all hands to quarters and made all preparations for action. As we neared the stranger, hoisted our night distinguishing signal; no reply after showing it for twenty minutes; burned the Coston preparatory; answered from the stranger with a blue light; immediately thereupon made our number by Coston signals; no reply was given; steamed on down toward her. At 2 a. m. came up with the strange sail, supposing her to be at anchor, and in passing under her lee for the purpose of speaking, she apparently fell off on board of us. A collision ensued, the collision with her badly damaging her port wheel and wheelhouse and suffering a material damage to our starboard wheel. Immediately after swinging clear, lowered a boat and boarded her, she proving to be the French war steamer *Milan*, and was not, as at first supposed, at anchor, but drifting; lay by her during the watch. Mr. Martine is the senior of the acting masters on board this ship—a man of experience in the command of a ship. On the night of the 28th of December he was in charge of the forecastle division, and consequently had the opportunity of forming a correct judgment in regard to the cause of the collision with the *Milan*.

W. M. WALKER,
Commander.

Report of Flag-Officer McKean, U. S. Navy, regarding general matters pertaining to his command, and transmitting information obtained from a contraband.

U. S. FLAGSHIP NIAGARA,
Ship Island, December 30, 1861.

SIR: I had the honor to address to you on the 17th instant a dispatch (No. 11) from the anchorage off Fort Pickens, which I forwarded by the army transport steamer *Baltic*, since which time nothing of importance has occurred at that place.

Upon receiving information that the *Richmond* was disabled, I ordered the steamers *South Carolina* and *Cuyler* to Fort Pickens, and upon their arrival got underway in this ship for this place, where I arrived on the evening of the 21st instant. On the way down I inspected the U. S. frigate *Potomac*, now blockading Mobile, assisted by the steamer *Huntsville*.

I received from Captain Powell a communication dated December 13, a copy of which is herewith transmitted. The contraband from whom he obtained the information therein contained is very intelligent. He is one of five who attempted to escape from the vicinity of Fort Morgan. They started in a boat, were pursued, fired upon, two of them killed and two captured; this one escaped by taking to the water and concealing himself upon Sand Island until rescued by a boat from the *Potomac*.

Having notified Brigadier-General Phelps that I was instructed by the Department to turn over to him all Government property on the

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island not needed for the establishment of a naval depot, I received a visit from him on the 24th instant and it was decided that the transfer should be made on the 26th instant at 3 p. m., at which time the naval force was withdrawn from the island, and the fort, ordnance, and ordnance stores turned over to the officer appointed by him to take charge of them.

On the morning of the 23d instant a survey was held upon the boilers of the *Wissahickon*, and the repairs immediately commenced, superintended by Mr. Long, chief engineer of this ship. I am happy to inform you that they were completed more rapidly than was anticipated, and that on the morning of the 27th instant I dispatched her to blockade Horn Island passage.

I have appointed Lieutenant James E. Jouett, of the *Santee*, to the command of the U. S. S. *Montgomery*, and Lieutenant William E. Hopkins, executive officer of the sloop *Preble*, who is the oldest lieutenant on the station, to relieve Commander James Alden in the command of the steamer *South Carolina*. Commander Alden will return in the *Rhode Island*.

I can not, at this time, without great detriment to the public service, dispense with the services of Commander M. Smith, but, as I do not deem it just to him to deprive him of the opportunity of obtaining a more suitable command, I will, at the earliest practicable moment, relieve and order him to the north.

He will probably return in one of the army steamers.

I feel it my duty to state that the condition of the steamers *Massachusetts*, *South Carolina*, *Huntsville*, and *Mohawk* is such that if kept much longer upon the station they will be unfit to make a passage to the north.

I am fitting the prize steamer *Henry Lewis* for a gunboat. She is fitted for burning wood, but as that can not be obtained here in sufficient quantities, I beg that a supply of bituminous coal may be sent to this place for her use as soon as practicable. The small prize steamer *Anna* I contemplate using as a towboat in the sound, in which capacity she will be very serviceable.

I transmit a copy of a communication from Commander Smith, dated the 19th instant, by which you will perceive that all communication between Mobile and New Orleans by way of the sound is completely broken up.

I regret to say that I have received a communication from Captain Henry Eagle, commanding U. S. frigate *Santee*, off Galveston, stating that he has serious fears for the safety of one of his tenders, the schooner *Anna Taylor*. He dispatched her to the South West Pass of the Mississippi for a supply of water on the 18th of November and she has not since been heard from. He also states that the *Santee* is very short of water.

I would respectfully suggest that a steamer with a large condensing apparatus be sent out for the purpose of supplying vessels that are not furnished with condensers. The steamer would be useful as a dispatch vessel and in conveying stores, etc. Should this not be done, I would recommend that condensers be furnished to the sailing frigates.

On the 25th instant I received a communication from Captain Powell, reporting that the *Huntsville* had been attacked on the previous day by a rebel steamer of much superior force, supposed to be the *Strike*, but had beaten her off without loss. Commander Price

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could not follow up the advantage on account of the reef, the *Strike* being inside of the harbor. For the particulars of the engagement I respectfully refer you to the communication* of Captain Powell and the report† of Commander Cicero Price, copies of which are herewith transmitted.

I regret to report that this morning the U. S. S. *De Soto*, Commander Walker, arrived at this place, having in tow the French brig of war *Milan*, which vessel was much injured by a collision with the *De Soto* off the South West Pass of Mississippi [River].

The commander of the French vessel, Captain Cloué, visited me and greatly censured Commander Walker. I have requested him to address me in writing, stating the circumstances under which the accident occurred. I have also called upon Commander Walker for a report, but not as yet having received either, and not wishing to detain the *Rhode Island*, I will forward copies of both communications by the next mail.

The commander of the French vessel presented for my perusal an original communication from the honorable Secretary of State, addressed to Mr. Henry Mercier, in which it is stated that a French war vessel, to be designated by him, will be permitted to communicate with New Orleans and to carry thence a party of French citizens as delegates to Havana for the purpose of chartering vessels to remove a number of French subjects from New Orleans to France, and that the blockading squadron will be instructed to facilitate her operations. I have as yet received no instructions from the Department on this subject, but I feel authorized to allow the commander of the *Milan* to communicate with New Orleans, and as he is very anxious to do so, and unwilling to await the repairs of his vessel that he may proceed to the mouth of the Mississippi, I shall probably arrange for him to communicate under a flag of truce from this place.

I have sent our engineers and carpenters on board of the *Milan* to make such repairs as are practicable with the means at my disposal, and hope that they will be able so far to repair the injuries she has sustained that she can steam to Havana. Should this not be done, I shall be compelled to dispatch one of our steamers to convoy and tow her to that port.

This is a most unfortunate occurrence, for the *De Soto* is also seriously injured.

The chief engineer of this ship thinks, however, that she can be repaired so as to steam, though at much diminished speed, and I shall order her immediately back to her station, where she must remain until a vessel can be sent out to relieve her.

I feel it my duty to state that I do not consider any point, with the exception of Mississippi Sound and Pensacola, properly guarded, and that unless a number of light-draft steamers are sent out with dispatch it is my conviction that large quantities of arms and munitions of war will be landed.

I have information of small vessels running in and out at Berwick and various points on the Texan coast, which, owing to the shoalness of the water, it is impossible to guard effectively with the vessels now at my command. The light-draft steamers, with the exception of the *Hatteras* (blockading Apalachicola), are employed in Mississippi

* See pp. 11, 12. † See p. 11.

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Sound, and can not be withdrawn, as the enemy have, to our knowledge, five gunboats heavily armed, and I have reason to think others that we have not yet seen.

I also feel it my duty to state that, owing to the breaking down of the *Richmond* and *Mississippi* and the very inefficient condition of the steamers *Massachusetts*, *South Carolina*, *Huntsville*, and *Mohawk*, the squadron is in reality weaker than it was two months since.

The South West Pass of the Mississippi River is guarded by the frigate *Colorado*, the North East Pass by the sloop *Vincennes*, and the Pass à l'Outre by the steamer *Mississippi* and bark *Kingfisher*. The *Preble*, having repaired her rudder, sailed this morning to blockade the South Pass. I consider it highly important, however, that a light steamer should also be stationed at the South West Pass and Pass à l'Outre, that, in the event of a fast steamer getting by the heavy ships, she might be pursued.

I transmit herewith a copy of a general order* read on the quarter-deck of each vessel attached to the Gulf Squadron.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

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

[Enclosures.]

U. S. FRIGATE POTOMAC,
Off Mobile Bar, December 13, 1861.

COMMODORE: Since I closed my letter of the 10th I have questioned my contraband more at leisure. He was cold, wet, hungry, and flurried at first, but is now self-possessed, and narrates more distinctly what he knows.

It may not be uninteresting and may be useful to you to know what he has to say:

1. That Bragg comes to Fort Morgan often.
2. That in all there are about 3,000 troops of all arms.
3. Maury is commander of the fort—late Captain Maury, of the U. S. Army.
4. Withers is commanding general of the posts.
5. That the work we see going on on the ramparts is the dismounting of the old guns and substitution of rifle guns of large caliber as they are received.
6. That they have about sixty of those last mounted on Fort Morgan and the crest of the coast line up to the cove and beyond, say, 4 or 5 miles looking seaward.
7. That the interior faces of the defenses have been neglected; few guns bear upon the bay.
8. That Fort Morgan has been rendered bombproof by elaborate works for the protection of the magazine and casemates, barbette guns, etc., by traverses.
9. That he overheard the conversation of Generals Withers, Maury, and others. The general repeated that 3,000 men ought to be able to hold Fort Morgan, to which Maury assented doubtfully; rather thinks not.

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* Series 1, vol. 16, p. 758.

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10. The garrison is composed of mixed troops, many of from 14 to 18—Irish for the most part—some gentlemen, and from thirty to forty Union men pressed into the service who will not fight if they can help it; want to get away.

11. Fort Gaines is weak, about 180 or 200 men in it, though he has not been there lately. It is walled, has eight or ten guns; they are working at it vigorously to strengthen it; have removed the outbuildings, helped to do it himself; has sand outworks or curtains.

12. The only armed vessel in the bay is a revenue cutter and some barges with boat guns.

13. The *Florida*, steam gunboat, is in dock under repair from the thrashing Smith gave her; she could scarcely be kept afloat; two shells exploded on deck, killing several; one went through abaft the wheel, which nearly sunk her.

14. Two steam rams are building at Mobile; one will be ready by the 1st of January, the other in March. Engines of powerful high-pressure boats are to be put into them (in one of them), with additional boilers to insure high speed; sides and deck, the last like a shield deck, to be covered with iron to glance or resist shot, and guns to fire on striking. Great hopes are entertained of success.

15. The New Orleans steam ram was so much dislocated by the blow on the *Richmond* that she went into dock for repairs and improvements.

16. Some hundred and ten or twenty river and sound steamers are laid up in the creek above Mobile and at various places up the river; some at Montgomery, inclusive; very few other vessels at Mobile.

17. Is certain that the *Miramon* is in the bay as a passage boat now and then.

18. The sound (or lake boats as he calls them) boats, mail boats, inclusive, have been withdrawn and are at Mississippi City or Mobile, etc.

19. There is a telegraph at Fort Morgan; the wires are on posts, passing by the cove along the bay coast to Blakely, and is in active communication.

20. He says that there are few troops at Mobile, if any, but a company or more is stationed at Grant's Pass fort, which is small and thoroughly sheltered by sand bags, thickly piled over sloping timber casemates. Another company, perhaps about 80 or 90 men, are stationed at Portersville. There is no coast railway from Mobile to New Orleans, but that, when the water route shall be closed, trade takes the rail from Mobile to its junction with the New Orleans and Jackson Railroad.

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

L. M. POWELL,
Captain.

Flag-Officer WM. W. MCKEAN,
U. S. Flagship Niagara.

U. S. S. MASSACHUSETTS,
Ship Island, December 19, 1861.

SIR: It affords me pleasure to inform you that since my last report of the operations in Mississippi Sound no freight steamboats or sailing vessels have ventured to make their appearance in these waters.

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On the 11th instant the gunboats *Oregon* and *Pamlico*, from the westward, and the *Gray Cloud* and *Florida*, from the eastward, attempted to make a connection, but all four were turned back by the *Massachusetts* and *New London* without communicating. A few shots were exchanged, and one from the *New London* was thought to have struck the stern of the *Oregon*, the most vulnerable part of these war vessels, as they seem to have more confidence in their motive power than in their guns.

Since the skirmish referred to, the Confederate gunboats have disappeared and rebel flags are in no direction discernible from the masthead.

Most respectively, your obedient servant,

MELANCTON SMITH,
Commander, U. S. Navy.

Flag-Officer W. W. McKEAN,
Commanding U. S. Blockading Squadron, Gulf of Mexico.

Report of Lieutenant Welch, U. S. Navy, commanding U. S. schooner Kittatinny, regarding the seizure of a pilot.

U. S. SCHOONER KITTATINNY,
Off Raccoon Point, in 12 feet water, December 30, 1862.

SIR: At your suggestion, on my arrival here I adopted the best means at my command to secure the person of the rebel pilot residing at this point. On the 25th instant I landed an armed force and captured him, and he is now held as prisoner on board the *Kittatinny*.

I remain, most respectfully, your obedient servant,

GEO. E. WELCH,
Lieutenant, Commanding.

Flag-Officer Wm. W. McKEAN,
Commanding Gulf Blockading Squadron.

Report of Lieutenant Welch, U. S. Navy, requesting recognition of the claims of the U. S. schooner Kittatinny in capture of schooner by the U. S. S. De Soto.

U. S. SCHOONER KITTATINNY,
Off Raccoon Point, in 12 feet water, December 30, 1862.

SIR: I was induced, from information gleaned by the rebel pilot now held a prisoner on board the *Kittatinny*, to land another armed party in hopes of capturing Captain Shepperd, commanding the rebel steamer *Mobile*. The officers in charge had orders, in case of necessity, to fire the pilot's house to warn us of approaching danger, in order that the schooner could stand in and cover their retreat. The night passed without any occurrence of note, but on the following day, at 2 p. m., a dense smoke was seen rising from the roof of one of the houses. I immediately stood in as far as my draft would permit and discovered a schooner inside the bay steering to the northward. Being apprehensive that she was a rebel gunboat, I dispatched the second cutter to assist the first, which was seen pulling toward the schooner. It being hazy inshore, the boats were lost sight of for some

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time. The schooner's sails were lowered and the boats were soon seen returning to the schooner. The officers in charge, Master's Mate John O. Grady and Paymaster Topliff, reported that the men having become exhausted they returned to the *De Soto's* luggers, lying in back of Isle Dernière (the officers of which were not aware of the proximity of the schooner), to request them to tow them to the rebel schooner. They immediately hove up and made sail, but peremptorily refused to let them tow or take any part in the capture. I most respectfully ask your consideration for the claims of my gallant officers and crew, who have worked with zeal, but without success, and who had the mortification of beating the bush while the *De Soto* bagged the game. The report of guns being reported to me after nightfall, and being apprehensive that the *De Soto's* boats had fallen in with the rebel gunboat that is cruising in shoal water, I bore up to communicate with the *Montgomery* at Shell Keys and arrived the following morning. On reporting to Captain Jouett he promptly took me in tow with the design, if any mishap had occurred to the prize or the *De Soto's* boats, and they were still in the shoal waters of the bay, to cut them out with the boats of the two vessels. On arrival here a reconnoissance was made, but when the *Connecticut* arrived shortly after, she reported the safe arrival of the luggers and the prize at the *De Soto's* anchorage.

I remain, most respectfully, your obedient servant,

GEO. E. WELCH,
Lieutenant, Commanding.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Report of Flag-Officer McKean, U. S. Navy, forwarding extract of report from Captain Eagle, U. S. Navy, denying the statement regarding the inefficiency of the blockade of Galveston.

U. S. FLAGSHIP NIAGARA,
Ship Island, December 31, 1861.

SIR: In my communication of the 20th instant, enclosing a copy of a communication received from the commander of her Britannic Majesty's ship *Desperate*, I informed you that I called upon Captain Henry Eagle to report whether he had at any time been absent from his station.

The following is an extract from his letter in reply:

On the day mentioned in his communication, smoke was seen as if from a steamer's smokestack to the southward and westward, but too far off for us to be certain of it.

His statement, I presume, is correct, but when he comes to the conclusion that the port of Galveston is not effectually blockaded, and says it will be his duty to report it to his superior officer, and makes a report to my commanding officer, it becomes my duty to expose his ignorance in not knowing where the ship channel is.

This ship guards the entrance of the channel into Galveston Harbor, and the blockade of the port of Galveston has been effectual since our anchorage here on the 17th of September last.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

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

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Letter from Flag-Officer McKean, U. S. Navy, to commanding officer of H. I. M. S. Milan, regarding injuries sustained by that vessel in collision with U. S. S. De Soto.

U. S. FLAGSHIP NIAGARA,
Ship Island, December 31, 1861.

SIR: I have the honor to acknowledge the receipt of your communication of this day's date, a copy of which shall be transmitted to my Government.

I deeply regret the unfortunate occurrence to which it refers, and beg you to believe that it will afford me great pleasure to do all in my power to mitigate the annoyance and obviate the inconvenience to which it has subjected you.

The injuries sustained by your vessel shall be immediately repaired so far as practicable with the limited means at my disposal at this place.

I have not, as yet, received instructions from my Government upon the subject of your mission, but under the circumstances I will take the responsibility of sanctioning its prosecution, and will place at your disposal a steamer to convey you, under a flag of truce, as near as possible to Fort Pike, from whence I presume you will have no difficulty in procuring a conveyance to New Orleans.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Capitaine de Frégate G. CLOÚE,
Commanding French Brig of War Milan, Ship Island.

Appearance of the C. S. ram Manassas in Pass à l'Outre, January 1, 1862.

Report of Captain Selfridge, U. S. Navy, regarding two Confederate steamers seen in Pass à l'Outre, Mississippi River.

U. S. S. MISSISSIPPI,
Off Pass à l'Outre, January 2, 1862.

SIR: I have the honor to report that two enemy steamers were seen in the Pass yesterday; one of them a ram of large dimensions (about 1,000 tons), cigar shaped, with a shield deck, and heavy guns in the extremities. The ram steamer laid all day, till nearly night, in the North Pass, and then joined the other at Pilot Town. After dark, seeing a light in the Pass, and supposing an attack was intended, I shifted my berth, towing the *Kingfisher* out. Under the impression that the enemy meditate an attack upon our blockading forces here very soon, I have to request you will reinforce me.

I shall do all I can to repel an attack, and always have the vessel ready for any emergency, but the crippled state of the engines prevents rapid movement, and in the event of an engagement would embarrass me very much.

Sailing vessels are worse than useless here, except for offshore cruising, They are utterly helpless in a calm, as was the case last night when I was obliged to take the *Kingfisher* in tow.

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If the enemy have rams and ironclad vessels we should have them too in order to cope with them on equal terms.

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

THOS. O. SELFRIDGE,
Captain.

Flag-Officer WM. W. MCKEAN,
Comdg. Gulf Blockading Squadron, U. S. Frigate Niagara.

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy.

NAVY DEPARTMENT, *February 6, 1862.*

SIR: A gentleman who has just arrived from New Orleans reports that the ram *Manassas* went down and grounded, he thinks, at Pass à l'Outre for thirty hours, in sight of a United States vessel. You will please make enquiry and report to the Department if such was the fact, and if so, the particulars.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, Ship Island.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Selfridge, U. S. Navy, commanding U. S. S. Mississippi.

U. S. S. HARTFORD,
Ship Island, February 26, 1862.

SIR: I have received a letter from the Navy Department requiring me to investigate the facts connected with the Confederate ram *Manassas* as being on shore thirty hours, and your ship in sight. Please send your explanation of the affair and your reasons for not attacking her.

Very respectfully, your obedient servant,

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

Captain T. O. SELFRIDGE,
U. S. S. Mississippi.

Report of Flag-Officer Farragut, U. S. Navy, transmitting report of Captain Selfridge, U. S. Navy, commanding U. S. S. Mississippi

U. S. S. HARTFORD,
South West Pass, March 13, 1862.

SIR: I herewith enclose the explanation of Captain Selfridge in relation to the ram lying on shore at Pass à l'Outre.

Very respectfully, your obedient servant,

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

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

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[Enclosure.]

U. S. S. MISSISSIPPI,
At Sea, March 7, 1862.

SIR: In obedience to your order of February 26, to send you an explanation in regard to seeing a Confederate ram in Pass à l'Outre, and my reasons for not attacking her, I have the honor to make the following statement:

On the morning of January 1, at daylight, a Confederate steamer was reported by the officer of the deck lying in the North Pass. I immediately went on deck. The steamer was lying with steam up about 3¼ miles off, behind a point of land concealing her hull nearly from view, only disclosing the upper part of the deck, smokestack, and flag.

She remained there till 3 p. m., when she moved out from under the land, at which time we discovered her to be a ram, and moved up the Pass à l'Outre as far as the pilot village, joining there another steamer.

Supposing the ram intended to come out under cover of the dark to make an attack, I told the commander of the bark *Kingfisher* to get underway at a little after dusk and make an offing, at the same time saying to him that I intended changing the position of this vessel to prevent any attempt to attack me.

While we were both heaving up the *Kingfisher* made the signal of a light in the Pass, and soon after, drifting with the current, it being calm, within hail, the captain asked me to give him a tow. As soon as my anchor was up I lowered a boat, took a hawser to the bark, and towed her out some half mile or more, casting off when a light breeze sprung up. I then stood in to the northward and westward until I arrived in about the same depth of water I left, and where I judged myself to be a little to the northward of my former berth, and about the same distance, less than a mile from the bar.

I anchored with a short scope, ready to slip in a moment; the guns were cast loose and everything prepared for action; no hammocks were below, one watch lying at their quarters and the other on the berth deck; a most vigilant lookout was kept, and I was up and on the alert. The next morning I got underway before daylight and anchored as near as possible to my old berth, feeling the way by the lead.

My reasons for not attacking the ram were that she was beyond the range of my guns, and it was impossible to go into the Pass. To attack the ram with boats which I could not have covered with my guns would have been extreme temerity on my part, and would have probably resulted in great loss and defeat.

Some time during January 2 both steamers were seen by their smoke from aloft (it being foggy), going up the river.

It is not true that the Confederate steamer was thirty hours aground in sight of this vessel. We saw her lying under the point of land referred to nine hours only, and her being aground is mere surmise, as I could detect no good evidence of it.

Some of the rebels fired a house near the light-house, which, I imagine, was done to draw this vessel's fire to discover our caliber and range, but I did not think it proper to gratify them.

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

THOS. O. SELFRIDGE,
Captain.

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

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Abstract log U. S. bark Kingfisher, Acting Volunteer Lieutenant Couthouy, U. S. Navy, commanding.

January 1, 1862.—At daylight made a steamer lying inside Pass à l'Outre light-house. From 8 to 12 the rebel steamer still in the same position. At 11:30, 10 men were seen coming down the wharf at the light-house. They got into a boat and pulled around the point toward the front, where the steamer lay, and immediately after the house was seen to be in flames. At 12 noon the steamer was seen to be in the same position and the house burned to the ground. The rebel steamer steamed up to the Head of the Passes, and there remained at 4 p. m. At 5, two rebel steamers at the Head of the Passes.

Report of Commander Alden, U. S. Navy, regarding the bombardment of Forts McRee and Barrancas, Fla.

U. S. S. MERCEDITA,
Off Fort Pickens, January 2, 1862.

SIR: I have respectfully to inform you that I transferred the command of the *South Carolina* last evening to Lieutenant Commanding Hopkins.

The bombardment commenced again yesterday at 3 p. m., brought on by Colonel Brown's firing on the little tug as she attempted to make a landing at the [Pensacola] navy yard. She turned, however, very quickly and proceeded up the bay. Soon after the firing became pretty general, but rather slow on both sides. The *Rhode Island* arrived just as the firing commenced, and at the request of Colonel Brown she holds on for results. To proceed with my narrative of the bombardment: At sunset Fort Pickens ceased firing, but just before 10 o'clock opened again, and in a moment the navy yard was in flames. After that I think there was no more firing from Pickens or the other side till daylight, when Colonel Brown threw a couple of shells into the navy yard, which was not replied to till about 9 o'clock; since then occasionally we hear a gun. We are unable to tell what damage has been done to the yard on account of a dense fog, which is now, however (10 o'clock a. m.), clearing up, and I hope it will be sufficiently so before Captain Stellwagen leaves to be able to carry you some information in regard to it.

I will add, before closing, that Colonel Brown informs me that they have decided to evacuate Galveston, it being considered untenable. The *Soledad Cos*, alias *Anna Taylor*, I see by the papers, was wrecked at the Sabine Pass, and the crew, nine in number, with the mate in charge, were taken prisoners by Lieutenant Shepperd, rebel Navy, and carried to New Orleans. I am told the *Mobile* has gotten out, but doubt it much. I think our people were taken in that launch I told you about. I write, as you will perceive, in great haste, and trust you will excuse it, as Captain Stellwagen wants to be off. With many thanks for your kind note, and in the hope of seeing you again soon,

I am, very truly, your obedient servant,

JAMES ALDEN.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

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Report of Lieutenant Buchanan, U. S. Navy, regarding the surrender of the town of Biloxi, Miss.

U. S. S. HENRY LEWIS,
Off Ship Island, January 2, 1862.

SIR: I have the honor to report that on the 31st of December, 1861, I got underway by order of Commander Smith, he having previously come on board with the marine guards of the *Niagara* and *Massachusetts* and a gun's crew of sailors. The marines were commanded by First Lieutenant George Butler and the sailors by Acting Master Ryder. I stood across the sound, in company with the *Water Witch* and *New London*, toward the town of Biloxi.

On arriving outside the bar, I came to anchor in 6 feet of water, when Commander Smith, accompanied by Acting Master Ryder, went inside to communicate with the authorities and to demand a surrender of the place and free navigation of the waters, informing them that we were determined to have it anyway, and should we open fire on the town, there would be great destruction of property and life, which we wished to avoid. His demands were acceded to, when he returned to this ship.

I then got underway, crossed the bar, and anchored in 6 feet of water close to the light-house and to a small battery the rebels had erected. I sent two boats on shore, one under command of Acting Master Ryder and one under Midshipman [E. T.] Woodward, to bring off the guns forming the battery, which was done as expeditiously as possible and without molestation.

The guns are both of iron, and were mounted on rough wooden carriages, made evidently in Biloxi. The largest gun is a 9-pounder, weighing 1,300 pounds, and the smaller one a 6-pounder, weighing about 800 pounds. No ammunition was found with them.

In the meantime I had sent Acting Master Freeman with a boat's crew of 12 men to capture a schooner which was beating up behind Deer Island. After a pull of about an hour and a half he succeeded in boarding her and brought her down past the town of Biloxi, when I ordered him to proceed to Ship Island. I then got underway and rejoined the *Water Witch* and *New London*, who were unable to come inside on account of their draft of water, when we all returned to this place.

On my arrival here I found the schooner we had captured to be the *Captain Spedden*, of New Orleans, Francisco Martinez, master and sole owner. She is of 34 $\frac{6}{95}$ tons burden, and has on board 27,500 feet of hard-pine lumber. All the papers found on board are in the possession of Acting Master Johnson, of the *New London*.

Acting Master Wiggin was on board this ship and piloted her into Biloxi.

I am, respectfully, your obedient servant,

THOMAS MCKEAN BUCHANAN,
Lieutenant, U. S. Navy.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

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Letter of the Secretary of the Navy to Flag-Officer McKean, U. S. Navy, regarding the U. S. vessels Bohio and Richmond.

NAVY DEPARTMENT, *January 3, 1862.*

SIR: Your dispatch No. 11, dated the 17th ultimo, has been received.

The U. S. brig *Bohio*, Acting Master William D. Gregory, is about to sail from New York, under orders to join your squadron.

The U. S. S. *Richmond* will be immediately repaired and return to the Gulf.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Order of Flag-Officer McKean, U. S. Navy, to Captain Selfridge, U. S. Navy, regarding the blockade of Pass à l'Outre, Mississippi River.

U. S. FLAGSHIP NIAGARA,
Ship Island, January 4, 1862.

SIR: Your communication of the 2d instant is received. I send the steamer *Mercedita* to aid in the blockade. Keep both vessels close in to the bar, so that you may have a raking fire if the rebels attempt to cross with the ram or any other steamers.

It appears to me impossible that any force at their disposal can cross the bar in the face of the battery of the *Mississippi* and *Mercedita* if kept close in. The *Kingfisher* I shall employ elsewhere. The *Preble* is ordered to guard the South Pass.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Captain T. O. SELFRIDGE,
Commanding U. S. S. Mississippi

Order of Flag-Officer McKean, U. S. Navy, to Commander Stellwagen, U. S. Navy, regarding the enforcement of the blockade of Pass à l'Outre, Mississippi River.

U. S. FLAGSHIP NIAGARA,
Ship Island, January 6, 1862.

SIR: I have ordered Captain Selfridge, in the steamer *Mississippi*, to Fort Pickens. You will therefore, as the senior officer off the Pass à l'Outre, enforce a rigid blockade of that Pass. Lieutenant Commanding Nichols, in the U. S. gunboat *Winona*, will report to you for the purpose of aiding in this service.

I have received information that an attempt will be made to run out the steamer *Webb* loaded with cotton. This will probably be done in foggy weather. It will therefore be necessary to keep the vessels as close in to the bar as possible, and in foggy weather and when the nights are dark, keep a guard boat at the entrance of the Pass. You will at night keep one watch on deck and everything in readiness for immediate action. The sloop *Vincennes* is off the North East and the

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Preble off the South Pass. As they will be in sight from your anchorage, you will be able to aid in the event of their being attacked.

You will have the bar carefully sounded and buoyed, that in the event of any of the rebel steamers appearing in the river you can cross and attack them.

Captain T. Bailey, in the U. S. S. *Colorado*, is blockading the South West Pass.

No neutral vessel proceeding toward a blockade port, unless having on board articles contraband of war, is to be captured or detained if she shall not have received a specific notification of the blockade, but you will capture all vessels attempting to enter such blockaded port after having been notified. The notification is to be endorsed upon the register and muster roll of the neutral vessel by the cruiser which meets her, together with the date when and the latitude and longitude where boarded.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Commander H. S. STELLWAGEN,
Comdg. U. S. S. Mercedita, off Pass à l' Outre.

Report of Commander Swartwout, U. S. Navy, commanding U. S. ship Portsmouth, regarding the arrival of that vessel off Key West, Fla.

U. S. SLOOP OF WAR PORTSMOUTH,
Harbor of Key West, January 6, 1862.

SIR: I have the honor to inform you that we arrived at this port yesterday morning, after a pleasant passage of nineteen days from Portsmouth, N. H.; officers and crew all well. I was compelled to touch at this place in order to get a supply of good water, as the water in our tanks proved to be very muddy and offensive, so much so that the surgeon of this vessel was of the opinion that drinking it would be prejudicial to the health of the ship's company. I ordered a survey upon this water, and the report of the surveying officers is in accordance with the opinion expressed by the surgeon. As soon as I can have the tanks cleaned out and refilled with wholesome water I shall sail for the mouth of the Mississippi, where, I have been informed since my arrival here, Flag-Officer William W. McKean is at present.

I herewith enclose the finding and sentence of eleven men tried by summary courts-martial.

Respectfully, your obedient servant,

S. SWARTWOUT,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Captain Eagle, U. S. Navy, to Lieutenant Trathen, U. S. Navy, commanding U. S. bark Midnight, to attack Confederate batteries at Pass Cavallo and Velasco.

U. S. FRIGATE SANTEE,
Off Galveston Bar, Tex., January 6, 1862.

SIR: The two long 32-pounders which we put on board your vessel on the 4th instant will add greatly to her efficiency. As soon as ready

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you will proceed to the southward in the execution of the flag-officer's orders, and return in time to obtain fresh provisions from the supply steamer. On your arrival at Pass Cavallo you will fire a few rounds at the rebel batteries at that place, keeping out of range of their guns. Your object will be to ascertain the number, caliber, and range of their guns, and to induce them to expend their ammunition. If you can destroy the batteries, you will do so, but be careful in the expenditure of your ammunition and keep out of range of their guns, to avoid the possibility of sustaining injury to your vessel. At Velasco there is a battery, and you may make a demonstration upon it, being governed by the foregoing instructions. I have no orders to justify me in authorizing you to fire upon a defenseless town, but I am anxious to have you destroy any barracks or encampments that you can, keeping in view the foregoing instructions.

The schooner gunboat *Rachel Seaman* will accompany you and cooperate with you, subject to your orders. I wish her to return to this anchorage in ten days. I give you these instructions, believing that the range of your guns is greater than the rebels.

I am, respectfully, yours,

HENRY EAGLE,
Captain.

Lieutenant Commanding JAMES TRATHEN,
Commanding U. S. Gunboat Midnight.

Order of Captain Eagle, U. S. Navy, to Acting Master Hooper, U. S. Navy, commanding U. S. schooner Rachel Seaman, to cooperate with U. S. bark Midnight in attack on Pass Cavallo and Velasco.

U. S. FRIGATE SANTEE,
Off Galveston Bar, Tex., January 6, 1862.

SIR: You will accompany the gunboat *Midnight* to Pass Cavallo, and will cooperate with her in firing a few shot at the batteries at that place, to induce the rebels to expend their ammunition and show you the range of their guns. Be careful to keep out of range of their shot. If the commander of the *Midnight* should make any demonstration upon the batteries at Velasco, you will unite with him, subject to his orders while in company with him, and observing the precautions before mentioned. I do not wish you to be absent from this anchorage more than ten days. I give you these orders, believing that the range of your guns is greater than the rebels.

I am, respectfully, yours,

HENRY EAGLE,
Captain.

Acting Master Q. A. HOOPER,
Commanding U. S. Gunboat Schooner Rachel Seaman.

Order of Flag-Officer McKean, U. S. Navy, to Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras, to proceed from Apalachicola to Cedar Keys, Fla., in search of Confederate vessel.

U. S. FLAGSHIP NIAGARA,
Ship Island, January 7, 1862.

SIR: Lieutenant Commanding [A. J.] Drake, in the U. S. gunboat *Sagamore*, is instructed to relieve you in the blockade of Apalachicola.

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You will be pleased to furnish him with a copy of your orders for his guidance, and give him any information you possess that may be useful.

Should the ship *Kuhn* not have arrived, you will await her arrival and take in a full supply of coal, which you will do with all possible dispatch.

Should it be in your power, aided by the *Sagamore*, to operate against the rebels to advantage, you will do so; but you will not remain longer than three or four days, unless some important object can be gained by doing so. From Apalachicola you will proceed to Cedar Keys and endeavor to capture or destroy a small armed steamer and schooner said to be at that place; also to recapture the small vessels mentioned in the communication of Major Hill, a copy of which is herewith transmitted.

Having performed this service you will proceed to this place and report to me.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Commander G. F. EMMONS,
Commanding U. S. S. Hatteras, off Apalachicola.

Order of the Secretary of the Navy to Flag-Officer McKean, U. S. Navy, in view of consular information from Vera Cruz, Mexico, regarding the arrival of cargoes of cotton from Texas.

NAVY DEPARTMENT, *January 8, 1862.*

SIR: I enclose herewith for your information a copy of a dispatch from the U. S. consul at Vera Cruz, communicated to this Department on the 3d instant by the Secretary of State, reporting the arrival at that place of two vessels from ports in Texas with cargoes of cotton. The Department desires that your special attention may be given to blockading the ports of Texas and the interdiction of traffic between that coast and the coast of Mexico.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

[Enclosure.]

CONSULATE OF THE UNITED STATES,
Vera Cruz, December 20, 1861.

SIR: On the 4th of December there arrived in this port from Indianola, Tex., a small schooner named *Matamoras*, with 104 bales of cotton. The officers, not finding a sale here for their cotton, called upon the commandant of the *departmento marino* and requested that the schooner receive the Mexican flag. The commandant sent to this office certain papers, purporting to be the ship's papers. They were a license which expired July 2, 1861, and an enrollment with the name of the collector at Lavaca, torn out. I immediately informed the commandant that the papers were wholly void, and protested against his changing the colors of the schooner. I also sent a protest to the

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governor, who was then in the city. The governor replied that he had no jurisdiction, and the commandant that he should send a statement of the case to the government at the City of Mexico, with a copy of my protest, which was based upon the insufficiency of the papers, and that she had run the blockade which the United States Government had established, and which the Mexican Government was bound, in good faith, to regard. The cotton was landed, but has not been sold. The schooner is now here without any flag or papers, and without any market for her cotton. The officers are very indignant at my interference. Since December 4 another schooner from Texas, loaded with about the same amount of cotton, has arrived, but has not yet discharged her cargo. Coffee goes from this section into Texas and cotton comes out. Hence it is very important that a man-of-war be sent into these waters. The officers of these schooners are very fearful that a United States man-of-war will be here before they are able to leave. The value of the two cargoes of cotton is but $20,000. The second schooner has sent no papers to this office, and I have been unable to learn her name. Hereafter there will be a weekly mail between this place and Havana, and I may hope to receive dispatches from the Government with more frequency.

Very respectfully, your obedient servant,

MARK H. DUNNELL,
U. S. Consul.

WM. H. SEWARD,
Secretary of State.

Order of Flag-Officer McKean, U. S. Navy, to Captain Powell, U. S. Navy, commanding U. S. ship Potomac, to proceed to Vera Cruz, Mexico, for the protection of American interests.

U. S. FLAGSHIP NIAGARA,
Ship Island, January 8, 1862.

SIR. I am instructed by the honorable Secretary of the Navy to dispatch a vessel of war to Vera Cruz to look after American citizens and their interests on that coast.

You will therefore proceed in the ship under your command to that place with all possible dispatch and remain there or in that vicinity until otherwise ordered.

You will announce your arrival to the United States minister to Mexico, and will communicate your proceedings to the Department direct.*

I am, very respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Captain L. M. POWELL,
Commanding U. S. Frigate Potomac, off Mobile.

Report of Flag-Officer McKean, U. S. Navy, regarding general matters pertaining to his command.

No. 13.] U. S. FLAGSHIP NIAGARA,
Ship Island, January 8, 1862.

SIR: I have the honor to report the arrival at this place, on the 3d instant, of the U. S. S. *Mercedita* and of the U. S. gunboats *Winona*

* For reports of Captain Powell regarding affairs in Mexico, see Series I, volume 1.

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and *Sagamore*, on the 5th instant. By the *Mercedita* I received your communication of the 12th ultimo and shall dispatch the frigate *Potomac*, Captain Powell, to Vera Cruz, in obedience to the order contained therein.

Having been informed that a rebel steamer was at anchor near Biloxi on the 31st ultimo, I dispatched Commander Smith, with the steamers *Water Witch*, *New London*, and *Henry Lewis*, to endeavor to capture her, but upon reaching Biloxi it was found that she had been removed. Commander Smith demanded the surrender of the town, which was complied with, and a detachment of seamen and marines was landed, a small sand battery destroyed, and two guns, [9] and 6-pounder, brought off. The place was found to be almost deserted by the male population, but was crowded with women and children.

The schooner *Captain Spedden*, loaded with lumber, was also captured and brought out by the *Henry Lewis*. She is very useful prize, the lumber being much needed by the army quartermaster for construction of storehouses, and the schooner making a serviceable lighter.

Both have been transferred to the quartermaster at the valuation fixed by a board of survey. The quartermaster made an urgent application for the prize steamer *Anna*, and finding that she was not needed by the Navy for the purpose I had designed (a towboat), I authorized her transfer to him at the valuation affixed by survey, the report of which, with other surveys, I forwarded to you on the 27th ultimo.

Feeling justified under the circumstances (as stated in my dispatch No. 12 by the *Rhode Island*) in allowing Captain Cloué, commanding the French brig of war *Milan*, to communicate with New Orleans, I had arranged to send the *Water Witch*, under a flag of truce, to convey him to the vicinity of Fort Pike, whence he could obtain a conveyance. Three successive days, however, of very dense fog intervened, rendering it impossible to move until Sunday, the 5th instant, when it cleared off. I then informed Captain Cloué that on the following morning the *Water Witch*, under a flag of truce, would be at his disposal. I was much surprised, therefore, when, about 1 o'clock, I received a visit from a French officer, who stated that he was directed by Captain Cloué to inform me that he had gone in in his own boat. His boat returned on the afternoon of the 7th instant. I am happy to inform you that the engineers and carpenters from this ship have succeeded in partially repairing the *Milan*, and that, in the opinion of Mr. Long, our chief engineer, who superintended the repairs, her speed will not be materially diminished.

On the 4th instant I received a communication from Captain Selfridge, commanding U. S. S. *Mississippi*, blockading the Pass à l'Outre, reporting that on the 1st instant two armed rebel steamers came down the Pass, one of them a ram of large dimensions (from 1,000 to 1,200 tons), ironclad, and mounting two guns, one forward and another aft.

Captain Selfridge requested a reinforcement, and Lieutenant Commanding Couthouy, commanding the bark *Kingfisher*, by which vessel the communication of Captain Selfridge was forwarded, having also reported that on the same day three rebel steamers were seen in the North East Pass, I immediately dispatched the steamer *Mercedita* to aid in the blockade.

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Having received information that two rebel gunboats were at anchor back of Petit Bois Island, I dispatched Commander Smith in the steamer *Massachusetts* on the night of the 6th instant, accompanied by the *New London*, *Winona*, and *Sagamore*, to endeavor to cut them off. Commander Smith also took with him four schooners loaded with sand, which I instructed him to have sunk in the Petit Bois [Island] Channel.

The *Winona* and *Sagamore* returned last night, the rebel vessels not having been seen. Being of light draft, I presume they had returned to Mobile Bay by way of Grant's Pass.

This morning I dispatched the *Winona* to the Pass à l'Outre to relieve the *Mississippi*, and by her sent instructions to Commander Stellwagen, commanding the *Mercedita*, to have the bar carefully sounded and buoyed, so that, in the event of the rebel steamers again appearing in the river, he might cross with both gunboats and attack them.

The *Mississippi* I have ordered to the anchorage off Fort Pickens for the purpose of protecting the island of Santa Rosa, which will enable me to withdraw the *South Carolina* and *Cuyler*, and will also afford opportunity, by the use of the forge belonging to the fort, to band the crossheads of her engines with iron, which I hope may render them serviceable until new ones can be sent out.

Information having reached me that a number of small vessels, chiefly belonging to Key West, had been captured and taken in to Cedar Keys, I, at the same time, dispatched the *Sagamore* to Apalachicola to relieve the *Hatteras*, with instructions to Commander Emmons to proceed to that place. I am in hopes that he will be able not only to recapture the vessels referred to, but also to capture or destroy a small rebel steamer by which it is said they were taken.

The *Hatteras*, owing to her light draft, is the only vessel in the squadron that can operate at that place.

The bark *Kingfisher* I have withdrawn from Pass à l'Outre and dispatched to cruise between the mouths of the Mississippi and Yucatan Bank, for the purpose of intercepting vessels which I am informed are about to sail from Havana and Nassau, New Providence, loaded with munitions of war.

The gunboat *Sciota* arrived at 4 p. m this day entirely disabled, as will be shown by the report of survey herewith transmitted.

She will not be available for service until a duplicate main connecting rod, etc., is received from Philadelphia. I would respectfully call your attention to the reports made by the commanders of the *Sciota* and *Itasca* (copies of which are herewith transmitted), showing the condition in which those vessels were turned over by the contractors. There appears also to have been neglect on the part of the engineers in not having the boilers properly cleaned out.

The storeship *Supply* has been discharged and will sail in a few days for New York with a cargo of prize goods and the officers and crews of the captured vessels.

I have, in obedience to an order from the Ordnance Bureau, transferred to the *Sciota* an XI-inch gun from this ship, and I learn that the commander of the *Itasca* also brings an order for one of them. I desire to bring to the notice of the Department the fact that she will be left with but ten guns.

I herewith transmit requisitions addressed to the Chief of the Bureau of Construction, Equipment, and Repair for a connecting rod, etc., for

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the *Sciota*. Deeming it important that they should reach the Department as early as practicable, I shall, on the return of the *Massachusetts* and *New London*, dispatch the *Water Witch* to convey them to Havana, that they may be forwarded by mail.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

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

Order of the Secretary of the Navy to Commander Pickering, U. S. Navy, commanding U. S. S. Kearsarge, to proceed to duty in the Gulf Squadron.

NAVY DEPARTMENT, *January 10, 1862.*

SIR: As soon as the U. S. steam sloop *Kearsarge* is in all respects ready for sea proceed with her to the Gulf of Mexico and report to Flag-Officer William W. McKean for duty as a part of the squadron under his command.*

Transmit to the Department before sailing a muster roll of the crew and a separate list of the officers of the *Kearsarge*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander C. W. PICKERING, U. S. Navy,
Comdg. U. S. Steam Sloop Kearsarge, Portsmouth, N. H.

Report of Captain Eagle, U. S. Navy, commanding U. S. ship Santee, regarding the capture of the C. S. schooner Garonne.†

U. S. FRIGATE SANTEE,
Off Galveston Bar, Tex., January 11, 1862.

SIR: I respectfully inform you that the schooner gunboat *Rachel Seaman* arrived here on the 30th ultimo. She will be useful to us, but a small steamer would be much more serviceable.

On the 30th ultimo we saw a small schooner standing to the southward before the wind. Our boats went in pursuit and captured her after pulling 5 or 6 miles. She proved to be the rebel schooner *Garonne*, of 14 tons, from New Orleans, bound for Brownsville, Tex., having run the blockade at Barataria Bay. Her cargo consisted of 165 small bales of tobacco, invoiced at $2,511.10, and we have appraised the schooner at $800. The cargo was taken out, and I have stripped the schooner, and shall use her to lighter provisions from the supply vessels, as we have no sand or ballast to sink her in any of the passes to the southward.

Her papers are made out in the name of the rebel States, and a rebel ensign was found on board of her. The paymaster of this ship has represented to me that the tobacco will be very useful to the officers and crew, and requested that it might be retained on board and issued to them, to which I have consented, and the paymaster receives it at

* For modification of this order see Series I, volume 1, p. 284.
† See also p. 86.

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the invoice price. This information I have given to the honorable Secretary of the Navy.

The prisoners taken in the *Garonne* give us information that the schooner *Anna Taylor* was wrecked on the coast of Louisiana and the master's mate in charge and 7 men, composing the crew, are now prisoners in New Orleans. This information can be relied upon.

The bark *Midnight* anchored here at 1 p. m. the 3d instant, and on the 4th I put on board of her two 32-pounders of 57 hundredweight, with their carriages, etc. She sailed from here on the 6th at 7 p. m., and I herewith enclose a copy of my orders* to Lieutenant Commanding Trathen, and trust they will meet your approbation. Similar orders were given to the master of the gunboat schooner *Rachel Seaman*.

The gunboat schooner *Rachel Seaman* is expected here on the 16th, when I shall be obliged to send her to South West Pass for a load of water.

I am, respectfully, your obedient servant,

HENRY EAGLE,
Captain.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Report of Commander Goldsborough, U. S. Navy, commanding U. S. S. Florida, of arrival at Key West, Fla.

U. S. S. FLORIDA,
Key West, Fla., January 11, 1862.

Flag-Officer MCKEAN: As directed, I enclose you my instructions† from Flag-Officer Du Pont, and inform you of my arrival at Key West this afternoon, where I obtained some valuable and useful information that leads me to think the *Gladiator* may attempt to land or transship her cargo to the Cedar Keys.

The *Florida's* draft will not permit me to approach the keys as near as I could desire, and would be pleased if you can spare a vessel of light draft to assist in this important duty.

The battery on Sea Horse Key, one of the group, has been nearly if not entirely abandoned, and the railroad bridge could, with a small force, be easily destroyed, which would prevent the further transshipment of articles on this end of the line.

I leave early in the morning for my destination and am,

Very respectfully, your obedient servant,

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

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

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*See p. 36. †See Series I, volume 12, p. 471.

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Report of Lieutenant Howell, U. S. Navy, commanding U. S. S. Tahoma, of arrival at Key West, Fla.

U. S. GUNBOAT TAHOMA,
Key West, January 11, 1862.

SIR: I have the honor to report that I arrived at this port yesterday morning, ten days and sixteen hours from the Delaware Breakwater.

I had very heavy weather off Hatteras. The engines broke down and I was driven entirely across the Gulf Stream. From Hatteras had head winds to Matanilla Reef, thence a fair wind to Key West.

Boarded, January 7, schooner *Mary Davis*, Honduras to New York; passed no suspicious sails.

The senior engineer asks from "six to ten days" to repair machinery. I shall use every exertion to get ready for sea.

During my passage the engines were stopped, from various accidents, thirty-five hours, generally in the Gulf Stream and in heavy weather. In light weather they work very well. I send by the U. S. ship *Portsmouth* a package of letters, etc.

The senior engineer feels confident he can repair the engines so as to make the vessel efficient. I heartily trust he may be right.

I am, very respectfully, your obedient servant,

J. C. HOWELL,
Lieutenant, Commanding.

Flag-Officer W. W. MCKEAN,
Commanding Gulf Squadron, Fort Pickens, Fla.

Having learned from Commander J. R. Goldsborough that the *Gladiator*, screw steamer, with arms and ammunition, is expected to attempt to deliver her cargo at Cedar Keys, I shall take the responsibility of so far deviating from my direct course to Pensacola as to pass near Cedar Keys and keep in the track of vessels bound there.

Trusting my course will meet with your approval,

I am, etc.,

J. C. HOWELL,
Lieutenant, Commanding Tahoma.

Report of Acting Volunteer Lieutenant Welch, U. S. Navy, commanding U. S. schooner Kittatinny, regarding exchange of shots with the U. S. S. Huntsville.

U. S. SCHOONER KITTATINNY, *January 12, 1862.*

SIR: I have the honor to report that on the evening of the 10th, being becalmed, I anchored off Mobile Point in 10 fathoms of water. At daybreak the *Potomac* was discovered at anchor inshore, distance, 5 miles.

At 5 p. m. a light air sprung up. Hove up anchor and proceeded toward Ship Island. Shortly after bore up for the *Potomac*, she having fired two guns. Was boarded and ordered to report to Captain Powell. While on board Captain Powell stated to me that he was somewhat anxious regarding the *Huntsville*, she not having been in sight for several days, and as he had heard firing to the westward he was apprehensive that she may have been boarded and carried at night. While lying inshore, after having got in my gig, he sent an officer to say that he was still anxious as to the firing to the westward and

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enjoined upon me, if I proceeded, to keep a bright lookout, steer for the Chandeleur light, avoid the inshore passage, or I would inevitably catch a tartar. On getting aboard, it being calm and a dense fog, I again anchored with springs on my cable and remained at anchor that night and part of next day. On the fog clearing off I discovered the steamer *South Carolina*, which I supposed to be the *Huntsville*, steering for the frigate, and at the same time saw a rebel steamer inside the bay making for Grant's Pass. A light breeze springing up, got underway, and while still in sight of the *Potomac*, a large steamer was reported steering toward us from inshore. She was soon in sight from the deck and soon commenced firing to bring us to. Taking him to be the rebel steamer I had seen inside, the breeze increasing, and believing him to be too heavy for the *Kittatinny*, I made all sail in the direction of my course with fair prospect of escaping him. No flag was seen flying from any part of her, but shortly after an officer reported to me that she had hoisted the United States ensign. Not knowing of any steamer of her class in the rebel service, I hove to and she came rapidly in range. She took a broad sheer to port. I could see no flag, but could distinctly see her peak as well as her broadside guns trailed for firing. I had no other alternative but to look upon him as an enemy and fight my ship as well as circumstances would admit. I clapped the helm hard aweather and hove a 32-pound shot athwart his bow and followed up by another, which dropped a few feet short of him.

It was followed on his part by a discharge of five or six shell, one exploding to windward of us, and all passing between our masts. I now ordered the port battery to be shifted to starboard, and intended to wear and engage him at close quarters, when he hoisted the United States ensign and dipped it in answer to ours. Was boarded shortly after and reported to be the *Huntsville*. The officers and men behaved like men throughout, and bid fair to make the *Kittatinny*, after a little more practice, a most serviceable vessel.

I remain, most respectfully, your obedient servant,

GEO. E. WELCH,
Actg. Volunteer Lieutenant, Comdg. U. S. Schr. Kittatinny.

Flag-Officer MCKEAN.

Abstract log of U. S. S. Huntsville, Captain Price, U. S. Navy, commanding.

January 11, 1862.—At 3:30 p. m. saw a strange sail; proceeded in chase. On nearing her fired one blank cartridge and afterwards the rifled gun (shotted). She fired two guns in return. We went to quarters and fired three shots from rifled gun and one 32-pounder. She immediately dipped her flag. We ran alongside and boarded her. She proved to be the schooner *Kittatinny*, from Philadelphia, bound to Ship Island.

Report of Acting Master Rogers, U. S. Navy, commanding U. S. schooner Samuel Rotan, regarding a reconnoissance in West Bay, Texas.

U. S. SCHOONER SAMUEL ROTAN, *January 12, 1862.*

SIR: I sailed Thursday evening, according to your orders, and at half past 7 came to anchor in 15 feet of water off the entrance of West

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Bay. Friday morning, very foggy until 10 o'clock; the fog then raised; hoisted mainsail and jib and stood to the eastward until I found 8 feet of water. I then came to anchor. Ordered 7 men in the boat, armed with rifles, and, with Acting Master T. Steece, I started for land, distant 5 miles. In running along I found the entrance to a small creek or bayou, with from 4 to 5 feet water at its mouth and 2 to 3 fathoms all the way through to the Mississippi. On the bank we found telegraph poles and wire. These were cut and carried away some 200 feet. The distance through the bayou is 1½ miles. The fog being very heavy on the river, we could not discover the enemy or their works. We then returned to our vessel. Saturday morning, foggy and light wind and not the weather I had wished for. But after providing two boats with a compass each and two days' provisions for 16 men we started, Acting Master T. Steece in command of one boat and myself in the other, both boats armed with rifles. At 10 o'clock made the land. Following along we found a number of small creeks or bayous with 8 or 10 feet of water in them, but very shallow at the mouth—only 2 and 3 feet.

The bank then widening to the northwest and the bay very shallow and full of small islands, stumps, and logs. Still pulling to the northwest, we could see nothing different with the glass. It being near night, and our vessel 12 or 15 miles distant, we entered a small creek and encamped for the night, with nothing to break our rest but the whistling wings of wild ducks and geese, which were continually flying over our heads. They were in great abundance. At daylight started again in a westerly direction, or as near that as our draft of water would permit. Found small islands to extend all the distance across the bay and the water very shallow. With my glass I could see stumps, logs, and small islands all the way to the western shore. After satisfying myself that there was no more information to be gained we returned to the vessel, arriving there at 11:30. I immediately got underway to return to the *Colorado*.

The bayou we found the first day is the only passage the enemy can use, and that must be with very light-draft vessels. We saw a small sail this morning to the northward, probably gunners, but could not get to them.

I am, respectfully, your obedient servant,

JOHN A. ROGERS,
Acting Master, Commanding.

Captain T. BAILEY,
Commanding U. S. Steam Frigate Colorado.

Report of Captain Powell, U. S. Navy, regarding movements of vessels off Mobile.

U. S. FRIGATE POTOMAC,
Off Mobile, January 15, 1862.

COMMODORE: *Cuyler* came in this morning with your order of the 14th. *Huntsville* was on the return from speaking the *Kuhn* in the offing, and *South Carolina* alongside, having come down to coal from the *Nightingale*. *Huntsville* had just completed her store early and gone off in chase. I would here remark that the passage of our vessels near this station, but in the offing too far to be distinguished, makes the labor of chase and useless expenditure of fuel very frequent and considerable. They should either come to us or keep clear entirely.

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The *Miramon* has got to sea, I understand, and probably by the Petit Bois [Island] Pass, beyond the range of our observation. I regret it, and hope she may be picked up on her return.

The *Florida*, rebel gunboat, has returned to her place under Fort Morgan this morning.

The schooner *Kittatinny* passed here on her way to Ship Island, and, having no signals, has been run like a fox by the blockading fleet. Price, of the *Huntsville*, fell in with him, and thus relieved us both of my fears for his safety.

The commander of the *Cuyler* delivered your orders, and they were acted upon instantly. I shall send the *Nightingale* off this evening, 16th. She has given me some fuel and water, after coaling the *Huntsville*.

We are all reasonably well on board.

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

L. M. POWELL,
Captain.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Squadron, Ship Islan

Report of Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, of arrival at Key West, Fla.

U. S. STEAM SLOOP BROOKLYN,
Key West, January 15, 1862.

SIR: I have the honor to inform you of the arrival of the *Brooklyn* at Key West.

Our passage to this port has been delayed in consequence of a severe gale which we encountered on the 1st and 2d instant, and of not being provided with such charts and sailing directions as would have enabled me to pursue a more direct course.

I have put in here for the purpose of repairing the engines, which have been reported to me as being too carelessly or hastily put together, and to fill up our coal, which will require probably three days.

I hope to be able to report to the flag-officer in command of the Gulf Squadron by the 24th or 25th of this month.

With the exception of a few cases of chronic diseases and several cases of measles, I have the pleasure to inform you that officers and crew are in fine health.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Captain.

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

Order of the Secretary of the Navy to Flag-Officer McKean, U. S. Navy, regarding the release of persons captured within the limits of his command.

NAVY DEPARTMENT, *January 15, 1862.*

SIR: You may release such persons from the rebel States as shall be captured within the limits of your command, provided they are civilians, not in the rebel service, and are not known to have engaged in any act against the authority of the United States, and are not needed

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for witnesses. Before their release they will be required to sign a written parole not to engage in any hostile act against the United States during the present rebellion.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Order of Flag-Officer McKean, U. S. Navy, to Lieutenant McDermut, U. S. Navy, to assume command of U. S. ship Preble.

U. S. FLAGSHIP NIAGARA,
Ship Island, January 16, 1862.

SIR: Upon the arrival of the supply steamer you will consider yourself detached from U. S. ship *Marion*, and will report to Commander Woodhull for a passage to this place, and on your arrival will report to me for the purpose of taking command of the U. S. sloop *Preble*. Should the supply steamer have passed the *Marion*, you will take passage immediately in the gunboat schooner *Maria A. Wood* for this place.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Lieutenant D. A. MCDERMUT,
U. S. Ship Marion, off Apalachicola.

Attack upon Cedar Keys, Fla., January 16, 1862.

Report of Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras.

U. S. S. HATTERAS,
Cedar Keys, January 16, 1862.

SIR: I have the honor to report that in carrying out your instructions in this locality I have been entirely successful, with the expenditure of very little powder and no one killed that I am aware of, capturing or destroying all the public property here, including a battery of two long eighteens in position on the east end of Sea Horse Key, with their carriages and some ammunition and barracks, a 6-pounder fieldpiece in Depot Key, with the railroad depot and wharf, several cars, telegraph office, and a turpentine storehouse, besides four schooners and three sloops, one ferry scow, sailboat, and launch.

Two of the former were laden with turpentine, rosin, and cotton, and nearly ready for sea, and the first, the schooner *Stag*, was run on shore and fired while our boats were approaching her and after I had fired two shells to prevent her escape.

The only other vessel in port was the schooner *Fanny*, 100 tons, partially loaded with turpentine. This is the same vessel that was captured with Lieutenant Selden on board several months since, and she succeeded in escaping over the reefs to the southward and eastward during the night.

The ferryboat was captured on its way between the railroad depot to Depot Key, having on board, among others, a lieutenant and 13

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armed soldiers belonging to the Fourth Florida Regiment, all of whom were taken prisoners.

The boats that were sent on this duty were in the charge of Acting Master Hoffner, aided by Master's Mates McGrath and Hazlitt, and, with the crews, were employed nearly all of the first night.

All were zealous and performed their duty most faithfully, and deserve more than my humble thanks.

I enclose a list of the prisoners taken and a more detailed statement of property captured and destroyed.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Flag-Officer W. W. McKEAN,
Commanding Gulf Squadron.

NOTE.—It may be proper to add that in consideration of the debilitated state of four of the prisoners belonging to the Fourth Florida Regiment, upon the recommendation of the medical officer, I thought it advisable to permit them to go, upon taking the oath not to take up arms again against our Government until regularly exchanged, according to the usual customs of war; and I addressed a communication to the military officer in command of the Confederate forces in relation to them, with descriptive lists, etc.

Very respectfully, etc.,

G. F. EMMONS,
Commander.

[Enclosure.]

U. S. S. HATTERAS,
Cedar Keys, January 16, 1862.

SIR: The fortune of war has placed in my hands some of your military force stationed here.

Among them there are four, named Benjamin Gatlin, B. J. Simmons, J. S. Poer, and John Carlton, who have the measles and are so much debilitated that they might never survive the severe change of climate they would be subject to in going upon our coast.

I have therefore released them upon their parole and signing an oath not to serve against the Government of the United States, until officially notified of their exchange for other prisoners.

I am, respectfully, etc.,

GEO. F. EMMONS,
Commander.

COMMANDING OFFICER MILITARY FORCES IN FLORIDA.

List of property captured or destroyed.

Two long 18-pounder fieldpieces, with their carriages, and the army barracks on Sea Horse Key; 120 solid shot, 1 barrel of powder, 1 6-pounder fieldpiece (on Depot Key), 105 shot for same; schooner *Anna Smith*, master, Edwards, 198 tons, loaded with turpentine and rosin, nearly ready for sea; schooner *Stag*, master, Burns (formerly of our service), 200 tons, ready for sea, cargo of cotton, lumber, and turpentine; schooner *Aucilla*, 81 tons, Burrows, master; schooner *Wyfe*,

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or *Nye*, J. Pierce, master; sloop *Dudley*, or *Pinkney*, 57 tons, Artiga, master; sloop *William H. Middleton*, 69 tons, Roberts, master; sloop *Rattler*, 66 tons, Peres, master; 1 sailboat, coppered and rigged; 1 launch and ferry scow, railroad depot, wharf, 7 cars, telegraph station, and a storehouse for turpentine; 4 stand of colors, 5 compasses, 1 quadrant, 2 clocks, 1 spyglass, 3 revolver pistols, 17 muskets, 1 shotgun (double barrel), 4 spades, 7 shovels, 1 broadax, 1 panel saw, 1 frame house, yellow pine; 5 frame beds and 3 cot frames, one old jib, one new main sheet, 4 blocks and whips, 1 barrel of rice, ½ barrel of beef, 4 turkeys.

The only other vessel in port was the schooner *Fanny*, that was captured from Lieutenant Selden, U. S. Navy, some months since, and she escaped over the reefs during the night, partially laden with turpentine.

Respectfully, etc.,

GEO. F. EMMONS,
Commander.

Report of Brigadier-General Trapier, C. S. Army.

HDQRS. PROVISIONAL FORCES, DEPT. EAST AND MIDDLE FLA.,
Fernandina, Fla., January 20, 1862.

CAPTAIN: On the 16th instant the enemy, in a steamer armed with five guns, made a descent upon the harbor and village of Cedar Keys. Having burned seven small vessels in the harbor, which were loading with cotton and turpentine with the intention (information of which had doubtless been conveyed to the enemy) of running the blockade, and also the wharf of the Florida Railroad, which has its Gulf terminus at that point, and several flat cars belonging to the same road, he withdrew and went to sea. There was posted at this place a small force, consisting of a lieutenant and 22 men, belonging to the Fourth Regiment Florida Volunteers, placed there as a sort of police force, to protect the inhabitants of the key (some 80 or 100 persons) against any disturbance from bands of marauders. The lieutenant and 14 privates were taken prisoners, but 4 of the latter were subsequently released for reasons set forth in one of the papers which I have the honor to forward herewith (as information) to the commanding general. The rest of the men made their escape. There were three old guns which had been in battery on one of the keys of the group, but which had been condemned after inspection by Major J. G. Barnwell, inspector-general of this military department, as unserviceable. They were never removed, however, as not being worth the removal, neither the guns nor their carriages. These guns the enemy, nevertheless, is said to have spiked.

It is said that some of the inhabitants of the key were required to sign an oath not to take up arms against the Government of the (so-called) United States during the present war.

I must not omit to mention a circumstance which reflects high credit upon Commander Emmons. Three negroes escaped from the key and went out to his steamer; they were all ordered back forthwith.

I am, very respectfully, your obedient servant,

J. H. TRAPIER,
Brigadier-General, Commanding.

Captain T. A. WASHINGTON,
Assistant Adjutant-General, Coosawhatchie, S. C.

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Additional report of Brigadier-General Trapier, C. S. Army.

HDQRS. PROVISIONAL FORCES, DEPT. EAST AND MIDDLE FLA.,
Tallahassee, Fla., January 31, 1862.

CAPTAIN: I have the honor to acknowledge the receipt to-day of a letter from the general commanding, under date January 27, from Coosawhatchie. Referring to the late affair at Cedar Keys, the general says:

> It seems that the commanding officer and almost his entire force were taken prisoners in daylight by the crew of a man-of-war. I desire to know the circumstances attending the capture. Was any resistance made? If not, why did not the guard escape?

In reply to all which I have the honor respectfully to submit the following statement: No official report of the affair has reached me, of course, the only commissioned officer of the guard having been taken prisoner. I learn, however, through sources entitled to credence, that no resistance whatever was attempted, and for the reason that protest against it was made by a portion of the citizens of the key, upon the ground that it would be hopeless and could only result, by drawing the fire of the war vessel, in a useless destruction of property and shedding of blood—perhaps the blood of women and children. The guard did attempt to escape and was captured in the act. They embarked on board of a flatboat, with no other means of propulsion than poles. When they had reached mid-channel, their poles being too short to reach the bottom, they were left at the mercy of the tide, by which they were swept out and fell easy victims into the hands of the enemy.

If it is said that better and surer means of escape ought to have been furnished them in the event of an attack from an irresistible force, I answer that my letter book contains an order, dated December 23, 1861, to the brigade quartermaster, to charter a steamer of 125 tons burden for purposes of transportation between the key and the mainland, and the records of this office show that this officer did his duty and that the boat was chartered. Why she was not in place I know not. If it be asked why so small a force was left upon the key, I answer that it was all that could be spared from more important points, and that even this was in contravention, to some extent, of the instructions (by telegraph) from the commanding general. By these instructions I was directed to order all the Florida troops to Fernandina. In compliance with them, given when attack was hourly expected at the latter point, I ordered the two companies then stationed at Cedar Keys to Fernandina.

In a few days after their removal, and when it had become obvious that Fernandina was not then to be the object of attack, I received a paper from Cedar Keys, signed by a number of its inhabitants, setting forth their fears that certain persons who had been arrested there as traitors, and released afterwards for want of sufficient testimony to convict, would, prompted by motives of revenge, now that the troops were withdrawn, avail themselves of the opportunity thus afforded to wreak their vengeance upon their accusers, and requesting, therefore, that a guard of 20 or 30 men might be sent for their protection, I took the responsibility of promptly complying with the petition.

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

J. H. TRAPIER,
Brigadier-General, Commanding.

Captain T. A. WASHINGTON,
Assistant Adjutant-General, Coosawhatchie, S. C.

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Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, of the capture of the British schooner Emma, January 17, 1862.

U. S. S. CONNECTICUT,
Key West, January 20, 1862.

SIR: On the afternoon of Friday, January 17, 1862, about 4 p. m., a suspicious sail was reported in sight some 5 miles distant. We gave immediate chase, and at 4:20 came up with her. On getting alongside English colors were hoisted by the schooner. In answer to our hail it was stated that she was the English schooner *Emma*, last from Havana, bound to St. John, New Brunswick. I had her boarded and all her papers brought to me for examination. The character of these papers was such, coupled with the peculiarity that all the persons (with one exception) on board were Americans of Southern birth or proclivity, with other suspicious facts, determined me to bring her in as a prize to the *Connecticut*, and so announced it to her captain. Having arrived at this conclusion, I sent on board a prize master and crew, also removed all the persons belonging to the schooner on board my ship, then took her in tow and proceeded on my voyage to Key West, with the view of passing her over for adjudication to the United States officials having authority in the premises.

By the papers enclosed you will see that she was an American vessel up to or about the 20th December last; also, that she had only a few days previous successfully run the blockade off Apalachicola with a valuable cargo of tar, turpentine, etc., which was disposed of at Havana. Her present cargo consists of materials necessary to the enemy, also a portion is of that species not likely to be exported from Havana to any port in the British possessions—for example, shoe thread, spool cotton, soap, tourniquet, barrels of oranges, and some 40 bunches of bananas—besides the amount of provisions on board was insufficient for so long a voyage, especially at this season of the year. I would also draw your attention to the large number of articles among the officers' effects, claimed to be for the use of their families—such as ladies' shoes, fans, hats, parasols, cloaks, children's dolls, picture books, etc., speaking as plainly as possible the animus as to her destination.

Her papers, though few, clearly prove her late character and her late intentions. A memorandum book found among the effects of Mr. Birch contains a clear, succinct, and graphic account of the voyage from St. George's to Havana, including the evasion of the blockade, etc., also a telegraphic dispatch announcing to the said Mr. Birch (supposed supercargo of part owner of the cargo) telling him the blockade is removed and he can return by the first conveyance.

Among the persons on board is a Mr. B. Ellison, who acted as captain of the schooner on her successful voyage from Apalachicola to Havana. He is represented to be a wealthy merchant at the former place and an old resident of that part of the country. Mr. John N. Birch is a citizen of Columbus, Ga., a merchant of considerable means, and his family reside at that place. Captain Marks, though claiming to be a Connecticut-born man, is nevertheless a Southern man by adoption, his domicile being in Apalachicola, where his wife and children are now residing. The cook, a colored man (a light mulatto), claiming to be Captain Ellison's servant, is doubtless a slave, and says he is a South Carolinian. This man I desire particularly to call to your notice. On the question being asked him what use the oranges and bananas were to be put to, and whether they were for the crew, he

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answered, "No, we have had nothing to do with them. Captain Ellison laid them in as presents to his friends." Comment is unnecessary.

I feel fully justified in the course I have pursued as regards this capture, and also the fullest confidence in the honor and justice of the law authorities of Key West. Under these circumstances, I rest my cause without further comments.

I enclose all the papers connected with the case, and all that now remains for me to do is to hold the schooner subject to your order.

The schooner was captured 24 miles S. E. by E. from Jupiter Inlet, and about 12 miles distant east of Florida coast.

All of which is respectfully submitted.

Very respectfully, your obedient servant,

M. WOODHULL,
Commander, U. S. Navy.

Judge WILLIAM MARVIN,
U. S. District Judge, Key West.

Circular order of Flag-Officer McKean, U. S. Navy, announcing reported movements of blockade runners.

FLAGSHIP NIAGARA, *January 18, 1862.*

Positive information has been received that the following vessels have sailed for various ports on the Southern coast:

1st. On the 7th ultimo the *Ella Warley* (late the *Isabel*, of Charleston) arrived in Nassau, New Providence, and has since hoisted the English flag.

2d. The arrival at Nassau, New Providence, on the 9th ultimo, of the British screw steamer *Gladiator*, from London, loaded with arms and ammunition for the rebels.

3d. The arrival at Nassau, New Providence, on the 10th ultimo, of the steamer *Gordon*, direct from Charleston.

4th. The secession steamer *Theodora* sailed from Nassau, New Providence, about the 10th ultimo, destination unknown.

5th. The British screw steamer *Labuan* sailed from Havana for Matamoras on the 27th ultimo.

6th. The rebel schooner *Break of Day*, from New Orleans, has been transferred under the British flag and christened *Wide Awake*, and has sailed from Havana, probably for New Orleans.

7th. The schooner *William Mallory*, under rebel flag, has sailed from Havana for Mobile or New Orleans.

8th. The steamer *C. Vanderbilt*, from New Orleans, under Confederate flag, has been christened *Black Hawk*, and is now under the English flag, and has sailed from Havana, probably for New Orleans. There is no doubt that the *Wide Awake*, *Mallory*, and *Vanderbilt* are all carrying contraband of war.

9th. The British schooner *Major Barbour*, Roberts, master, has arrived in Havana from Bayou La Fourche, near Barataria Bay. It is the sixth time she has broken the blockade.

10th. The sloop *William Henry*, about 30 tons, from New Orleans, arrived in Havana under Confederate flag.

11th. A sailing vessel named *Kate*, Captain Stevens, has fitted out at Belize, Honduras, for the purpose of carrying munitions of war to the Confederate States.

W. W. MCKEAN,
Flag-Officer, Commanding Gulf Squadron.

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Report of Lieutenant Drake, U. S. Navy, commanding U. S. S. Sagamore, regarding boat expedition in search of Confederate sloop near Apalachicola.

U. S. STEAM GUNBOAT SAGAMORE,
West Pass, off Apalachicola, January 18, 1862.

* * * * * * *

This morning I discovered a sloop of about 40 tons lying at anchor at the inner anchorage. I fitted out a boat expedition in charge of Lieutenant George A. Bigelow, which drove her back to the city of Apalachicola. Lieutenant Bigelow reports her having one gun—about a 6-pounder—and about 12 men. In the afternoon I sent boats to reconnoiter the island of St. Vincent and found that the platforms of the late battery had been destroyed, with evident marks of a hasty retreat. Found a few cattle, sheep, horses, and chickens about a house standing on the point at West Pass. Found the barracks and buildings mostly destroyed. Saw a schooner at the upper anchorage last evening at dusk, with a steamer alongside, evidently lightening her. On our approach the steamer took her in tow and moved up toward the city.

January 19.—At 3 p. m., exchanged signals with U. S. schooner *Maria Wood*, off West Pass.

Very respectfully, your obedient servant,

A. J. DRAKE,
Lieutenant, Commanding.

Flag-Officer WM. W. MCKEAN,
Commanding U. S. Gulf Squadron, Ship Island.

Order of the Secretary of the Navy to Captain Morris, U. S. Navy, commanding U. S. S. Pensacola, to proceed to duty in the Gulf Squadron.

NAVY DEPARTMENT, *January 19, 1862.*

SIR: Unless an emergency is anticipated which will require the presence of the *Pensacola* at Hampton Roads, or in which her services would be essential, you will, on the receipt hereof, proceed with that vessel to the Gulf and report to Flag-Officer McKean for duty.

The engineer, Mr. Sickles, will be permitted to return north in any of our vessels returning after the *Pensacola* reaches the Gulf, if you are satisfied of his loyalty to the Government.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain H. W. MORRIS,
Commanding U. S. Steam Sloop Pensacola.

Report of Flag-Officer McKean, U. S. Navy, transmitting report regarding the capture by the U. S. S. Itasca of the schooner Lizzie Weston, January 19, 1861.

U. S. FLAGSHIP NIAGARA,
Ship Island, January 23, 1862.

SIR: I transmit herewith a copy of a communication received from Lieutenant Commanding Caldwell, reporting the capture of the schooner *Lizzie Weston*, of Apalachicola.

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Finding that the witnesses necessary to condemn her had not been sent in the schooner, I have ordered her officers and crew sent to New York in the storeship *Supply*, and have instructed Commander Colvocoresses to place them in charge of the U. S. marshal.

A list of the prisoners is herewith transmitted.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

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

[Enclosures.]

U. S. STEAM GUNBOAT ITASCA,
Ship Island, January 23, 1862.

SIR: I have respectfully to report the capture of the prize schooner *Lizzie Weston*, of Apalachicola (on the evening of the 19th), loaded with 293 bales of cotton (152,500 pounds) and bound for Jamaica or a market.

I put on board a prize crew of six men in charge of Albert Cook, acting master, and ordered him to proceed with all dispatch to Philadelphia.

I sent in the prize one of her crew, a Spaniard named Francis Pratts, a citizen of Cuba, who shipped for the run in order to get out of the country and was to be discharged in Jamaica or Havana.

The rest of the crew I brought to this place to await your orders in regard to their disposal.

Very respectfully, your obedient servant,

C. H. B. CALDWELL,
Lieutenant, Commanding.

Flag-Officer W. W. MCKEAN,
Commander in Chief, Gulf Blockading Squadron.

List of officers and crew of the prize schooner Lizzie Weston, of Apalachicola, Fla.

Francis Lee, captain; C. F. Babcock, first officer; J. M. Tainter, third officer; L. H. Golden, second officer; William Curtis, steward; Richard McMillen, Charles Scott, Isaac Lewis, Samuel Elliot, seamen; Alfred Elliot, boy; sent home in *Supply*. Francis Pratts [remained in] schooner *Lizzie Weston*.

Very respectfully,

C. H. B. CALDWELL,
Lieutenant, Commanding.

Instructions from Flag-Officer McKean, U. S. Navy, to Captain Eagle, U. S. Navy, as senior officer off Galveston.

U. S. FLAGSHIP NIAGARA,
Ship Island, January 20, 1862.

SIR: Your communication of the 11th instant has been received.

I am much surprised to learn that you are so short of provisions, having requested you to inform me of any deficiencies, and the only

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requisition received by me being one for candles, I, of course, supposed that you had been supplied by the *Fearnot*.

I send by the U. S. ship *Portsmouth* all of the most essential articles, and as many of the others as she can carry; the remainder I will endeaver to send by the *Connecticut*. The *Portsmouth* must not be detained one moment longer than is absolutely necessary.

I have no facilities for repairing the *Sam Houston*. When she is no longer fit for service, she must be sent to this place that she may be sunk in some of the smaller channels.

I regret that you have given such orders to the commander of the *Midnight*. I do not approve of making an attack unless the batteries can be destroyed and the guns spiked. The course you have instructed him to pursue will, I fear, have the effect of showing the enemy their weak points, and thus induce them to strengthen them.

The frigate *Colorado* can not leave her station, as I have no vessel to relieve her. I had intended visiting Galveston in this ship, and at the same time supplying you with water, but was prevented from doing so, being short of coal; and now that coal has arrived, I am unwilling to leave, being in hourly expectation of the arrival of General Butler. Should I not run down in this ship, I will endeavor to send you a supply of water by some means in a short time.

I transmit herewith a circular describing the screw steamer *Gladiator*. She is to be captured wherever met with.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Captain HENRY EAGLE,
Commanding U. S. Frigate Santee, off Galveston.

Order of the Secretary of the Navy to Flag-Officer McKean, U. S. Navy, regarding the division of his command into the East and West Gulf Blockading Squadrons.

NAVY DEPARTMENT, *January 20, 1862.*

SIR: Upon the arrival of Flag-Officer D. G. Farragut, the Gulf Blockading Squadron will be divided into two squadrons, called respectively, the Eastern and Western Gulf Blockading Squadron.

The Eastern commences at St. Andrew's Bay, inclusive, to the eastward of Pensacola, and extends to Cape Canaveral, on the eastern coast of Florida; and also includes the Bahamas and Cuba.

Flag-Officer Farragut is assigned to the Western and yourself to the Eastern Squadron. The vessels composing the latter are as follows:

Niagara,	Huntsville,	Massachusetts,	South Carolina,
Montgomery,	Preble,	Marion,	Water Witch,
Wanderer,	Dart,	Nightingale,	Kingfisher,
Midnight,	New London,	Santiago de Cuba,	Rachel Seaman.
Saml. Rotan,	Mercedita,	Bainbridge,	

I desire you to consult carefully with Flag-Officer Farragut, and modify this division, if you both shall think best, retaining in your squadron only enough vessels to blockade the coast indicated.

As your headquarters are at Key West, and you will probably look into Havana occasionally, you will consider the *Santiago de Cuba*

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immediately under your orders, and can carry out her instructions as your judgment dictates.

The Department learns with regret from Commander Alden that the condition of your health requires you to relinquish your command in the Gulf. Your activity and zeal, and faithful devotion to the Government, have given satisfaction to the Department. A relief will be sent out on board the *San Jacinto*, when you can return north in the *Niagara*.

On account of the crowded condition of the New York navy yard it is desirable that that vessel should go to Boston; but as her condition may not admit of it, you are authorized to go in to New York if you do not deem it advisable to push for Boston.

Very respectfully,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron, Key West, Fla.

Capture of the schooner J. W. Wilder, or Andrieta, off Mobile, January 20, 1862.

Report of Flag-Officer McKean, U. S. Navy, transmitting additional reports.

U. S. FLAGSHIP NIAGARA,
Off Pass à l' Outre, January 31, 1862.

SIR: In my dispatch (No. 14) of the 22d instant I reported the capture of the Confederate schooner *J. W. Wilder*, near Mobile.

I herewith transmit copies of the following reports in relation to the capture: One from Captain Powell (senior officer off Mobile at that time); one from Commander Price, addressed to Captain Powell; one from Lieutenant Commanding Winslow, addressed to me, and one from Master W. S. Schley, addressed to Captain Powell.

I also transmit a copy of a communication from the acting British consul at Mobile, addressed to the commander of the United States fleet off the harbor of Mobile, and of Captain L. M. Powell's reply to the same; and a copy of a subsequent communication addressed to the commander of the United States squadron off Ship Island, and enclosing a copy of the depositions of the master, mate, and several of the crew of the *J. W. Wilder*, with a copy of my reply.

I would bring to notice the fact that when discovered the *Wilder* was close inshore to the eastward of Mobile Harbor, which is very remarkable, to say the least, if she was bound to Matamoras, as stated by the acting British consul.

I am happy to be able to inform you that the wounded men belonging to the *Cuyler* are apparently doing well.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

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

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Report of Captain Powell, U. S. Navy, commanding U. S. frigate Potomac.

U. S. FRIGATE POTOMAC,
Off Mobile Bar, January 25, 1862.

COMMODORE: I herewith forward reports of Commander C. Price and Master Schley and hope to be able also to include the report of Lieutenant Commanding Winslow, touching the capture of a schooner supposed to be the *J. W. Wilder* on the 20th instant, some miles to the eastward of my anchorage. The vessels were in sight, however, of this ship, and were watched from aloft during the day.

The courage, resolution, and perseverance displayed by all the parties engaged in bringing the vessel off the beach, on which she had been run by her master, entitle the officers, seamen, and marines to great praise, which, I think, you will freely give when you read the detailed reports.

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

L. M. POWELL,
Captain.

Flag-Officer WM. W. MCKEAN,
U. S. S. Niagara.

Report of Commander Price, U. S. Navy, commanding U. S. S. Huntsville.

U. S. S. HUNTSVILLE,
Off Mobile Bar, January 24, 1862.

SIR: Under your order of the 20th instant, to go to the assistance of the *Cuyler*, then bearing to the eastward, I got underway for her with two of your boats in tow.

Upon nearing the *Cuyler* she signaled that she wanted assistance, and that her propeller was disabled by a hawser that was around it.

I dropped anchor on her bow and proposed to tow her or the schooner, or both, off, which he declined. I sent word to him to heave in upon the hawser by his capstan that led to the schooner, which he did and got her afloat.

The steamer's stern was toward the beach and she was not able to bring a gun to bear in that direction, whilst small-arms men were firing upon him and his boats from the bushes.

I at once brought my broadside to bear upon the shore and fired eight or ten shells into the bushes, which effectually cleared them out and stopped their firing.

Again, after some time, a few shots were fired from the bushes, upon which I got underway to bring my guns to bear and a few shells and shrapnel silenced the firing on shore.

The steamer *Cuyler's* marines and other small-arms men returned rapidly the fire from the bushes, as also did your boats. Both of the latter I dispatched to the *Cuyler*, with orders to report to the commanding officer for such aid as they could render.

I remained by him until he cleared his propeller and escorted him up to this anchorage.

Very respectfully, your obedient servant,

CICERO PRICE,
Commander.

Captain L. M. POWELL,
Commanding U. S. Frigate Potomac and Senior Officer Present.

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Report of Lieutenant Winslow, U. S. Navy, commanding U. S. S. R. R. Cuyler.

U. S. S. R. R. CUYLER,
Off Mobile Bar, January 23, 1862.

SIR: In accordance with the instructions of Captain Powell, of the *Potomac*, the following report of the circumstances attending the capture of the schooner *J. W. Wilder*, taken in the act of violating the blockade about 15 miles east of Mobile bar, is most respectfully submitted:

On the morning of the 20th instant, while the *Cuyler* was employed watching the eastern passage over Mobile bar, a schooner was discovered at anchor some 8 or 10 miles to the eastward, near the shore, and no time was lost in proceeding to examine her. So soon as the *Cuyler* was observed to be approaching, the schooner slipped, made sail, and steered for the beach, and, on grounding, was immediately abandoned by the captain and crew, the steamer under my command being at that time some 4 or 5 miles distant.

As we gradually drew nearer in a considerable party of persons was observed on the beach, apparently engaged in effecting communication with the schooner, and apprehensive of an attempt to destroy her I directed a shell or two to be thrown in that direction from our Parrott gun, one of which fell quite near, and the party rapidly disappeared behind the adjacent sand hills. The executive officer (Lieutenant Philip) was then dispatched with an armed boat to take possession, who boarded the schooner and hauled down her sails, as well as an English ensign which had been left flying at the masthead.

The *Cuyler*, meantime, steaming cautiously in by the lead, dropped an anchor in 5 fathoms of water at a convenient distance from the beach and in position to cover and secure the prize, on which a sharp fire of musketry was now opened from a range of low sand hills near the schooner, which was promptly returned by the boarding party and the marines drawn up on the *Cuyler's* quarter deck, while a few shells from the two after guns on the main deck assisted in clearing the beach. Our efforts were next directed to getting the schooner afloat and to cover the working parties engaged running out hawsers, etc. The light 12-pounder howitzer was placed in our largest surfboat. No annoyance from the enemy was experienced for several hours, but our hawsers were twice parted by the strain, the last time accidentally fouling the propeller.

About 2 o'clock p. m., having succeeded in making fast our largest hawser to the foremast of the schooner, orders were issued for all hands to return on board; but the boat sent to withdraw the working party from the prize unfortunately bilged and was swamped alongside, and while the other two boats were engaged rescuing the men who were in the water and towing off the dingey a destructive fire was reopened by the coast guard (evidently reinforced) from their sheltered position behind the sand hills, four of the eight persons in the howitzer boat, including the officer in charge, being disabled by the first fire. The gun could not be used, and the *Cuyler's* stern being secured to the schooner by a hawser, and her propeller still clogged and temporarily inoperative, the broadside battery was also unavailable, but a rapid and continuous fire of small arms was maintained from the quarter-deck. The opportune arrival of the steamer *Huntsville* at this time, with two of the *Potomac's* cutters in tow, afforded

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material and welcome aid. Commander Price immediately opened with his battery on the sand hills, while Mr. Schley, the master of the *Potomac*, pushed gallantly in toward the beach with the cutters of that ship and rescued our crippled boat, which, with the wounded men, was fast drifting into the surf, our gig and second cutter at the same time picking up the men who were swimming toward them. The fire of the enemy was soon silenced and the wounded men removed from the surfboat, which was promptly remanned by a fresh crew and resumed its position near our stern, where our men were still at work clearing the propeller. The hawser, fast to the prize, had been previously taken to our forward capstan and a portion of our crew kept steadily at the bars, and about 4 p. m. the schooner floated and was safely hauled out under our stern. At 5:30 p. m., having succeeded in clearing our propeller, the anchor was weighed, and in company with the *Huntsville* the *Cuyler* steered for the *Potomac* with the prize in tow.

After a careful search neither register, manifest, nor clearance could be found, and these papers were probably either removed or destroyed by the master on beaching the vessel, but the documentary evidence inadvertently left on board is believed to be sufficient to prove that the schooner eluded the blockade early in December last, proceeding from Mobile to Havana, which port she left early in January bound to Mobile. All the books and papers found on board have been duly enclosed under seal to the U. S. district judge at Philadelphia.

The name on the stern of the schooner was partially blacked over, but the initials "J. W." were still perceptible, and among the papers a certificate of inspection dated at New Orleans in March, 1861, identified the vessel as the *J. W. Wilder*, of Handsboro, Miss. The usual quarter boards with that name in gilt letters were found carefully concealed in her hold, and a white burgee with "*J. W. Wilder*" in red letters was also found aboard, with two American ensigns. A large Confederate States flag (evidently not entirely new) was subsequently detected ingeniously secreted in a bag of coffee. An illegal and unauthorized use of the English ensign is presumed to have been made on this occasion. I regret to be under the necessity of reporting four persons wounded (two of them seriously) by the enemy's fire—John Bloom and Daniel J. Evans, seamen; Edward Dorsey and Thomas W. Johnson, landsmen. Mr. Morse, acting master's mate, while in charge of the howitzer boat, was also struck and partially stunned by a ball that grazed his head while in the act of discharging the gun. His promotion to the grade of acting master is respectfully suggested. The *Cuyler's* stern being less than 300 yards from the beach and her quarter-deck awning and stanchions cut by rifle balls, it is somewhat remarkable there are not more casualties to report. Acting Master Henry K. Lapham rendered efficient services in securing the prize, and also in clearing the *Cuyler's* propeller, and has subsequently been placed in charge of the schooner. Midshipmen Adams and Alexander with the boats under their charge aided in rescuing our men from the water regardless of the enemy's fire, and exhibited promise of much future usefulness to the naval service, and the officers not individually named aided me most zealously and effectively in their respective departments.

In view of the fact that the *Cuyler's* crew were under fire for the first time a commendable degree of steadiness and spirit was evinced.

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In conclusion, I am desirous of expressing my sense of indebtedness to the valuable assistance afforded me throughout the day by the executive officer of the *Cuyler*, Acting Lieutenant J. Van Ness Philip, whose permanent restoration to his original position on the naval register would be an appropriate and acceptable recognition of his present services, as well as an unquestionable advantage to the public interests.

With much respect, your obedient servant,

FRANCIS WINSLOW,
Lieutenant, Commanding.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron, etc

Report of Master Schley, U. S. Navy, of the U. S. Frigate Potomac.

U. S. FRIGATE POTOMAC,
Off Mobile Bar, January 20, 1862.

SIR: In conformity with your order I went on board the U. S. S. *Huntsville* with Acting Midshipmen Charles H. Humphrey and John J. Read and a force of 20 men, 6 marines, and a corporal, and reported to Commander Price the object of the expedition under my command. As soon as we had secured our boats for towing, the *Huntsville* steamed rapidly to the eastward. After the lapse of about an hour and a half, we discovered the steamer *R. R. Cuyler* close in to the beach and a schooner a short distance astern, still nearer to the beach.

As we drew nearer to the *Cuyler*, we observed that the enemy were firing heavily upon her and the schooner with musketry; but on nearing her still more, we observed a boat disabled near the beach, and about 60 or 70 yards from the spot where the enemy lay concealed behind sand hills and such other secure places as the elevated land beyond the beach afforded, and firing quite heavily upon the disabled boat.

With all possible dispatch I left the *Huntsville* in my boats and hastened to the *Cuyler* to render her any assistance in my power. As I drew alongside I hailed and asked for orders. Lieutenant Commanding Winslow directed me to go in to the rescue of his boat, which had been disabled under the fire of the enemy, which I did. The concealed enemy choosing his time, waited until he had my boats fairly under his fire, welcomed us with a volley, followed by another and still another. I at once directed the marines of my boats to return the fire as rapidly as was consistent with good effect, but not to waste a single shot.

Situated as the enemy were, I could not see what the effect of our fire was, but I could plainly see that their fire became less accurate and more irregular, and so continued until my boats had succeeded in reaching and taking in tow the disabled boat upon which they had directed their fire prior to my arrival upon the spot.

Just as my boats had fairly secured the disabled boat, necessarily throwing the entire party in line ahead, they again opened quite spiritedly upon us, and so kept it up until I had reached the *Cuyler*, where I towed the disabled boat containing an officer, a boy, 3 wounded men, a small howitzer, and a box of ammunition.

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I am rejoiced to report that we escaped this galling fire of musketry with no injury to the personnel of the expedition, my boat, however, being once struck, the shot carrying away a portion of the brass of one of the rowlocks.

I can not praise too highly the firmness, coolness, and determination of the officer, marines, and men, under my command in rescuing their wounded countrymen, who so nobly fell upon this sad occasion.

Very respectfully, your obedient servant,

WINFIELD SCOTT SCHLEY,
Master, U. S. Navy.

Captain L. M. POWELL,
Commanding U. S. Frigate Potomac.

Letter from the acting British consul to Captain Powell, U. S. Navy, demanding restitution of schooner and cargo.

BRITISH CONSULATE,
Mobile, January 23, 1862.

SIR: I have been officially notified that two of the gunboats under your command have been guilty of firing upon the British schooner *Andrieta*, Mr. Capella, master, whilst lying at anchor in a calm some distance near this coast; that the master of the schooner and crew, for the safety of their lives, were compelled to abandon their vessel and come on shore; that subsequently the said gunboats took possession of the *Andrieta* and cargo and it is presumable have them still in possession.

As the *Andrieta* is a British vessel, owned by a British subject, and, according to her papers filed in this office, was on a peaceful voyage from Havana to Matamoras and not liable to be disturbed on such voyage.

I therefore, in the name of the Government which I represent, demand the restitution of said schooner *Andrieta* and cargo and that she may be permitted to proceed on her intended and lawful voyage.

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

JAMES MAGEE,
Acting Consul.

COMMANDER OF THE UNITED STATES FLEET,
Off the Harbor of Mobile.

Letter from Captain Powell, U. S. Navy, to the acting British consul, referring him to the flag-officer of the Gulf Squadron or the Secretary of State for information regarding the case.

U. S. FRIGATE POTOMAC,
Off Mobile Bar, January 24, 1862.

SIR: I have the honor to acknowledge the receipt of your letter by the hands of Mr. Meslier, in which you state that two of the gunboats of the squadron before Mobile have been guilty of firing upon the British schooner *Andrieta*, Mr. Capella, master, whilst lying at anchor in a calm some distance near this coast; that the master of the schooner and crew, for the safety of their lives, were compelled to abandon their vessel and come on shore; that subsequently the said gunboats took possession of the *Andrieta*, etc.

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I am happy to assure you that no such act or acts as stated have occurred within the limits of my command. The facts, so far as I am apprised of them, are as follows:

A vessel was observed at anchor near the coast, about 15 miles to the eastward of Mobile Bar, on the morning of January 20, and as the gunboat *R. R. Cuyler* drew in sight, but at a long distance, she (the schooner) hoisted sail and ran upon the shore with a moderate wind blowing at the time, and the master, with every living soul, deserted her, taking most of their effects with them.

When the *Cuyler* came near she sent a small armed boat on board, which was fired upon from the shore. Subsequently, a boat sent to withdraw the working party from the schooner bilged and filled alongside, and the boats engaged in rescuing the men from the water were fired upon by a party of armed men behind the sand hill, and not recovered until two other boats had pushed in under a heavy fire close to the beach to their assistance. All the boats were fired upon, and the *Cuyler* covered with rifle shot whilst she was engaged in dragging off the schooner, which was not effected for several hours.

If this be the vessel you refer to, she does not answer to the facts as stated in your letter, the only evidence of name being the printed letter boards of *J. W. Wilder*, found in her hold with a large burgee flag bearing that name.

The certificate of the inspector for the southern district of Louisiana, identifying the same name, dated March 15, 1861, was also among the papers recovered. A Confederate States ensign was also found secreted in a bag of coffee, from which it is presumed that the vessel was making an unauthorized and illegal use of her Majesty's flag, which was only hoisted after the schooner had been beached and was about to be abandoned.

The case has been referred by the flag-officer commanding this squadron, with all the documentary evidence attainable, to the honorable judge of the U. S. district court at Philadelphia, Pa., for adjudication.

For any further information, I beg leave to refer you to the flag-officer commanding the Gulf Blockading Squadron, now at Ship Island, or to the honorable Secretary of State at Washington.

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

L. M. POWELL,
Captain.

Her Britannic Majesty's Consul, JAMES MAGEE,
Mobile.

Letter from Flag-Officer McKean, U. S. Navy, to the acting British consul at Mobile, referring him to the authorities at Washington for further information in the case.

U. S. FLAGSHIP NIAGARA,
Ship Island, January 28, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of the 23d instant, by the hands of Mr. Meslier, and in reply have to state that I have received reports in relation to the capture of the schooner *J. W. Wilder*, or, as you are pleased to call her, the *Andrieta*, from all the officers concerned therein.

The statements of these officers differ materially from that of the captain of the *Wilder*. Not a gun was fired at her by either of the

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vessels. I will here remark that papers found on board show that she was expected.

This affair has now, however, passed beyond my control, the cargo of the schooner having been shipped for the north and the whole matter referred to my Government.

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

W. W. McKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Mr. JAMES MAGEE,
Acting Consul of Her Britannic Majesty, Mobile.

Report of Lieutenant Winslow, U. S. Navy, requesting a medal for Landsman Edward Dorsey for conspicuous gallantry.

U. S. S. R. R. CUYLER,
Ship Island, February 17, 1862.

SIR: Being apprised that under a recent act of Congress a number of medals are to be prepared for distribution among the petty officers, seamen, and others of the naval service, I am desirous of commending to the favorable notice of the Department the name of Edward Dorsey, a young landsman, serving on board the *R. R. Cuyler*, whose conduct, when unfortunately wounded by the fire of the enemy during our recent skirmish with the coast guard, near Mobile Bar, justly entitles him to this mark of honorable distinction. He was one of the crew of the howitzer boat, on which the fire of the enemy was first directed, and though wounded severely in the right arm, continued to pull his oar steadily with the other, observing coolly to the officer in charge of the boat that he had one arm left and would pull as long as he could use that.

The wound has nearly healed up, but as the missile could not be extracted, his right arm will never be as useful as before.

With much respect, I have the honor to be, your most obedient servant,

FRANCIS WINSLOW,
Lieutenant, Commanding.

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

Report of Major-General Bragg, C. S. Army, transmitting report.

HDQRS. DEPT. OF ALABAMA AND WEST FLORIDA,
Near Pensacola, Fla., February 1, 1862.

SIR: I enclose a copy of a report from Colonel Powell, Provisional Army, of a recent contest by a portion of his command with the enemy over a British schooner. The conduct of our troops was highly creditable, though they were unable to save the vessel from capture. Every facility has been extended to the British consul in prosecuting the case, and I hope he has succeeded, as he desired, in complicating affairs between the United States and Great Britain. A copy of an

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article from a Mobile paper, enclosed,* gives a very correct history of the vessel and her movements.

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

BRAXTON BRAGG,
Major-General, Commanding.

ADJUTANT-GENERAL,
Richmond, Va.

Report of Colonel Powell, C. S. Army.

CAMP BRAGG, *January 21, 1862.*

CAPTAIN: I avail myself of the boat from this point to-day to report that a sharp contest took place at the mouth of the lagoon [Alabama] yesterday between two of the enemy's steamers, with their boats, and Captain [William] Cottrill's command, for the possession of the schooner *Andrieta*, formerly *J. W. Wilder*, which had been run on shore at that place with the hope of saving her cargo. All the particulars of the affair can not be given at this time, as I have not a report of the part taken in it by the force, consisting of two fieldpieces and two companies, ordered up from Fort Morgan and Camp Bragg, and which were on the west side of the lagoon under Acting Assistant Adjutant-General Jones.

Upon my getting on this side of the lagoon to put Captain Cottrill's company in action, that officer had already moved his available force across the lagoon to within a short distance of the schooner, and there he kept up so sharp and well directed a fire upon the schooner and the boats of the steamers as to drive those of the enemy who had previously reached her below, and prevented the boats from getting to their assistance, while he sheltered his men so securely behind the sand hills as to maintain his position, though it was only about 100 yards from the beach and not more than 600 or 800 yards from the steamers, without losing a life.

Captain Cottrill and his command deserve great credit for the skillful and daring manner in which they performed their parts in a defense which, judging from the effect of their fire while continued, must have been successful, if it had not been the case that the schooner was run on shore at low tide, and that the enemy succeeded in making a hawser fast to her before he got his men into position, by which she was hauled out of range after the tide, in rising, had caused her to float.

What loss the enemy met with I will not pretend to state, as I was not fortunate enough to reach the scene of action; but it must have been considerable, as two of their boats, one of which is now reported as on the beach and in the possession of our men, were sunk or turned over, and another had every oarsman shot or driven off their seats, and was towed out of range by another sent to her assistance.

As I mentioned above, there was no loss of life from this command so far as heard from, and we have only to regret that of the schooner and cargo, which I am sorry to say the captain neglected to fire in his

* Omitted.

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desire to save it. Upon returning to Fort Morgan I shall be able to furnish any further particulars which may be brought to my notice.

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

W. L. POWELL,
Colonel, Commanding Second Brigade.

Captain D. E. HUGER,
Assistant Adjutant-General.

Report of Brigadier-General Withers, C. S. Army.

HEADQUARTERS DISTRICT OF ALABAMA,
Mobile, January 22, 1862.

GENERAL: I forward herewith communications* brought from Havana by the schooner *Wilder*, directed, respectively, to the President, Secretary of State, and Chief of Ordnance.

The vessel, being closely pressed by the enemy, was beached between Fort Morgan and the Perdido. The crew escaped to the shore and the vessel and cargo captured by the enemy after some loss of life resulting from the fire from Captain Cottrill's company.

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

J. M. WITHERS,
Brigadier-General, etc.

General S. COOPER,
Adjutant and Inspector-General, Richmond.

Report of Acting Volunteer Lieutenant Couthouy, U. S. Navy, regarding the capture of schooner Olive Branch and sloop Mary Nevis.

U. S. BARK KINGFISHER,
Tampa Bay, January 21, 1862.

SIR: I have the honor to report my arrival at this point on 16th instant, and the delivery, pursuant to your orders of 6th, of a rifled 20-pounder Parrott gun, with equipments, munitions, etc., as received, to U. S. gunboat *Ethan Allen*, having previously run down to Pass à l'Outre and delivered, as directed, three old guns and a quantity of scrap iron to the U. S. steam gunboat *Mercedita*.

On the evening of the 8th, 9 miles N. E. of Chandeleur light, we brought to the U. S. schooner *Maria A. Wood* by firing a shot across her bows, in consequence of her being unable to answer our signals or show any by which she could be recognized, when she sent a boat with an officer, who reported that they had no night signals on board.

On the afternoon of the 12th, on our passage hither from the Passes, we made a large steamer to the S. E. standing toward us, and, tacking ship, gave chase to windward, and, the breeze favoring, we brought her under our lee, the ship being cleared for action, and ordered her to stop the engine. On sending a boat on board she proved to be the transport *Philadelphia*, from New York, 30th ultimo, via Key West and Tortugas, with army officers and supplies for Fort Pickens, having no signals on board.

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*Not found.

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On the afternoon of 15th, off Cedar Keys, fell in with U. S. S. *Florida*, Commander J. R. Goldsborough, who sent for me on board to notify me of the raising of the blockade of Nassau, New Providence, by the *Flambeau's* having to leave for a supply of coal and the probable escape of the Confederate steamer *Gladiator*, having arms for the rebels, with destination for Cedar Keys, off which it was Commander Goldsborough's intention to cruise for some time in hopes of meeting her. At noon of 20th the lookout at the light-house on Egmont Key, at which a vigilant watch is kept by the *Ethan Allen*, signalized a sail in the offing to the S. E. some 3 leagues distant, on which Captain Eaton immediately sent two of his boats in pursuit, and as early as practicable notified me of the fact, requesting my cooperation. I therefore lost no time in dispatching two of our boats, one with an officer and 6, the other with an officer and 11 men, all well armed, to assist.

The boats of the *Ethan Allen*, having nearly an hour's start, reached the chase some ten to fifteen minutes before ours and boarded her, but, without waiting for our boats (which had pulled out 6 leagues) to come up, the officer boarding gave chase to a boat containing the supercargo and five men from the prize, which was making for and succeeded in escaping to the shore, when our boats, being unable to hold way with her, put about and returned to this vessel. I enclose copy of a note * from me to Acting Master Henry Allen, in charge of the expedition, calling for his report of the circumstances, and also copy * of his reply.

The prize was brought in this morning by Acting Master Stephenson of the *Ethan Allen*, and proved to be the Confederate schooner *Olive Branch*, of Jacksonville, burden 42⅝⅝ tons, from Cedar Keys 9th instant, for Nassau, New Providence, with cargo of 160 barrels (5,440 gallons) spirits turpentine, valued at about $8,700, and the vessel at $1,200 to $1,500 more.

The captain reports that at the date of his leaving there were three other vessels ready to sail, all laden with spirits turpentine and bound for Nassau, their aggregate cargoes amounting to about 900 barrels.

He reports the whole country as greatly distressed by the blockade; coffee, $1; tea, $2 per pound; pork, $60 per barrel, and other articles in proportion, and extremely difficult to procure at even these prices. The fortifications on Sea Horse Key he reports abandoned, and all persons capable of bearing arms sent off to Fernandina. His crew were shipped at $50 per month, and his mates at $75 and $70. Altogether the country is, by his representations, in a deplorable condition.

January 27, 8 a. m.—As we were preparing to get underway at noon of 25th, after being windbound for the previous three days by a hard westerly gale (which left the bar so rough as to be impassable for twenty-four hours after it died out), the *Ethan Allen* signaled two strange sail in sight to the S. E., coming down from Tampa, and also for me to repair on board for consultation. On my doing so, Captain Eaton informed me that he had intelligence warranting the belief that the vessels formed part of an expedition fitting out at Tampa as a coast guard, and requested my cooperation in cutting them out, and also in making a reconnoissance of a fortification said to have been erected near the mouth of the Manatee River, about 2 leagues from the ship to the S. E. Under the circumstances I considered it my duty to accede to his wishes, and returning on board my own vessel,

* Not necessary to publish.

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mustered the ship's company, and after briefly explaining the nature of the proposed expedition called for volunteers, when every man threw up his hand, and three such cheers were given as satisfied me that the hearts of my crew were all right, and they fully responded to the confidence I had always felt in their ability and readiness to meet any emergency. At 8 p. m. I dispatched the first, second, and third cutters, in charge of Acting Master J. H. Hallet and Master's Mates J. E. Whiteside and C. E. Sloan, with 35 men, fully armed, the whole under charge of Mr. Hallet, with written instructions to act in concert with an equal number of boats and men from the *Ethan Allen*, in charge of Acting Master Stephenson. Acting Assistant Paymaster Blakeman, at his urgent request, accompanied the expedition and would, I am confident, with his coolness and knowledge of military tactics, have rendered valuable assistance in organizing the men had it proved necessary to land in presence of an enemy. Master's Mate James S. Williams, though under suspension for having been found asleep on his watch while in charge (as duly reported to you), was also allowed, on his pressing request, to join the expedition.

I am constrained to express my regret that the immediate results of the expedition were by no means commensurate with the scale on which it was organized. The boats returned last evening, having found no armed vessel nor any enemy on shore, after capturing the sloop *Mary Nevis*, of Tampa, of about 12 tons burden, engaged in carrying the mails, freight, and passengers between Fort Brooke, Manatee River, and the intermediate points, with a woman and child only on board, the one man forming her crew having run her ashore and taken to the bush. They also burned the temporary barracks erected on a mound near the beach, lately occupied, according to parties on shore, by a troop of 115 or 120 cavalry, with one gun mounted on wheels. I can not but regard the expedition, however, as likely to have a useful result, both in familiarizing the men with such service and by impressing the enemy with a sense of the efficiency of the blockade and thoroughness of the preparation on our part to meet and repel any attack they may have the means of making.

That such a movement as has been reported has been, and may yet be in contemplation, I think evident, from one of the persons conversed with at the Manatee landing, having enquired whether the vessels had been attacked the night previous, and given as a reason that those inshore thought they had heard firing in our direction, remarks that would hardly have been made but for a knowledge of the existence of some purpose and means of making an attack.

I enclose copy of my instructions to Acting Master Hallet (of which a counterpart was furnished to Acting Master Stephenson) and his report to me of his action thereupon.

I leave this morning for the cruising ground designated in your orders of 6th instant, and hoping ere long to be able to forward a more gratifying report from the *Kingfisher* than the present, have the honor to remain,

Very respectfully, your obedient servant,

Jos. P. COUTHOUY,
Acting Volunteer Lieutenant, Commanding.

Flag-Officer W. W. MCKEAN,
Commanding Gulf Blockading Squadron.

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[Enclosure.]

U. S. BARK KINGFISHER,
Tampa Bay, January 27, 1862.

SIR: In pursuance of your orders, I, at 8 p. m. of the 25th, left the bark *Ethan Allen* in charge of the first, second, and third cutters, with 40 men all told, fully armed, in company with three boats from the *Ethan Allen*, under charge of Acting Master Stephenson, and pulled inshore to a point about 3 miles above Manatee River and lay there until about 4 o'clock next morning; then we pulled carefully up the bay. At daylight saw a sloop coming down the bay; we started in chase of her and got within a mile of her before they discovered us; she then hauled up on the wind to the N. W. The *Ethan Allen's* boats made sail in his wake after her, and the *Kingfisher's* boats pulled to the windward to cut her off on the next tack; the first and second cutters had gained on her so much that he was obliged to run her ashore to avoid his being taken by our boats on the one hand, or those of the *Ethan Allen* on the other, at the mouth of Little Manatee River. The *Ethan Allen's* boats, having sails, got alongside first, the *Kingfisher's* boats being so far to windward; we then put all the boats ahead of her and pulled her off. Then we came down alongshore, taking a good look into all the bays and inlets as far as Great Manatee River, up which we proceeded about 2 miles, then land[ed] to reconnoiter. We took a look at what we supposed to be a fortification when we left the ship, but it proved an old Indian mound and barracks that had been lately occupied by troops, to which we applied a match and burned to the ground. We did not see any signs of military force, but were told that there had been 116 cavalry there but four days previous, but they had left the place for good, being unable to get enough for their horses to eat. We did not see any vessels there at all, but captured three small boats. We saw only half a dozen persons about the coast, two of whom were females, and the whole had a wretched and poverty-stricken appearance; then returned on board the ship at 7 p. m. last evening.

Very respectfully, your obedient servant,

JOSEPH H. HALLET,
Acting Master.

Acting Volunteer Lieutenant JOS. P. COUTHOUY,
Commanding U. S. Bark Kingfisher.

Order of the Secretary of the Navy to Flag-Officer McKean, U. S. Navy, referring to the loss of the schooner Anna Taylor.

NAVY DEPARTMENT, *January 22, 1862.*

SIR: Your No. 12, dated 30th ultimo, has been received. As respects the condition of some of the steamers of your squadron, the Department on the 20th December authorized you to send them north if the repairs could not be effected on the station. In September last you were informed that new boilers for the *Mohawk*, in course of construction in New York, would be completed about the latter part of October. It was designed that she should come north to receive them.

The subject of a supply of bituminous coal has been brought to the attention of the proper bureau.

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Southern accounts report the capture of the officers and crew of the schooner *Anna Taylor*, for the safety of which Captain Eagle had fears, the vessel having been wrecked at some point on the Gulf coast.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Order of Flag-Officer McKean, U. S. Navy, to Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, to proceed to duty on the blockade off Mobile.

U. S. FLAGSHIP NIAGARA,
Ship Island, January 23, 1862.

SIR: You will proceed in the U. S. sloop *Brooklyn* under your command to Mobile and relieve Captain L. M. Powell, commanding the frigate *Potomac*, in the blockade of that place.

You will enforce a rigid blockade, in which service you will be aided by Commander C. Price, in the steamer *Huntsville*, and Lieutenant Commanding Winslow, in the steamer *Cuyler*.

The *Huntsville* you will station at the western passage and the *Cuyler* at the eastern. During the day the *Cuyler* should occasionally run down the coast to the eastward, as I have information that the rebels will endeavor to land cargoes by running vessels on the beach.

You will receive from the *Potomac* a 30-pounder Parrott rifle, with equipments and ammunition, which you may retain until further orders.

I transmit herewith a communication for Captain Powell, also a number of circulars, etc., to which I call your particular attention.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Captain T. T. CRAVEN,
Commanding U. S. Steam Sloop Brooklyn, Ship Island.

P. S.—The steamer *Miramon*, which ran the blockade at Mobile a short time since, is now loading at Havana, and will probably endeavor to return to Mobile.

Report of Flag-Officer McKean, U. S. Navy, transmitting receipts for captured vessels and their cargoes.

U. S. FLAGSHIP NIAGARA,
Ship Island, January 23, 1862.

SIR: I have the honor to transmit herewith the receipts* of Captain Butler (quartermaster) for the steamers *Henry Lewis* and *Anna*, and the schooners *Olive* and *Captain Spedden*, and the lumber which constituted the cargoes of the schooners.

I also transmit the report* of survey on the prize schooners *Gipsey* and *Captain Spedden*, and the cargo of the latter vessel.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

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

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* Not necessary to publish.

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Stations of vessels composing the Gulf Blockading Squadron.

FLAGSHIP NIAGARA, *January 23, 1862.*

Name.	Station.	Remarks.
Wanderer	Key West	
Tahoma	.....do	Repairing.
Ethan Allen	Tampa Bay	
Mohawk	St. Marks	
Sagamore	Apalachicola	
Marion	.....do	
M. A. Wood	East Pass, Santa Rosa Island	Blockading.
Mississippi	Fort Pickens	
Brooklyn	Mobile	
Huntsville	.....do	
R. R. Cuyler	.....do	
Wissahickon	Petit Bois and Horn Island passes.	
Niagara	Ship Island	
Massachusetts	Mississippi Sound	
New London	.....do	
Water Witch	.....do	
South Carolina	Ship Island	Repairing.
Itasca	.....do	Do.
Mercedita	Pass à l'Outre	
Winona	.....do	
Vincennes	North East Pass	
Preble	South Pass	
Colorado	South West Pass	
Samuel Rotan	.....do	
De Soto	Barataria Bay	
Montgomery	Atchafalaya	
Sciota	Ship Island	Repairing.
Hatteras		Will be off Berwick to-morrow.
Santee	Galveston	
Rachel Seaman	.....do	
Kingfisher		Cruising between the mouths of Mississippi and Yucatan Bank.
Kittatinny		Cruising between Ship Island Shoal and Sabine Pass.
Midnight		Cruising between Galveston and Matagorda.
Arthur		Cruising between Matagorda and Corpus Christi.
Portsmouth		Cruising between Corpus Christi and the Rio Grande.
Potomac		Dispatched to Vera Cruz.
Chambers		Just arrived; will be dispatched to cruise between Tortugas and Apalachicola.

Order of Flag-Officer McKean, U. S. Navy, to Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras, to relieve Lieutenant Jouett, U. S. Navy, in command of the blockade of Berwick Bay.

U. S. FLAGSHIP NIAGARA,
Ship Island, January 23, 1862.

SIR: You will proceed in the steamer *Hatteras* under your command to Berwick Bay and relieve Lieutenant Commanding James E. Jouett, commanding U. S. S. *Montgomery*, in the blockade at that place. Lieutenant Jouett has a chart of the bay which he will transfer to you.

It is believed that the light draft of the vessel under your command will enable you to enter the Berwick channel, and thus make an effectual blockade. I have information that the channel has been marked out by driving piles; if so, it is very important that they should be sawed off a little below the surface of the water, and you will have this done if practicable.

You will dispatch the *Montgomery*, with instructions to her commander to report to me at this place, unless the combined force of the two vessels will enable you to operate effectively against the enemy,

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in which case you may detain her a few days, provided she has sufficient coal.

I was informed some weeks since that a steamer called the *Mobile* was lying in the river near Berwick in readiness for sea, with the exception of a crew; at that time she had but twenty or thirty men, none of them seamen. It may be in your power to capture her.

You will report to me by the first opportunity (the *Montgomery* if possible) whether a vessel can be sunk in such a manner as to close the narrow channel which is now marked out by piles.

I have information that the steamer *Calhoun*, from Berwick, has arrived in Havana with 600 bales of cotton. She will most likely return to Berwick, probably under English colors. She is to be captured wherever met with.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Commander GEO. F. EMMONS,
Commanding U. S. S. Hatteras, Ship Island.

Capture of the steamer Calhoun, or Cuba, January 23, 1862.

Report of Captain Bailey, U. S. Navy, commanding U. S. S. Colorado.

U. S. STEAM FRIGATE COLORADO,
Off South West Pass, Mississippi River, January 28, 1862.

SIR: I have the honor to report the capture of the steamer *Calhoun*, or *Cuba*, from Havana, bound to New Orleans, loaded with powder, coffee, chemicals, etc.

She was first seen on the morning of the 23d instant from the masthead of this ship to the eastward, standing inshore. I immediately ordered the schooner *Samuel Rotan* (a tender to the vessel under my command) to go in chase. Having a strong breeze, the tender drove the steamer into shoal water in East Bay, distant about 10 miles from this anchorage, but before she could reach the steamer, the officers, crew, and passengers escaped by their boats. On boarding her, she was found on fire in two places. Tar and oil had been poured on the coal and the furnace fires raked out over the coal. By the efforts of our crew the fire was extinguished with little damage to the vessel and cargo.

T. Butler King, commissioner for the so-called Confederate States of America, was a passenger in the *Calhoun*. I collected all his private papers found on board, which I forward to you through Flag-Officer McKean. A careful perusal of them will give you an idea of what he has been doing abroad and may prove of importance.

On learning the escape of the officers, crew, and passengers of the steamer (in all about thirty persons), I dispatched the tender *Rotan* and steamer *Calhoun* up the river in search of them without avail.

The steamer I have had surveyed. She is not fitted to make a winter passage north. I transferred her cargo in charge of Acting Master Tuck to the schooner *Samuel Rotan*, which I shall send to Flag-Officer William W. McKean for disposition.

A few arms only were found on her, although when she left Havana she had a quantity on freight. From reliable information I learn they

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were thrown overboard, together with one or two hundred bags of coffee. She was formerly the flagship of the rebel navy, G. N. Hollins, flag-officer, commanding, and the same vessel which attacked the *Richmond*, *Vincennes*, and *Preble* at the Head of the Passes of this river.

I have already manned and armed her and placed a lieutenant temporarily in charge. Being swift and of light draft, she is of great service to this ship as a tender.

This again leaves the ship under my command with but one lieutenant and a deficiency of serviceable officers of the lower grades.

I am, very respectfully, your obedient servant,

T. BAILEY,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

Second report of Captain Bailey, U. S. Navy, commanding U. S. S. Colorado.

U. S. FRIGATE COLORADO,
Off South West Pass, Mississippi River, January 30, 1862.

SIR: I have the honor to report the capture of the rebel steamer *Calhoun*, otherwise called the *Cuba*.

She was first seen on the morning of the 23d instant, bearing E. by N., distant about 5 miles, and on her seeing this ship she stood rapidly into the shoal water of East Bay.

Being unable to pursue her in shoal water with this ship, I dispatched the schooner *Samuel Rotan* with an officer and reinforcement from this ship after her, and also signaled the schooner *Rachel Seaman* to give chase.

They found the steamer at anchor in East Bay abandoned and set on fire in two places by her crew. Acting Masters Rogers and Tuck boarded her in the *Rotan's* boats and soon extinguished the fires without injury to the vessel or cargo and brought her to this anchorage. By the log book and papers found on board she proved to be the Confederate States steamer *Calhoun*, having cleared at New Orleans for Havana on the 2d instant with 651 bales of cotton; she had two clearances from the New Orleans custom-house of that date, one as the steamer *Calhoun*, McConnell, master, and another as the steamer *Cuba*, McConnel, master. She subsequently sailed from Havana for Kingston, Jamaica, steering N. W. by W., and was found off this Pass on the 23d instant with powder in cases, equal to 500 barrels, on board, a few rifles, and a valuable assorted cargo. The baggage of T. Butler King, commissioner from Georgia, was found on board.

I have had the steamer surveyed, the report of the surveying officers corroborating my own opinion—that she being a harbor and river steamer, it will be unsafe to send her north at this season of the year for adjudication. I therefore transferred her cargo to the *Rotan* and placed Acting Master J. W. Tuck, as prize master, to convey the same and all papers found on board to the United States district court at New York. He has orders to report to you at Ship Island for further instructions.

In case you deem it expedient to reship the goods in another vessel, I request that you will order David Welsh, captain [of the] hold, and

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L. S. Vickery, ordinary seaman, of the *Samuel Rotan*, to accompany Mr. Tuck as witnesses of the capture. I have manned and armed the prize and placed a lieutenant in charge. I required of Commander Woodhull a 20-pounder Parrott gun for an efficient armament for her, which I obtained.

Four rebel steamers came down the Pass to-day. One of them fired several shots, which fell within half a mile of us. We returned the same without hitting her. Had we the rifled gun and howitzer on the prize at the time of this visit, I should have sent her in chase.

I am having a most vigilant lookout kept, and trust nothing will escape the blockade.

Will you have the goodness to request of the judge to appoint commissioners to appraise the steamer, machinery, and appurtenances for the benefit of whom it may concern, she having been taken into the service of the United States Government, for which disposition I request authority from you?

I am, very respectfully, your obedient servant,

T. BAILEY,
Captain.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Report of Captain Bailey, U. S. Navy, transmitting copy of letter from the acting British consul at New Orleans.

U. S. STEAM FRIGATE COLORADO,
Off South West Pass, Mississippi River, February 13, 1862.

SIR: I have the honor to enclose a copy of a letter received from George Coppell, who signs himself as acting British consul at New Orleans, with my answer* to the same. The two persons mentioned were passengers in the rebel steamer *Calhoun*, which was laden in part with powder, arms, ball cartridges, percussion caps, bar steel, quicksilver, etc.

The crew and passengers of said vessel, on the approach of our tender, the *Samuel Rotan*, deliberately set fire to and abandoned her, including their personal effects, with the hope of destroying the same. They therefore can not legally make reclamation. W. F. Scott, mentioned in the acting consul's note as a British subject, informed me that he had done business in New Orleans for nine years, and was a British subject. He came with a flag of truce to ask for his own and wife's baggage, which he was allowed to take, and left with several large trunks and two valises. He claimed and was allowed to take some private cigars which he described as marked ⟨S⟩. After he left I learned that the cargo was nearly all marked ◇S◇ and that he was either the agent or owner of the vessel and cargo.

On his way up the river he stopped at Pilot Town and left word with the people that if they supplied the Yankees with oysters, "We will hang you."

The lady mentioned is the wife of an American shipmaster, who, I presume, is acting with the rebels. I have sent all the personal effects which I could find to the court of admiralty for adjudication.

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*Omitted as not necessary to publish.

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The trunks were all found broken open, but whether by the crew and passengers of the rebel vessel or by the party from the *Rotan* that put the fire out I have not been able to ascertain.

I am, respectfully, your obedient servant,

T. BAILEY,
Captain.

Flag-Officer WM. W. MCKEAN,
Commanding U. S. Gulf Blockading Squadron.

[Enclosure.]

BRITISH CONSULATE,
New Orleans, February 1, 1862.

SIR: I have been applied to by two British subjects, Mr. W. F. Scott and Mrs. Catherine Chandler, who were passengers on board the steamer *Cuba*, or *Calhoun*, from Havana, and which vessel was abandoned some four days ago when in the vicinity of the blockading squadron, to use my endeavors in their behalf for the object of obtaining their private and personal effects which they had with them on board the steamer, but which will now be in possession of the captors of the vessel.

For this purpose I have appointed Mr. Frederick Eastman, a British subject, who will have the honor to hand you this communication, to proceed under a flag of truce to the U. S. blockading squadron in the hope that with your cooperation the private property, which is specified on two lists in Mr. Eastman's possession, may be handed to the owners.

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

GEORGE COPPELL,
Her Britannic Majesty's Acting Consul.

Commodore BAILEY,
Flag-Officer U. S. Naval Force, Blockading Mississippi River.

Report of Major-General Lovell, C. S. Army.

HEADQUARTERS DEPARTMENT NO. 1,
New Orleans, La., January 28, 1862.

* * * * * * *

The steamer *Calhoun*, on her way here from Havana, with 50,000 pounds of powder, 400 bags of coffee, etc., was abandoned last week near the mouth of the river most unnecessarily and timidly, and fell into the hands of the enemy. She will prove a great pest on the coast, as she is very fast and of light draft. Her crew tried to set her on fire, but in their fright and haste they failed to do so effectively. It was an unfortunate piece of business.

* * * * * * *

Respectfully, your obedient servant,

M. LOVELL,
Major-General, Commanding.

Hon. J. P. BENJAMIN,
Secretary of War.

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Burning of schooner Julia and a bark at mouth of Mississippi River, January 24, 1862.

Report of Commander Stellwagen, U. S. Navy, commanding U. S. S. Mercedita.

U. S. S. MERCEDITA,
Pass à l'Outre, January 27, 1862.

SIR: I have to report that on the morning of the 24th instant two vessels attempted to run the blockade, and both got aground and were set on fire and burned, with valuable cargoes of cotton.

On the 23d and during the night it blew a heavy norther and we, being close inshore, were lying with two anchors down, with 52 fathoms and 15 fathoms chain, respectively. At 3:25 a. m. discovered a fire, which soon presented the appearance of a vessel burning. At 4 commenced bearing up, and at 4:50 a. m. stood toward the light.

About 6 spoke the *Vincennes*. She had just sent in a boat to the vessel, which we could perceive to be a bark, burning furiously at the mouth of South East Pass. Stood abreast of it until in 3½ fathoms, and sent in two armed boats to reconnoiter. A large steamer appeared in the Pass. Recalled the boats at 8:30, which reported the vessel a bark, apparently about 400 tons, loaded with cotton. Her stern was burned so her name could not be made out, and only the final letters "ans" of her place of registry (evidently New Orleans).

Her masts fell about 7:30 and nothing of account could be saved from her, and as the steamer did not come within reach, but turned and ran up the river, I hoisted in boats and stood for a schooner near the South Pass, apparently with a towboat alongside. Shortly afterwards saw towboat going up the Pass and the schooner on fire and aground.

Ran down and spoke the *Preble*, which ship had started for the fire, thinking it was the *Vincennes*, but on making out the schooner and seeing us running for the spot she stood back for the schooner. This latter vessel proved to be the schooner *Julia*, of New Orleans, also loaded with cotton. She was soon enveloped with flames and burned rapidly.

Took the *Preble* in tow and assisted her to recover her slipped chain, and at 2:30 stood back for our station. Communicated with *Vincennes* and ascertained that Lieutenant Commanding Marcy had been severely wounded in his launch by the breaking of pivot bolt of the boat gun, which, in recoiling, had broken his leg. Took Dr. Mason on board, who assisted in dressing his wounds.

I should judge the bark had from 1,200 to 1,500 bales and the schooner 600 to 800 of fine cotton which, at quotation price, 40 cents (at Boston), would have been worth about $400,000.

I remain, very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

Flag-Officer W. W. MCKEAN,
Commanding Gulf Squadron.

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Report of Commander French, U. S. Navy, commanding U. S. ship Preble.

U. S. SHIP PREBLE,
Off South Pass, Mississippi River, January 25, 1862.

SIR: I have to report that at or about 8 p. m. last evening a light, as of a vessel underway, was seen from this ship bearing E. N. E., which very soon disappeared.

About 9:30 a light was discovered at the point on the western entrance to the Pass, off which we are stationed, which also very soon disappeared and nothing more was seen of it. At 3:30 a. m. a very bright and brilliant light appeared almost instantaneously, bearing N. E. by N., the bearings of the *Vincennes* from this ship. The lookout aloft, as well as a quartermaster sent up with a glass, reported it looked like a ship on fire, and they could distinctly see the fire coming out of the ports. I at once commenced heaving in my cable, it being the "fag end" of a norther, during which I had been laying with two anchors ahead, 95 fathoms on one and 45 on the other, and at length becoming convinced it must be the *Vincennes* on fire, with the hope of being able to render her assistance and finding I should be very much delayed by waiting to heave up my anchor, a free wind there and back again (the distance 11 miles), I slipped my chain at 40 fathoms and made sail toward her, keeping a very bright lookout for any boats or drift articles from the ship. At early daylight a fore-and-aft schooner was discovered ashore inside the bar at South Pass, having evidently attempted to cross the bar and run the blockade. At that time, being sufficiently near to see the burning vessel and that it was not the *Vincennes*, I immediately tacked and stood back again for the schooner. The fire which I had supposed the *Vincennes* proved to be a vessel, cotton loaded, which had grounded while attempting to run the blockade at South East Pass and was set on fire by her crew and abandoned. I soon got near enough to arm and man two cutters from this ship and dispatch them to the schooner, then evidently on fire. A rebel steamer being seen rapidly coming down the river and reported by the lookout aloft as being about 4 miles distant from our boats, I made signal recalling them, and fired guns for that purpose. After some time had elapsed, and during which time I felt exceedingly anxious, fearing they would be cut off by the steamer, they at length shoved off from the schooner and returned to the ship. The guns were heard on board the *Mercedita*, which was lying near the *Vincennes*, when she steamed down for us, and, it being then calm, took us in tow to our former anchorage, where I picked up and secured my chain.

The schooner proved to be the *Julia*, where from unknown, as the place of ownership was not on her stern, but undoubtedly from New Orleans. She was apparently about 130 tons, loaded with cotton, and was then thumping on the bottom. She had been set on fire forward and aft by her crew and then abandoned. Her masts having been burned off and fallen overboard, and the vessel being thoroughly fired, I deemed it useless to make any further efforts to save anything from her, in which opinion Commander Stellwagen, of the *Mercedita*, unhesitatingly coincided. The vessel is now thoroughly burned to the water's edge, and her remains are grounded inside the bar. After dark, the wind being favorable, I thought I could equally well command both the South and South East passes by changing my position a short distance to the eastward. I got underway and changed my position to

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where I am now anchored. The anchorage about this Pass is an uncertain one, being very uneven and lumpy.

I am, respectfully, your obedient servant,

H. FRENCH,
Commander.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron, U. S. S. Niagara.

Report of Acting Lieutenant Brodhead, U. S. Navy, commanding U. S. ship Vincennes.

U. S. SHIP VINCENNES,
South East Pass, Mississippi River, January 29, 1862.

SIR: I have to inform you that Lieutenant Samuel Marcy, commanding this ship, was, on the 24th instant very dangerously injured under the following circumstances: A barkentine, attempting to run out of the South East Pass on the night of the 23d instant, got on shore on the bar, and was abandoned and burned. The next morning Captain Marcy sent the launch, armed with a 12-pounder howitzer, to the wreck, going himself in his gig. Reaching the wreck, he ordered the launch to fire shrapnel into her. After a couple of discharges he got into the launch and sighted and fired the howitzer himself two or three times. At the last discharge the bolt securing the pivot clamp to the bows of the launch drew out, in consequence of being insufficiently riveted at the navy yard, and the howitzer, with its bed and slide, recoiled with much force upon Captain Marcy, breaking his right leg above and below the knee.

I enclose the report of Surgeon Wales respecting his wounds. Dr. Wales was fortunately with him when the accident occurred.

After communicating with Commander Stellwagen, of the *Mercedita*, who came on board and saw Captain Marcy, and deeming it my duty to inform you of the occurrence as soon as possible, I dispatched our first cutter to the South West Pass with the letter to Captain Bailey, which he has forwarded to you by the *Santiago de Cuba*. Captain Marcy, before he became unconscious, ordered me to consult our coast pilot, Henry O. Stone, acting master, and anchor this ship off the South East Pass, which I did on the 25th instant.

I yesterday had the channel sounded and found 8 feet of water on the bar, the channel being about 100 feet wide.

It could very easily be blocked by sinking a hulk in it. As soon as the wind and tide serve I shall be able, I think, to anchor the ship so as to command the channel still more effectually than we now do.

We have on board 8,200 gallons of water, sufficient for fifty-five days, and firewood sufficient for four weeks, having secured two of the masts of the wreck and cut them up.

We also secured her foretopsail and gaff topsail, besides some blocks.

I deem it my duty to inform you that I am on the sick list with chronic disorders which unfit me for active duty, and I am consequently anxious that some one may be appointed to the command of the ship as soon as possible.

I am, very respectfully, your obedient servant,

EDGAR BRODHEAD,
Acting Lieutenant, Commanding pro tem.

Flag-Officer WM. W. MCKEAN, U. S. Navy,
U. S. S. Niagara, Commanding Gulf Blockading Squadron.

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[Enclosure.]

U. S. S. VINCENNES, *January 30, 1862.*

SIR: On the 24th January, instant, Lieutenant Commanding Samuel Marcy was seriously injured while firing a 12-pounder howitzer. The right leg below the knee was badly fractured and contused, the knee joint implicated, and thigh broken about the junction of its middle with the lower third, beside being very much bruised. The nervous shock was very great, and on the second night he became unconscious, in which state he continued, notwithstanding the utmost exertions were made to arouse him from his nervous depression, until the night of the 29th instant, when he expired.

Very respectfully, etc.,

PHILIP S. WALES,
Surgeon, U. S. Navy.

Acting Lieutenant Commanding EDGAR BRODHEAD.

Report of Lieutenant Trathen, U. S. Navy, regarding the bombardment of Confederate batteries at Pass Cavallo and Velasco by U. S. vessels Midnight and Rachel Seaman.

U. S. GUNBOAT MIDNIGHT,
Galveston Roads, January 24, 1862.

SIR: In compliance with your instructions, dated the 6th instant, I sailed from Galveston Roads the same evening, having in company and under my orders the U. S. schooner gunboat *Rachel Seaman.* We proceeded along the coast of Texas. The next morning the weather became thick and hazy and continued unpropitious for carrying out your instructions to attack some of the batteries on the coast, and particularly the one at Pass Cavallo, which had fired on the *Midnight* on a former occasion, the object being to force the enemy to expend his ammunition. In pursuance of your orders, on the 11th instant, I stood in for the land, the *Rachel Seaman* being in company, and at 9:30 a. m. saw the light-house at Pass Cavallo bearing N. by E. Stood in until we were in 2½ fathoms water. We could then see a battery of four heavy guns near the base of the light-house, surrounded by a large military force. At 10 a. m. I made the signal for the *Rachel Seaman* to commence firing, which was promptly replied to, and with good effect. I also opened fire immediately from this ship with shell with 10-second and 15-second fuzes. The soldiers on shore seemed to retire a little from the batteries, but did not fire a shot in return. After about thirty minutes' practice, with what effect I can not say, I made signal to cease firing, and both vessels hauled offshore. During the whole of the morning the wind was south, with a heavy surf on the beach. On the 18th instant, the *Rachel Seaman* being still in company, we stood in toward the town of Velasco. At 10:30 a. m. we were in 2½ fathoms water, the entrance of the river bearing N. N. W. Two batteries, about 1,700 yards distant, opened fire on us with round shot, to which both vessels promptly replied with shell, several of which were seen to explode immediately over the batteries. The nearest of the enemy's shot, evidently from a rifled gun, fell about 6 yards from the *Rachel Seaman's* port quarter, throwing the spray on board that vessel. The nearest shot aimed at the *Midnight*

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fell short about 20 yards. After about thirty minutes' practice we hauled offshore. One object had been gained in this instance, making the enemy expend his ammunition. The two 32-pounders of 57 cwt., loaned to this ship by your order from the U. S. ship *Santee*, and the 20-pounder Parrott rifled gun put on board off Fort Pickens by order of the flag-officer, were the only guns I had that reached the enemy's batteries. The four 32-pounders of 42 cwt., put on board at New York, fell far short at the highest elevation. The enemy's works at Pass Cavallo, I think, is a sand battery of four long 32-pounders. The batteries at Velasco have heavy guns, with one or more rifled. I trust you will see I have tried to carry out fully your instructions.

Sir, I remain, your obedient servant,

JAMES TRATHEN,
Lieutenant, Commanding.

Captain HENRY EAGLE,
Commanding U. S. Frigate Santee, Galveston Roads, Texas.

Capture by the U. S. bark Arthur of the schooner J. J. McNeil, off Pass Cavallo, January 25, 1862.

Report of Acting Volunteer Lieutenant Kittredge, U. S. Navy, commanding U. S. bark Arthur.

U. S. BARK ARTHUR,
Off Pass Cavallo Bar, Texas, January 26, 1862.

SIR: I would respectfully report to you that, in accordance with your orders, I proceeded to the South West Pass of the Mississippi River and proceeded to take in water and fill all our casks, amounting or making a little over 7,000 gallons water in all on board. I was under the necessity of procuring it by sending my boats in over the bar, and, owing to the dense fog, I was detained longer than I expected.

I arrived off Matagorda Island yesterday morning, January 25, and proceeded to run down along the land, and when about 17 miles to the northward of Pass Cavallo Bar discovered a schooner standing inshore upon a wind. I immediately called crew to quarters, manned and lowered first and second cutters, under charge of Acting Master E. J. Jones and Acting Master's Mate T. N. Meyer, respectively, with orders to cut her off from the shore, board, and examine her, and as there appeared to be an intention on the part of those on board the schooner to run her ashore, I fired a shot which ricochetted and passed between his main and fore mast through his foresail, which caused her to immediately run up the so-called Confederate flag and heave to. Mr. Jones immediately boarded her, and finding her bound from Vera Cruz to Indianola, loaded with coffee and tobacco, and endeavoring to run the blockade, immediately took possession of her as a prize. This will be handed you by Mr. Meyer, acting master's mate, in charge of the schooner as prize master.

The schooner being unfit to send directly to New York on account of the poorness of her canvas, I send her to Ship Island to receive your orders, and I have furnished him with letters of instructions in case he is sent on to New York with either vessel or cargo, and have sealed up the schooner's papers, with invoice of cargo, letters, etc., and handed them over to him; there was not any log book on board. The

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person named in the schooner's papers as captain is part owner, and transferred the charge or command of the schooner to Alfred Coffin, who was in charge of her when captured; this transfer took place in Vera Cruz. Mr. Hopper, part owner, former captain, is not a seafaring man; he has his wife with him, who is an invalid, and so ill that I have thought it an act of humanity to transfer her from the schooner to this ship to be forwarded by the *Connecticut* to Ship Island, and as she requires the constant care of her husband, I have also taken him on board to be forwarded. A judge, Martin Talbot, part owner of the cargo, also found on board, I have taken on board to be forwarded by the *Connecticut*, and George Stow and Jerome Michalena, part of the crew; these I have taken out of the schooner to weaken her crew and prevent recapture. I could use the schooner here to good advantage in entering the small passes and capturing the small craft constantly plying in the bays which extend from Brazos Santiago nearly to the Brazos River, a short distance to the southward of Galveston. Will you please furnish me instructions in regard to passengers in vessels captured; also in regard to that portion of the crew taken out of them?

Trusting that what I have done may meet your approbation, I am, sir, very respectfully, your obedient servant,

J. W. KITTREDGE,
Acting Volunteer Lieutenant, Commanding.

Commodore WM. W. MCKEAN,
Flagship Niagara.

Instructions from Flag-Officer McKean, U. S. Navy, to Lieutenant Kittredge, U. S. Navy, regarding the disposition of captured persons.

U. S. FLAGSHIP NIAGARA,
Off Galveston, February 10, 1862.

SIR: Your communication of the 26th ultimo has been received.

Mr. Hopper you may parole, and land him and his wife under a flag of truce at such place as they may prefer within the limits of your cruising ground. Their baggage you will allow them to take with them, after having inspected it carefully and removed all letters or papers of importance, which you will forward to me. Judge Talbot and the other prisoners you will forward to New York by the next supply steamer, requesting her commander to place them in charge of the U. S. marshal, and making to him, and also to the marshal, a written communication, stating when and where captured, and any other particulars you may consider of importance.

In regard to passengers in captured vessels, if neutrals, they may be landed under a flag of truce (after carefully examining both their persons and baggage to insure that no dispatches or other papers of importance are thus conveyed to the enemy), unless they have an interest in the cargo, in which case they must be retained as witnesses. All others will be sent to the North as prisoners of war.

* * * * * * *

Your instructions of the 16th ultimo are so far modified that you will give your attention more particularly to the blockade of Corpus

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Christi and Aransas passes, and about the 18th of each month will anchor off the Aransas Pass, as close in as you can with safety, and will remain there until you have communicated with the supply steamer.

The *Connecticut*, owing to fogs and bad weather, was unable to get down the coast to supply you with fresh provisions.

I send by the *Houston* your mail, in which you will find a package for the commander of the sloop of war *Portsmouth*, which vessel is now cruising between Corpus Christi and the Rio Grande, close into the land. You will be pleased to deliver it as soon as practicable, after which you will return immediately to your station.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Lieutenant Commanding J. W. KITTREDGE,
Commanding U. S. Gunboat Arthur, off Coast of Texas.

Order of Flag-Officer McKean, U. S. Navy, to Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, for the transportation of prisoners and prize crew.

U. S. FLAGSHIP NIAGARA,
Ship Island, February 24, 1862.

SIR: You will be pleased to receive on board the U. S. S. *Rhode Island*, under your command, the cargo and also the captain and two of the crew of the prize schooner *J. J. McNeil*, and upon your arrival at a Northern port will place it and them at the disposal of the judge of the U. S. district court or the U. S. prize commissioners. You will also receive on board the prize officer and crew in charge of the *McNeil*, the officer for a passage to the North, to accompany the prize cargo, the men to be returned to the U. S. bark *Arthur*, to which vessel they belong. Should there be any prisoners of war on board the *Arthur*, you will receive them on board your vessel, and upon your return to the North will place them in charge of the U. S. marshal.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Blockading Squadron.

Lieutenant Commanding S. D. TRENCHARD,
Commanding U. S. S. Rhode Island.

Report of Captain Powell, U. S. Navy, commanding U. S. frigate Potomac, transmitting report regarding the destruction of an unknown schooner off Fort Morgan.

U. S. FRIGATE POTOMAC,
Off Mobile Bar, January 25, 1862.

COMMODORE: I enclose a report made by Commander Cicero Price, of the *Huntsville*, of his causing the destruction of an unknown schooner lying aground a mile or more south of Fort Morgan on the morning of the 23d instant.

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This vessel had evidently tried to get out during the heavy norther which prevailed and missed the eastern Swash Channel.

She was loaded with cotton and probably naval stores also.

The charred remains of the first came floating out during the day.

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

L. M. POWELL,
Captain.

Flag-Officer WM. W. MCKEAN,
U. S. S. Niagara.

[Enclosure.]

U. S. S. HUNTSVILLE,
Off Mobile, January 23, 1862.

SIR: I have to inform you that after firing a couple of shells at the schooner on the bar inside the Swash Channel the crew set fire to her and left in a boat for Fort Morgan. I was about returning for your boats, but, seeing her on fire, found that we were saved the trouble by themselves.

I judge she was loaded with cotton and naval stores from the character of the conflagration.

I am, respectfully, your obedient servant,

CICERO PRICE,
Commander.

Captain LEVIN M. POWELL,
Senior Officer Present.

Report of Captain Eagle, U. S. Navy, commanding U. S. frigate Santee, referring to measures for occupying Galveston Island.

U. S. FRIGATE SANTEE,
Off Galveston Bar, Texas, January 25, 1862.

SIR: For several weeks past the weather has been very thick and hazy and we have been unable to distinguish objects on shore. The atmosphere yesterday and this morning being clear, we notice that the troops on shore are apparently adding to and strengthening their batteries.

In my judgment it is not expedient to notify the military commandant to cease strengthening his works. He might comply with the demand and still continue strengthening his position without my knowledge. When it is desirable to take possession of the island, I think it can be accomplished by landing troops at a place about 15 miles to the southward and westward of the town, where there is a little indentation in the coast, and the water is perfectly smooth at times when the wind is offshore.

Steam gunboats of light draft of water could run in within three-quarters of a mile of the shore, and, cooperating with this ship, could cover the landing of troops and could run in past Bolivar Point and cut off all supplies from the interior and soon starve the rebels out.

I herewith respectfully enclose the report* of Lieutenant Commanding Trathen of his trip to the southward and westward in the execution of my orders of the 6th instant.

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*See p. 79.

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He informs me that two or three gunboats of light draft could go in the Pass Cavallo toward Matagorda and capture or destroy a number of steamboats, and, to a great extent, stop the internal trade between Point Isabel and Galveston.

I am, respectfully, your obedient servant,

HENRY EAGLE,
Captain.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

[Telegram.]

NAVY DEPARTMENT, *January 25, 1862.*

The *Huron* was ordered to the Gulf Squadron November 26. Duplicate orders by mail to-day. Do not let her be detained for them.

GIDEON WELLES,
Secretary of the Navy.

Captain WM. L. HUDSON,
Commandant Navy Yard, Boston.

Extract from report of Acting Volunteer Lieutenant Eaton, U. S. Navy, regarding the capture of schooner Olive Branch, January 21, and sloop Mary Nevis, January 25, 1862.

U. S. BARK ETHAN ALLEN,
Tampa Bay, January 18, 1862.

SIR: On the 14th instant the steamer *Florida* came off this port for the purpose of delivering me a description of the *Gladiator*. She grounded on the shoal outside which makes out from Egmont Key for a distance of 3 miles or more and remained on shore for ten hours. I rendered him all the assistance in my power, sending all my boats out to him, and afterwards, at his request, got underway and proceeded out to within a mile of where he was and took on board a quantity of his shot. The next day he towed me into my former position in the bay, and sailed soon after for Cedar Keys.

The *Kingfisher* arrived here yesterday, the 17th instant, with a rifled gun for me, which is indeed very acceptable. She intends remaining here for wood and water. I notice that he is supplied with the navy code of signals similar to those which were taken from me at the South West Pass.

January 21.—I have just taken the schooner *Olive Branch*, of and from Cedar Keys, bound for Nassau, New Providence, with a Confederate register, flag, etc. His cargo consists of 160 barrels spirits turpentine, and, with the vessel, will be valued at about $11,000. From the captain I have obtained the following information: The schooners *Fanny*, *Stag*, and *Anna Smith* were loaded with spirits turpentine and ready to sail. The *Stag* is a vessel of 200 tons and carries 600 barrels. There are five fishing smacks still at Cedar Keys, two of which are schooners and three sloops. The battery on Sea Horse Key consists of two guns; the garrison was removed thence some time since to Fernandina, but a portion of it has since returned. I learn also that the expedition, of which you notified me by the *Kingfisher* as

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fitting out at Cedar Keys and Tampa, is not in a forward state of completion, and it is very doubtful if it is to amount to anything at all.

The supercargo and three men belonging to the schooner escaped on shore as soon as he saw our boats coming and took away with him all letters.

The captain of the schooner informs me that on the day I took him he was chased for several hours by a brigantine, which went about the moment he sighted land. I was not aware that there was a United States vessel in the Gulf answering that description, and think she must have been a rebel armed vessel. The captain represents her to have been of about 160 to 180 tons, but says she was not near enough to him to give a particular description of her.

The *Fashion*, which I took off here, was daily expected back at Cedar Keys, and this proves that he was not bound to Key West, as he stated. In connection with the *Kingfisher* I sent an armed expedition to the town of Manatee to capture any vessels there might be at that place and to reconnoiter the position of the fort or battery said to be there. I had understood that this town was the rendezvous of the coast guard which was fitting out, and was desirous of breaking it up by taking away from them the material for carrying on such an enterprise.

They succeeded in capturing only one vessel, the *Mary Nevis*, a sloop of 12 or 15 tons, the mail and passenger boat between Tampa and Manatee; and being fast and of good capacity, I intend to retain her for a dispatch and wooding boat. The captain and owner of her ran ashore and made his escape with the mail. The expedition then landed at Manatee, but found no one there but the usual inhabitants.

February 12.—The steamer *Connecticut* arrived here the 9th instant, and sailed immediately after supplying me with fresh provisions. I have to acknowledge the receipt by her of your favor covering circulars, etc.

Mr. J. E. Whithurst came off to this ship on the 6th instant, claiming protection from the Government, and stating that he was in fear for his life from the secessionists at Tampa, for the reason that he refused to join the Army and had expressed his intention of fighting for no flag but the one he was brought up and had always lived under.

His statement is very interesting and is to the following effect: He resides some 8 or 10 miles from Old Tampa on the shores of the bay. Some thirty-eight of his neighbors and friends who reside within a circuit of 6 miles around him are Union men, and have positively refused to render any aid to the secession cause, for which reason they have suffered every possible persecution and have lost much of their property.

He has taken much pains when at Tampa to ascertain everything that would, in his opinion, be of any value or service to me. According to his statement, there are two 12-pounders and two 6-pounders mounted in battery there, and a force of 200 or 300 men. He knows just where to lay his hands upon the lanterns, machinery, and 500 gallons oil, which were taken there from the light-house.

The shipping lies about 1 mile above the town, and consists of seven or eight schooners and sloops and one steamer. It would be a very easy matter to capture the town of Tampa, destroy their battery, and retake the Key West fishing vessels, as well as the material belonging to the light-house. The greatest hardship prevails there, and the troops are very cowardly, running at the slightest provocation, and all

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of them are so thoroughly alarmed at the taking of Cedar Keys that the appearance of a vessel off there would be followed by the entire desertion of the town. A vessel drawing 12 feet of water can lay up quite close to the town. I should be very glad if you would take into consideration the above facts, as it would occupy but a short time with a steamer of moderate draft to tow me up into position, which would not be so easy of accomplishment without. But in case it is not convenient to spare a steamer to assist me, I would be very glad of permission to do the best I could myself, and have no doubt I could effect considerable. Provisions of all kinds are scarce and high in Tampa and throughout Florida, and large numbers of the people are beginning to become disgusted with so hopeless a struggle. I should have said that Mr. Whithurst gave me some very timely information in regard to a trap that they intended at Tampa to lay for my boats by means of a sloop and several boats.

February 13.—I yesterday dispatched a boat with an officer and ten men to the dwelling of a Mr. Girard, who lives on the seashore outside of the bay, and at a distance by land of 8 miles from the house of Mr. Whithurst.

This man is the former pilot at this place and has resided here for some twenty-five years and ran a steamer from here to Indian River and Key West in the Indian War, so that he has an intimate knowledge of all the channels and of the whole bay, and states that he can take this ship with ease within 1½ miles of the town, which he readily volunteered to do at any time that I should send for him.

* * * * * * *

Acting Master George W. Frost, who was the officer I sent in charge of the boat, witnessed himself the utter destitution which prevails among the people in the country.

* * * * * * *

I should have mentioned that the schooner *Olive Branch* was sent to Key West for adjudication for the reason that she was very deeply loaded, and it would have been only wasting life to have attempted to send her north.

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

WM. B. EATON,
Acting Volunteer Lieutenant, Commanding.

Flag-Officer W. W. MCKEAN,
Commanding Gulf Squadron.

Report of Captain Eagle, U. S. Navy, commanding U. S. ship Santee, regarding the capture of the Confederate schooner Garonne and the loss of the schooner Anna Taylor.

U. S. FRIGATE SANTEE,
Off Galveston Bar, Texas, January 27, 1862.

SIR: I have the honor to inform you that on the 30th of December, 1861, the boats of this ship captured the 14-ton rebel schooner *Garonne* while endeavoring to run into a port to the southward of us and after a chase of 5 or 6 miles. Her papers are made out in the name of the rebel States, and a rebel ensign was found on board of her. As the vessel was small and in bad condition I had her stripped, and shall use her as a lighter.

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I enclose a copy of instructions given the prize master, who proceeds to New York in charge of the tobacco. As this ship is short of officers, I have selected an intelligent and trustworthy ordinary seaman, named Marshall Harper, as prize master, to take charge of the papers of the vessel and deliver them to the judge of the district court for the southern district of New York. I respectfully request that he may afterwards return to this ship. The master and three men composing the crew will be sent to New York as prisoners. I herewith enclose a report of the survey and appraisal of the schooner.

I also inform you that a schooner of about 6 tons burden, a tender to this ship, employed as a water boat and called the *Anna Taylor*, was wrecked on the coast of Louisiana while on her way to South West Pass, Mississippi River. She left this ship the 18th of November, and my first knowledge of her loss was obtained from the prisoners taken on board the rebel schooner *Garonne*. They inform me that Mr. A. O. Child, the acting master's mate in charge, and 7 men composing the crew, are prisoners in New Orleans. Their names will be retained on the books of this ship until further orders. The following are the names of the crew: Henry Mayo, quartermaster; James Glenn, seaman, James Douglas, first, seaman; Charles W. Benson, ordinary seaman; Robert W. Lothman, ordinary seaman; George G. Clancey, ordinary seaman, Henry J. Ostrom, ordinary seaman.

Enclosed are bimensal returns of punishments on board this ship up to December 31, 1861.

I have the honor to be, your obedient servant,

HENRY EAGLE,
Captain.

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

Order of Flag-Officer McKean, U. S. Navy, to Lieutenant McDermut, U. S. Navy, to assume command of the U. S. ship Preble in South Pass, Mississippi River.

U. S. FLAGSHIP NIAGARA,
Ship Island, January 27, 1862.

SIR: You will proceed in the U. S. S. *Connecticut* to the South Pass of the Mississippi River, and on your arrival report to Commander Henry French, commanding U. S. sloop *Preble*, for the purpose of relieving him in the command of that ship.

You will receive from Commander French a copy of his orders, all circulars, general orders, etc., for your guidance.

You will also receive from the steamer *Connecticut* a 20-pounder Parrott rifle, with equipments and ammunition complete, which you will have mounted upon the forecastle of the *Preble* as soon as practicable.

* * * * * * *

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Lieutenant Commanding D. A. MCDERMUT,
Comdg. U. S. Sloop Preble, off South Pass, Mississippi River.

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Capture of the schooner Major Barbour by the boats of the U. S. S. De Soto, January 28, 1862.

Report of Flag-Officer McKean, U. S. Navy, transmitting additional reports.

U. S. FLAGSHIP NIAGARA,
South West Pass of Mississippi [River], Feb. 4, 1862—5:30 p. m.

SIR: The prize schooner *Major Barbour*, whose capture I reported in my dispatch of this day's date, has just arrived.

I received by her a report from Commander Walker, a copy of which is herewith transmitted, also a sealed communication from Commander Walker addressed to you.

The schooner will sail in a few hours for New York, to which port she is ordered for adjudication.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

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

Report of Commander Walker, U. S. Navy, commanding U. S. S. De Soto.

U. S. S. DE SOTO,
Off Isle Dernière, February 3, 1862.

SIR: I have the honor to inform you that I have just dispatched to Ship Island the somewhat notorious schooner *Major Barbour*, seized by the boats of this vessel under my command inside of Isle Dernière, coast of Louisiana, for violating the rules of the blockade established and proclaimed by the Government of the United States.

The *Major Barbour* has a valuable cargo, comprising 8 barrels and 198 cases gunpowder, niter, sulphur, percussion caps, etc.

I am, sir, hastily, but very truly, your obedient servant,

W. M. WALKER,
Commander, U. S. Navy.

Hon. SECRETARY OF THE NAVY,
Washington, D. C.

Report of Acting Master Martine, U. S. Navy, commanding boat expedition.

U. S. S. DE SOTO,
Off Caillou Island, January 30, 1862.

SIR: I have to report that in obedience to your orders of the 19th instant I proceeded with the boats under my command "to the vicinity of Raccoon Point to endeavor to intercept any vessel of the Havana fleet that might attempt to run the blockade at that place."

On the 23d, having been under the necessity of starting all our water, we ran to the eastward to take the supplies which, to meet such contingency, you had placed on Caillou Island. On landing there we met with an armed party, consisting of 13 men in three boats, succeeded in making them prisoners, released them on parole, retaining their arms. I was induced to do so owing to the limited space in my

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boats, having hardly accommodations for my own men, and my provisions being reduced to five days' rations; furthermore, it appeared to me that the retention of these men was of very little moment, compared with the capture of any of the vessels hourly expected. The following is a list of the names of the prisoners: Charles Despit, H. Viale, John Harlan, William A. Quick, Francis E. Robertson, Clodvines Thibadoux, P. A. Bufford, Hippolite Chanvin, Victor Millor, L. F. Anderson, Marcellan Picon, Henri Bellinger, and J. C. Coudeaux. We next returned to the west end of the Isle Dernière, and on the 28th instant, while lying at anchor inside of Raccoon Point, at 1 p. m., made a schooner to the northwest; remained concealed under the point until we had her safe inside of Oyster Bayou Bar, where, with the lugger in company, made all sail after her; she having grounded on Grand Caillou Bar, boarded her, the lugger, Acting Master Ward, on the port side, and the sloop on the starboard; took possession of the schooner, which proved to be the somewhat famous *Major Barbour*, from Havana, with an assorted cargo, including gunpowder, sulphur, nitrate of soda, percussion caps, lead, and other contraband of war, as a prize to the boats of the U. S. S. *De Soto;* immediately proceeded to get her off, the tide rising all the time. After shifting some cargo and throwing some few sacks of salt overboard, at 5 p. m., the schooner floated; proceeded with the sloop and lugger in tow to pass outside of Raccoon Shoal.

Next morning at daylight, Raccoon Point bearing N., distant 8 miles, saw a schooner inside of us, and endeavored with the sloop and lugger to intercept her, leaving Master's Mate Starr in charge of the prize, but, it falling calm, could not reach her. At length, when within a mile of her, having no gun to reach, a fine breeze sprung up which enabled the strange sail to escape by passing over east end of Ship Island Shoal with a light breeze. We then backed to the eastward, and at 5 a. m. next morning anchored with our prize near the *De Soto.*

In conclusion, I have to express my entire satisfaction with the conduct of the officers and men it was my good fortune to command.

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

WM. L. MARTINE,
Acting Master, U. S. Navy.

Commander W. M. WALKER,
U. S. S. De Soto.

Report of Commander Walker, U. S. Navy, forwarding papers and pistols captured.

[OFF ISLE DERNIÈRE, *February 3, 1862.*]

SIR: The package sent herewith contains papers and a case of pistols found in possession of D. Montaner Y. Morey, a passenger on board the *Major Barbour*, who represents himself to hold a commission as vice-consul of Mexico at the port of Charleston, S. C.; also a package of military tactics, found in the possession of J. Roberts, late captain of the schooner *Major Barbour.*

Respectfully and hastily,

W. M. WALKER.

W. W. MCKEAN,
Flag-Officer, Commanding Gulf Squadron.

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Order of Flag-Officer McKean, U. S. Navy, to Lieutenant Howell, U. S. Navy, commanding U. S. S. Tahoma, to enforce a rigid blockade of Cedar Keys, Fla.

U. S. FLAGSHIP NIAGARA,
Ship Island, January 28, 1862.

SIR: You will proceed in the United States gunboat under your command without delay to Cedar Keys for the purpose of enforcing a rigid blockade of that place and also to prevent the reoccupation of Sea Horse Key by the rebel forces.

I am informed that there is a quantity of lumber upon Sea Horse Key. As in the event of occupying the position with a military force it would be useful in the erection of barracks, you will endeavor to have it placed in a position where you can protect it with your battery.

If the rebels have not already done so, you will be pleased to remove from the light-house the lens and any other valuable property that you may find there, which you will retain on board your vessel until further orders.

* * * * * * *

I am, respectfully, your obedient servant,
WM. W. MCKEAN,
Flag-Officer, Comdg. Gulf Blockading Squadron.

Lieutenant Commanding J. C. HOWELL,
Commanding U. S. Steam Gunboat Tahoma, Ship Island.

Report of Flag-Officer McKean, U. S. Navy, transmitting important consular information from Havana, Cuba, regarding the movements of Confederate vessels.

No. 15.] U. S. FLAGSHIP NIAGARA,
Ship Island, January 29, 1862.

SIR: I have the honor to report that the steamer *Santiago de Cuba*, Commander Ridgely, has just arrived, bringing me important information from the U. S. consul at Havana. A copy of the communication of Mr. Shufeldt to Commander Ridgely is herewith transmitted.

As I am led to believe that the rebels contemplate making an attack upon the blockading vessels for the purpose of running out the steamers loaded with cotton, I shall dispatch the gunboat *Itasca*, which I hope will be ready for service to-morrow evening, to the Mississippi, and will also run down in this ship and await the return of the *Connecticut*, after which I shall proceed down the coast to Galveston or probably to the Rio Grande.

I am happy to inform you that the Confederate steamer *Calhoun*, which escaped from Berwick and reached Havana with a cargo of cotton, has been captured on her return trip near the South West Pass of the Mississippi, having on board a large quantity of powder.

The official report of Captain Bailey I have not yet received.

I transmit a copy of a report* received from Commander Stellwagen, by which you will perceive that two Confederate vessels loaded with cotton, having grounded while attempting to run the blockade,

* See p. 76.

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were set on fire to prevent their capture by the blockading vessels and were completely destroyed.

I also transmit a copy of a report* of Commander Price, in reference to the burning of a Confederate schooner in Mobile Bay.

I deeply regret to add that I have received intelligence that Lieutenant Commanding Samuel Marcy, commanding U. S. sloop *Vincennes*, stationed off the North East Pass, has been seriously if not fatally injured by the recoil of a boat howitzer, which broke his right leg, both above and below the knee, shattering it very badly.

I shall order Lieutenant Madigan, of the *Mississippi*, to relieve Lieutenant Commanding Marcy in the command of the *Vincennes*.

The frigate *Potomac*, Captain Powell, sailed for Vera Cruz on the 25th instant.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

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

P. S.—Since writing the above I have decided to send the gunboat *Itasca* to Mobile and the sloop of war *Brooklyn* to Pass à l'Outre.

[Enclosure.]

U. S. CONSULATE-GENERAL,
Havana, January 22, 1862.

SIR: The information I herewith transmit you is of sufficient importance, I think, to warrant you in conveying it at once to Flag-Officer McKean.

I can not disclose the source from which I received it, but deem it entirely reliable.

NEW ORLEANS, *January 18, 1862.*

There were eight steamers bound to Havana, but the Government seized all but the *Tennessee*. However, I think some will be released. The others were the towboats *Whitney*, *Day*, and *Webb;* steamers *Atlantic*, *Florida*, *Matagorda*, and *America*. The *Day* will draw about 6 feet, loaded, and the captain had an idea that upon his return he could run into St. Joseph's, Fla., and cart his cargo over to Apalachicola. All of these vessels can come out of the South East Bar, where 11-feet draft can pass over. It is a very narrow channel, the latter part right between the breakers. The pilots take small boats, with lights, anchor them upon the breakers, then take the vessels out between. The *Tennessee* can only pass out of South West Pass or Pass à l'Outre, as she will draw 16½ feet water. I think a demonstration will be made by the fleet of gunboats now ready and getting ready. The *Vanderbilt* went into the Sabine with her cargo, and will return from there; probably on her way here now. The *Manassas* went down to try her powers upon the fleet on January 1, and was aground over twelve hours. Had the fleet made any demonstration to approach her she would have been destroyed. The Confederate fleet at New Orleans are the *McRae*, 4 32-pounders, 1 9-inch shell gun; *Ivy*, 1 rifled 30-pounder; *Jackson*, 2 8-inch shell; *Livingston*, 2 rifled 30-pounders, 4 shell guns; *Mason*, 5 guns forward, 3 aft; *Slidell*, 5 guns forward, 3 aft; *Manassas*, now in dock repairing. There are a brig and two schooners lying below Fort Jackson which might be cut out.

You will perceive that by sailing immediately you may be able to capture the *Vanderbilt*, now expected here, and give to Flag-Officer McKean such information as will prevent the exit of the other vessels mentioned through the South East Pass.

I wrote this morning in reference to the *Vanderbilt*, but have since obtained this more recent and reliable information.

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*See p. 83.

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If you conclude to sail, please inform Mr. Chandler that you are carrying out the intentions of this letter, but do not divulge its contents to anyone.

I am, sir, truly, your obedient servant,

R. W. SHUFELDT,
Consul-General.

Commander D. B. RIDGELY,
Commanding Steamer Santiago de Cuba.

Order of Flag-Officer McKean, U. S. Navy, to Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, to proceed to blockade Pass à l'Outre in view of expected attack upon the United States fleet.

U. S. FLAGSHIP NIAGARA,
Ship Island, January 30, 1862.

SIR: On the arrival of the gunboat *Itasca* you will proceed in the ship under your command, with all possible dispatch, to the Pass à l'Outre, mouth of the Mississippi River, for the purpose of blockade.

The gunboats *Mercedita* and *Winona* are now there. One of them you will station to guard the South East Pass, the other to remain with you.

I have reliable information that the rebels contemplate an attack upon the blockading force, for the purpose of running out six steamers now loading with cotton. They have six gunboats and a ram, mounting in all thirty guns.

Direct Commander Price, in the *Huntsville*, to guard the main channel at Mobile. As soon as the repairs of the *South Carolina* are completed, which I hope will be to-morrow, she will relieve the *Cuyler*, which vessel I require here. I contemplate leaving here to-morrow for the mouth of the Mississippi. On the return of the *Connecticut* I shall proceed to Galveston.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Captain T. T. CRAVEN,
Commanding U. S. Sloop Brooklyn, off Mobile.

Order of Flag-Officer McKean, U. S. Navy, to Commander Price, U. S. Navy, commanding U. S. S. Huntsville, as senior officer off Mobile.

U. S. FLAGSHIP NIAGARA,
Ship Island, January 30, 1862.

SIR: As you will be the senior officer off Mobile after the departure of Captain Craven, you will guard the main channel, anchoring as close in as you possibly can with safety.

The *South Carolina* will relieve the *Cuyler*. You will station her to guard the western channel and the *Itasca* the eastern.

The *Miramon* is loading at Havana, and will, I have no doubt, attempt to return to Mobile. I therefore urge upon you the greatest vigilance.

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Direct the commander of the vessel guarding the eastern channel to run down the coast occasionally (during the day), as the plan of the rebels is to run vessels on the beach, land their cargoes, and then destroy them.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Commander CICERO PRICE,
Commanding U. S. S. Huntsville, off Mobile.

Letter from Flag-Officer McKean, U. S. Navy, to Brigadier-General Phelps, U. S. Army, informing him of temporary absence from Ship Island.

U. S. FLAGSHIP NIAGARA,
Off Ship Island, Jannary 30, 1862.

SIR: I find it necessary to proceed to the mouth of the Mississippi River and shall leave this evening, probably to be absent ten days.

Commander M. Smith or Lieutenant Commanding Winslow will command the naval force at this place during my absence.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Brigadier-General J. W. PHELPS,
Commanding Military Post, Ship Island.

Report of Acting Volunteer Lieutenant Couthouy, U. S. Navy, commanding U. S. bark Kingfisher, regarding the capture of bark Teresita, of Havana, January 30, 1862.

U. S. BARK KINGFISHER,
South West Pass, February 3, 1862.

SIR: I have the honor to inform you that on the morning of the 30th ultimo, while cruising to the north of the Yucatan Bank, we made, at 8 a. m., a sail to the S. S. W., about 4 leagues distant, steering to the west, the wind being fresh from S. E., and giving chase immediately, came up within a mile of her at 11, when I threw a shell from our rifle across her stern. She hoisted the Spanish flag, but held on her course without shortening sail, having all studding sails set below and aloft. At the expiration of ten minutes a second shell was thrown across her bows, which exploded in the air a half mile or more beyond her, when she took in her light sails and hove to with the maintopsail to the mast.

Being perfectly familiar with the Spanish language, I boarded her myself, and found her to be the bark *Teresita*, of Havana, Captain Fernando Diaz, owned in Havana, according to the captain's statement, by Gaspar Madrazo, who is also her agent there; said by the captain to be registered in Havana; burden, 185 tons; sailed from Havana on 27th January; cleared for Matamoras. Her cargo, as appears by the manifest, consists of the following articles,* which

*List of 1,100 packages of miscellaneous merchandise omitted.

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were shipped in Havana, as per manifest, by Rafael de Toca, and consigned to José San Roman, at Matamoras, who is personally known to me as one of the wealthiest merchants on the Rio Grande, and as having for at least a dozen years carried on an extensive business in Brownsville, on the Texan side of the river, and having a branch of his house and a store established there, in view of which facts I can not doubt that this cargo was really destined for Texas.

The captain was unable, or at least so stated, to produce any invoices, bills of lading of his cargo, or letters of advice to his consignee. He exhibited no register or other evidence of nationality, but handed me a document under sealed envelope, addressed to parties in Matamoras, which he stated was the register of his vessel, but of which he refused positively to break the seal and enable me to verify the character of the enclosure.

There were two large boilers for steam engines on deck, suitable, as it appears to me, for a small steamboat, which the captain said were a portion of the 148 packages of machinery specified in the manifest. Thinking it possible that the 47 boxes steel might be arms of some kind, agreeably to my instructions from Flag-Officer William W. McKean, I had a sample taken from one of them, and found it to be of the best quality, such as comes from Triest, in bars of 2½ to 3 feet long and half an inch square, well suited for the manufacture of swords and bayonets.

I had endorsed at first his muster roll and the envelope said to contain the register, warning the vessel off the whole southern coast of the United States of America, being in doubt as to how far the cargo could be regarded as contraband of war or of my right to capture it if it were such, being under a neutral flag proceeding from and to a neutral port, but it having been subsequently admitted by the captain and a passenger (who is designated in a passport from the Spanish vice-consul at Matamoras as R. Smith, a native of the United States of North America, represents himself as a resident of Matamoras, but belongs, I suspect, to Brownsville, and evidently knows more concerning the lading than he is willing to admit) that a considerable portion, perhaps all, of the cargo was originally sent on a schooner from New York to Havana, and passing through the custom-house there, was transshipped on board the *Teresita*, and finding that the captain either could or would not exhibit any bills lading, invoices, or letters of advice by which its real character and destination could be ascertained, I considered it my duty, in obedience to the instructions in Flag-Officer McKean's circular No. 7, dated December 14, 1861 ("to capture without hesitation any vessel having arms, ammunitions, or articles contraband of war that you (I) have good reason to suppose are intended for those waging war against the Government of the United States"), to place a prize master and crew of eight men on board the *Teresita* and order her to accompany me to this station, that the commanding officer here might take such further action in her case as he should deem expedient.

I arrived with her last evening and reported immediately on board the U. S. S. *Niagara* to Flag-Officer McKean, who, on the facts being submitted to him, decided that the vessel should be sent to Key West for adjudication, and she will accordingly proceed on her voyage thither in charge of Master's Mate James E. Whiteside as soon as provisions for the same can be put on board and her papers made ready.

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It may be proper to add that on my first coming on board the *Teresita* I heard the captain exclaim in Spanish to his mate, "Who would ever have thought of our falling in with an American cruiser so far down as this!" Also, that on going into the cabin, I found the floor strewn with fragments of letters apparently just torn up. These I picked up, and on asking the captain what they were he stated that they were old letters from a female friend which he had destroyed that day. I found, however, that at least one letter had evidently been copied in a press, was of a business character, and signed G. Madrazo, the name of the alleged owner. These fragments have been preserved and enclosed to the judge of the United States district court at New York, with all the other papers and documents found on board.

There has since been found on board the prize a number of the Fort Brown Flag, published in Brownsville, dated Thursday, December 5, 1861, containing an advertisement in Spanish by her consignee, José San Roman, which states that he has on hand in Brownsville an extensive and complete assortment of ready-made clothing, and I think establishes beyond a question the fact that he is a merchant of that place, and renders it almost equally certain that the cargo of the *Teresita* was really destined to the use of those waging war against the Government of the United States.

There are now two persons on board this ship who called themselves passengers only on the *Teresita*. Both claim to have considerable merchandise on board, not in the manifest, as a private adventure. This will go forward in the prize, or be sent with the parties claiming to own it, as the flag-officer may direct. One of them is a Polish Jew, Edward Tuck by name, residing in New York, has a United States passport, and was bound, as he alleges, for Monterey, in Mexico, to collect debts due him there. The other has been already referred to, and I have strong reason for suspecting is, in some way, concerned in the cargo, either as part owner or supercargo, his statements in regard to his knowledge of it at different times conflicting very much.

He has stated to me that he knows the *Teresita* was chartered for $3,700 the round voyage, payable on her return to Havana, and that the captain received but $60 per month for his services; also that he, himself, had run the blockade not long since from Brazos Santiago on the Mexican schooner *Zorro Colorado* with some $150,000 in silver which was landed in Havana.

The Havana Mercantile Weekly Report, of January 11, 1862, mentions the *Zorro Colorado* as having sailed thence 12th November, and run the blockade, and arriving back from Brazos Santiago on 27th December, last. The *Teresita* is in the same journal set down as having run the blockade of New Orleans with an assorted cargo and arrived in Havana on 8th January.

The Fort Brown Flag, containing the advertisement of José San Roman, and the passport of R. Smith, will be sealed up and addressed to the judge of the United States district court of Key West, and placed in charge of the prize master for delivery, with the other papers found on board the prize.

Very respectfully, your obedient servant,

Jos. P. Couthouy,
Acting Volunteer Lieutenant, Commanding.

Hon. Gideon Welles,
Secretary of the Navy, Washington City, D. C.

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Report of Commander Stellwagen, U. S. Navy, regarding permission granted to the commanding officer of H. I. M. S. Lavoisier to proceed to the Head of the Passes, Mississippi River.

U. S. S. MERCEDITA,
Off Pass à l' Outre, January 31, 1862.

SIR: I have the honor to report that yesterday, the 30th instant, the French corvette of war *Lavoisier*, commanded by M. Ribourt, capitaine de frégate, arrived here in a thick gale from the northward and eastward. I sent a boat with the first lieutenant to offer civilities and obtain information, whose return was followed by the French commander coming in person, who informed me he was dispatched to this point in place of the corvette *Milan*, which vessel had been injured by collision with the *De Soto*. That he desired to ascend to the Head of the Passes with his vessel, and thence proceed himself to New Orleans, in reference to obtaining money and information from French consul for the purpose of engaging a neutral merchant vessel to convey certain French subjects from New Orleans to a neutral port.

He exhibited to me an autograph letter from Hon. William H. Seward, Secretary of State, and an original letter from yourself, and stated that he had been authorized by you to go up this Pass last September, and that you had then expressed great approbation of the manner in which he had conducted the affair, and that you would be pleased to facilitate him should a future visit be necessary.

I requested him, if possible, to go to the South West Pass, where my superior officer is stationed in the *Colorado*. He said he knew Captain Bailey, and that he was confident that he would receive every attention from him, but that the bad weather, loss of time, and his supply of coal being short, it would be a great inconvenience; dwelt upon the important fact of the autograph letter of the Secretary and your original letter, and offered to send me copies of them, together with a letter setting forth the reasons of his visit, why he desired to go into this Pass, and the fact of his having had the privilege accorded by you before, which he has since done. He also assured me that it should all be conducted in the strictest good faith.

In view of these circumstances I consented to his wishes. He made signal for a pilot, and sent his gig with an officer and the French flag at stern and to the peak of her sail, to seek the one who carried his ship up before. To-day is foggy; the boat is not yet returned. The vessel to be bought or chartered probably at Havana.

I hope my action will meet your approbation.

Very respectfully, etc., your obedient servant,

H. S. STELLWAGEN,
Commander

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

[Translation.]

CORVETTE LAVOISIER,
Off Pass à l' Outre, January 30, 1862.

I have the honor to address to you, agreeably to your wish, and to relieve you of responsibility, the copy of Mr. Seward's dispatch of the 11th of December, 1861. I thought it advisable to enclose also the letter addressed by Commodore McKean on the 31st December

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to the commander of the *Milan*. I intended to stand in directly for the South West Pass, where I thought I should find the captain of the frigate *Colorado*. The state of the weather obliged me to seek the Pass à l'Outre, by which the *Lavoisier* entered last September to go to New Orleans for the first time.

At 1:30 dispatched, as agreed between us, a boat with an officer to find the pilot either at the light-house or at the Head of the Passes. I hope he will arrive before to-morrow morning.

Receive, captain, the assurance of my highest consideration.

A. RIBOURT,
Capitaine de Frégate, Commanding the Corvette Lavoisier.

Monsieur le COMMANDANT.

Report of Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras, of arrival on blockading station off Atchafalaya Bay, Louisiana, and encounter with Confederate steamer Mobile.

U. S. S. HATTERAS,
Blockading Berwick and Atchafalaya Bay, February 1, 1862.

SIR: I arrived on this station the third day after leaving you at Ship Island, and as I have not yet been able to find the vessel I was ordered to relieve, I conclude she has left the station and gone east.

I communicated with the *Colorado* at the South West Pass, and learning that they had captured the rebel steamer *Calhoun*, out of this place, I remained several hours in hopes of obtaining from her papers or charts better information of this place, but I found nothing satisfactory.

The particulars of capture you will learn from other sources. She was chased into the Pass during the night by the schooner *Kittatinny*, which vessel I found on the second night anchored between Ship Island Shoal and Isle Dernière, and from her commander learned that he had captured the rebel pilot that lived here, and whom I was after.

Continuing on, I discovered a small schooner standing to the northward and eastward, which I chased in toward Raccoon Point, where there were two armed boats lying, belonging to the *De Soto* and *Kittatinny*, and left her to their tender mercies, as the shoal would not permit me to approach any nearer.

Farther north I discovered another schooner standing to the southward, which went about as soon as she discovered me and made all sail for this bay, which she succeeded in reaching at dusk, in spite of 26 pounds of steam and a speed of 8 knots, which is about all this vessel can do with her present foul bottom.

When I relinquished the chase I was in 10 feet water and within one-half mile of the light-house.

At daylight I discovered the schooner nearly hull down up the bay and nearer to me a long, low, three-masted steamer, which I presume to be the rebel steamer *Mobile*, which, from information I obtained on the way, is armed with four long 32s and a rifled 30-pounder Parrott gun. Also an armed lugger, which the steamer took in tow and then came down the bay toward me. While still beyond the range of my guns, she cast off the lugger and both stood for me, the latter under sail.

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When nearly in range of my guns, I hove up and turned my wheels so as to bring my battery to bear, when the steamer hauled up at right angles with her former course, fired a broadside of three guns, and recalled the lugger. She afterwards continued to maneuver and fire occasionally for about one hour, all of her shot falling short of me, and then returned with her consort up the bay to the northward and westward.

My only reply was a gun to windward and hoisting our ensign as an invitation to come out, as I could not get in. I think, from her armament, that her object is to defend the bay, and from the different positions which she assumed I should think her light draft would allow her to do this until we have something here that can pursue her into 6 feet water. I touched the bottom twice.

When approaching me I presume they thought me aground, as I was lying very still, with my stern toward them, until my engine moved. The water is quite turbid and I found it took me about ten minutes to turn in a depth of 10 feet. I find this bay quite extensive, having a light-house at either extreme, 26 miles apart, and one centrally located, between which there are several passages between the reefs, making it difficult for any one vessel to blockade effectually.

I therefore hope you will have it in your power to place another vessel here, subject to my orders or not, as you may deem proper.

I think it important to say to you that two of the boxes of fixed ammunition (36 charges) that were sent on board by Lieutenant McK. Buchanan from the *Lewis* at Ship Island were partly full of water, and the ammunition, of course, spoiled. This was not done in transit, and I presume the lieutenant was not aware of its condition on board of his vessel, or he would not have sent it.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

NOTE.—I yesterday spoke the Confederate schooner *J. J. McNeil*, prize to the U. S. bark *Arthur*, on her way to Ship Island.

G. F. E.

February 4, 8 p. m.—In chasing a schooner, which proved to be a prize of the *Montgomery*, I have finally stumbled upon the latter, which I find has been out of her usual beat, to the southward and westward.

I regret very much to have missed the *Connecticut*, but I shall be somewhat repaid by those rifled guns which you have kindly sent me, and which I learn are on board of the schooner *Kittatinny* to the southward and eastward.

Lieutenant Jouett is so anxious to take his departure that I hope you will excuse this hurried acknowledgment.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

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Report of Captain Selfridge, U. S. Navy, commanding U. S. S. Mississippi, regarding expedition in East Pass, Santa Rosa Island.

U. S. S. MISSISSIPPI,
Off Fort Pickens, February 1, 1862.

SIR: I have the honor to report that the preparatory forging for the crosshead is done, and that in two or three days, with the engines at rest, the work of strengthening it will be completed.

At the instance of Colonel Brown, I went yesterday to the East Pass. I found there the schooner *Maria A. Wood* lying within gunshot of the bar. I gave her commander such advice as he desired and which I deemed necessary for the effectual guarding of the pass and to prevent surprise.

Seeing a large schooner inside becalmed, I sent an armed expedition, consisting of two boats from this vessel and one from the *Maria A. Wood*, in charge of Lieutenant Madigan, for the purpose of destroying her. After the boats had entered the pass and proceeded a quarter of a mile, a shell was fired from the east bank ahead of the *M. A. Wood's* boat, which was far in advance, contrary to orders. Soon after a volley of musketry was discharged at this boat, striking her in several places, but injuring no one. A round of shell from the howitzers of our boats silenced and dispersed the assailants. As the rebel schooner had at this time taken advantage of a breeze to elude pursuit, and as the boats in proceeding farther up the narrow pass would be exposed to a galling fire from ambuscades, without the power of replying with effect, Lieutenant Madigan very judiciously returned to the ship.

Early yesterday morning on my way to the East Pass I spoke the U. S. bark *James L. Davis*, Lieutenant Commanding Winn, from Philadelphia, which I directed to come here and remain until I returned. I have ordered Captain Winn to report to you or the senior officer at Ship Island.

* * * * * * *

I remain, sir, very respectfully, your obedient servant,
THOS. O. SELFRIDGE,
Captain.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Capture by the U. S. ship Portsmouth of the British steamer Labuan, at the mouth of Rio Grande, February 1, 1862.

Report of Flag-Officer McKean, U. S. Navy, transmitting enclosures.

No. 17.] U. S. FLAGSHIP NIAGARA,
Ship Island, February 17, 1862.

SIR: I arrived at this place on the evening of the 15th instant and found here the steamer *Constitution*, which vessel arrived on the 12th instant, having on board 2,000 troops, a portion of the command of General Butler; also the English screw steamer *Labuan*, captured by Commander Swartwout, commanding U. S. sloop *Portsmouth*, off Boca

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Chica, near the mouth of the Rio Grande, where she was loading with cotton by means of a small steamer.

Commander Swartwout evidently does not understand the requirements of the prize courts, which I can not account for, as he was furnished with instructions. Instead of sending the *Labuan* in for adjudication, he dispatched her to this place, simply instructing the prize master to report to me, and sending by him her log book and such papers as were found on board; no register was found. It is said that her papers had been deposited in the office of the British consulate at Matamoras.

I very much regret that Commander Swartwout has not complied with his instructions, but under the circumstances I am of opinion that the only proper course is to send her in for adjudication, and have therefore sealed up the log book and papers in the presence of the prize master and addressed them to the judge of the U. S. district court of the southern district of New York, to whom I have written, stating the circumstances of her capture so far as known to me.

I transmit herewith a copy of Commander Swartwout's report to me, which contains all the information I have in regard to the *Labuan* or the rebel schooner *Ware*, mentioned therein; also a contract made by Commander Swartwout with the engineers of the *Labuan* to work the vessel to this place, which I have renewed on the same terms for the passage to the north.

That you may understand the instructions under which Commander Swartwout has acted, I transmit a copy of my orders to him; also a copy of a circular order issued by me [December 13], in accordance with the instructions contained in your communication of the 25th of November, 1861, in relation to neutral vessels bound to Matamoras.

By reference to the orders of Commander Swartwout you will perceive that the Rio Grande is not blockaded, as I observe is stated in some of the New Orleans papers.

After leaving the South West Pass of Mississippi on the 13th instant, I communicated with the vessels stationed off the other passes and learned from Captain Craven, of the *Brooklyn* (off the Pass à l'Outre), that on the 5th instant Captain Ribourt, commanding the French war steamer *Lavoisier*, returned from New Orleans and stated to him as follows: That there were about 250 French subjects at that place who were in a very destitute condition and were anxious to get away and return home; that they could raise among them but 40,000 francs, and that 100,000 were necessary to enable them to charter a suitable vessel for their transportation; that he should sail immediately for Havana and communicate with his Government to ascertain if it would contribute the 60,000 francs necessary to make up the deficiency, and that he should probably return in about a month or six weeks for the purpose of removing his destitute countrymen.

I am informed that the *Constitution* will sail this morning, and have written hastily, being desirous to forward this communication by her.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

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

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Report of Commander Swartwout, U. S. Navy, commanding U. S. ship Portsmouth.

U. S. SLOOP OF WAR PORTSMOUTH,
Off Boca Chica, February 3, 1862.

SIR: Since sailing from Ship Island on the 20th ultimo I have, in compliance with your instructions, communicated with the U. S. frigate *Santee*, barks *Midnight* and *Arthur*, and arrived off this anchorage on the 1st instant. Whilst standing in, I captured the schooner *Wave*, with the rebel flag flying, and anchored her under my guns. I found ten vessels at anchor here, nine small sailing vessels, and one steam propeller, with the English flag hoisted. On boarding her she proved to be the steamer *Labuan*, which vessel is mentioned among the suspicious vessels in the list you furnished me. As she was loading with cotton, and had no regular papers, I considered it my duty to capture her. As we were standing in for this anchorage we discovered a small steamer coming down to the entrance, and apparently bound out to the steamer *Labuan*, but as soon as she saw us she put back. The mate who was in charge of the *Labuan* informed me that the captain and supercargo were ashore, and that the steamer which we saw standing toward the entrance was loaded with cotton and intended for this vessel, but she would not venture out whilst I was here. The mate also stated that they left Havana on the 27th December and have been lying here about a month, loading with cotton. He further stated he had on board 439 bales of cotton and 500 tons of coal. As the prize schooner *Wave* is an old vessel, in a leaky condition, and of little or no value, I have therefore transferred her cargo, which is worth about $6,000 or $8,000, to the prize steamer *Labuan*. Accompanying this you will find a report of the commission of officers appointed by me, certifying as to the amount, etc., of her cargo, and also a report of the surveying officers. The captain, mate, and two of the crew I send with the steamer *Labuan;* the remainder of her crew are on board this ship in irons. I have also transferred to this ship the crew of the prize steamer *Labuan*, with the exception of the mates, engineers, firemen, coal heavers, cook, and steward, as I did not consider it prudent to send such a large number of prisoners with the prize crew to take charge of. I send you the log book and all the papers found on board the steamer *Labuan*, from which you will perceive the steamer is valued at $75,000; this, together with the two cargoes, will amount to at least $125,000. This being such a valuable prize, I did not consider it prudent to send her to New York, Boston, or Philadelphia, particularly as I have no engineers, firemen, or coal heavers to send in the vessel; and with the canvas she has, it would take her several months to reach a Northern port, and be hazardous, and also subject her to the chance of being recaptured. I am in hopes of being able to prevail upon some of her engineers, firemen, and coal heavers to work her as far as Ship Island by paying them for their services. I have taken out of the prize schooner *Wave*, for the use of this ship, one chronometer, one spyglass, and five charts; everything else found on board of her I have sent in the steamer *Labuan*. The transferring of liquors from the steamer *Labuan* to this ship, as mentioned in the enclosed report, I considered necessary as a prudential measure.

The nine small sailing vessels mentioned have been boarded by me, but I have not as yet discovered anything sufficiently suspicious to capture them, although I believe they are here for the purpose of loading

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with cotton. I shall watch them very closely, and seize them as soon as I find them making any attempt to break the blockade.

I should like to be instructed on the following points: Whether neutral vessels anchoring off the Rio Grande, loaded with munitions of war, are to be permitted to send their cargoes to Matamoras, if stated in their clearance papers they are bound there, and whether neutral vessels are to be permitted to take cotton off the mouth of the Rio Grande if their papers state it is sent from Matamoras.

I shall be glad to have the officers and prize crew sent back to this ship as soon as practicable, as the loss of them weakens my crew very much. The prize master, Mr. Richmond, is an invaluable officer to me, and the only one attached to this ship who could supply the place of the executive officer should anything happen to him. I therefore beg that he may be returned to me as soon as possible. Your compliance with my request will be considered a personal favor, which I shall duly appreciate. One of the gunboats would be of great service to me here, and I believe with her assistance I could capture in the course of a few weeks other prizes as valuable as the one I now send you. If you acquiesce in my suggestion, it would be necessary to dispatch the gunboat without delay, because, as soon as information is received at Tampico, Vera Cruz, and Havana that this part of the coast is blockaded, they will not, of course, send any more steamers to load with cotton. You will find enclosed a written agreement made with the engineer of the steamer *Labuan* to work the steamer to Ship Island for the compensation therein stated. I hope this arrangement will meet with your approbation and that you will direct the amount due to be paid to him. I have been unable, in consequence of the heavy swell, to transfer the whole cargo of the schooner to the steamer. There are 40 barrels of sugar remaining, which I have concluded to take on board of this ship rather than detain the steamer any longer.

I am, very respectfully,

S. SWARTWOUT,
Commander.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Squadron, off Ship Island.

Blockading instruction from Flag-Officer McKean, U. S. Navy, to Commander Swartwout, U. S. Navy, commanding U. S. ship Portsmouth.

U. S. FLAGSHIP NIAGARA,
Ship Island, January 17, 1862.

SIR: You will proceed in the U. S. sloop *Portsmouth*, under your command, to cruise between Corpus Christi and the mouth of the Rio Grande, for the purpose of enforcing a rigid blockade of that part of the coast.

You will keep as close into the land as you can with safety, and will exercise the utmost vigilance to prevent any vessel from entering or leaving a Confederate port.

No neutral vessel proceeding toward a blockaded port, unless having on board contraband of war, is to be captured or detained, if she shall not have received a specific notification of the blockade; but you will

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capture all vessels attempting to enter such blockaded port after having been notified. The notification is to be endorsed upon the register and muster roll of the neutral vessel by the cruiser which meets her, together with the time when, and the latitude and longitude where, boarded.

You will use all diligence to capture vessels with arms and munitions. It will be your duty to capture any privateer or vessel you may meet with on the high seas, or in our waters, depredating on our commerce or making hostile demonstrations toward the United States or any of her citizens; all vessels having on board arms, munitions, articles contraband, or which are of a suspicious character, or that claim to belong to, or to have authority from, any government, or pretended government, not recognized by the United States.

I have information that large quantities of arms and munitions of war have been shipped to Vera Cruz, Tampico, and various ports in the island of Cuba and elsewhere, thence to be reshipped in small fishing and coasting vessels for the purpose of running the blockade. As many of these small craft are of little value, the rebels will probably endeavor to land the arms by running the vessels ashore, and it will, therefore, be necessary that you keep your boats in perfect order for service, selecting for their crews your best men, that you may be able to cut off any vessel that may attempt to escape by running ashore or into water too shoal for your ship.

If not already done, you will have boarding nettings fitted as soon as possible; and should it become necessary to anchor at night, keep them triced up; not less than a quarter watch on deck, or should the night be dark, a full watch; lookouts stationed in various parts of the ship, batteries cast loose, and everything in readiness for immediate action.

I have information that arms have been packed in crates to resemble earthenware and in packages marked hardware, and that many devices have been resorted to by the rebel agents abroad for the purpose of concealing them. It will, therefore, be necessary to carefully examine the cargoes of any vessels you may meet with approaching our coast. In case of sending in prizes for adjudication, you will distribute them equally between the ports of Philadelphia, New York, and Boston, being particular to conform to the instructions contained in circular No. 1 herewith transmitted.

Should you capture any small vessels not fit to make a passage to the North you will send them to this place, that the cargoes may be transferred to some suitable vessel for transportation.

You will keep me informed by every opportunity of all transactions of importance.

I transmit herewith a number of circulars, etc., to which I call your particular attention.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Commander SAML. SWARTWOUT,
Commanding U. S. Sloop Portsmouth, Ship Island.

P. S.—Should you meet with the steamer *Gladiator* you will capture and send her in for adjudication.

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[Enclosures.]

U. S. SLOOP OF WAR PORTSMOUTH,
Off Boca Chica, February 3, 1862.

I hereby agree with Commander S. Swartwout, commanding U. S. sloop of war *Portsmouth*, to work the prize steamer *Labuan* to Ship Island for the following pecuniary compensation, which shall be paid to me on my arrival there: The engineer is to receive at the rate of $50 per month. The leading stoker is to receive at the rate of $25 per month. All others belonging to the engineering department are to receive at the rate of $20 per month.

EDWARD WALBET MILLER,
Engineer.

U. S. SLOOP OF WAR PORTSMOUTH,
Off Boca Chica, February 3, 1862.

SIR: In obedience to your order of the 2d instant, to attend to the discharging of the prize schooner *Wave* on board the prize steamer *Labuan*, we have to report as follows:

A portion of the cargo of the prize schooner *Wave* has been transferred to the prize steamer *Labuan*. It consists of the following articles, viz: 253 bales of tobacco, 50 bags of rice, 12 barrels of molasses, 22 barrels of rice, 62 barrels of sugar.

Owing to a strong wind and a rough sea the remainder of the cargo, from 40 to 50 barrels believed to be sugar, could not be discharged.

The following articles have also been transferred from said prize schooner to said prize steamer, viz: 1 ship's timepiece, 1 chart (of Gulf of Mexico), etc.

A list of articles transferred from the prize steamer *Labuan* to this ship, viz: 4 cases marked champagne, 2 cases marked port wine, 3 cases marked sherry wine, 1 case marked claret wine, 2 cases marked brandy, 1 case marked Geneva gin, 2 barrels marked pale ale, 3 barrels marked porter, 1 cask containing a small quantity of rum, 1 copper powder tank, 12 cylinders containing gunpowder, 2 canisters containing gunpowder, 12 packages containing pistol-ball cartridges, 1 package containing gunpowder, 1 tin box containing percussion caps, 1 ballast mold, 2 smoothbore muskets, 2 rifle muskets, 2 navy pistols, 2 bayonets, 8 boarding pikes.

We are, very respectfully, your obedient servants,

J. S. DUNGAN, *Surgeon.*
G. RICHMOND, *Acting Master.*
THOS. B. GAMMON, *Master's Mate.*

Commander S. SWARTWOUT,
Commanding U. S. Ship Portsmouth.

Letter of censure from Flag-Officer McKean, U. S. Navy, to Commander Swartwout, U. S. Navy, for lack of conformity to rules regulating prizes.

U. S. FLAGSHIP NIAGARA,
Ship Island, February 18, 1862.

SIR: On my arrival here on the 15th instant I found the prize steamer *Labuan* and received your communication of the 3d instant.

I regret exceedingly the course you have pursued in regard to the *Labuan*. You should have conformed strictly to the rules laid down

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in regard to prizes. The papers should have been sealed up and forwarded to the judge of the U. S. district court and the vessel sent to one of the ports named in your instructions, as the engineer and firemen were willing to proceed upon the same terms as those agreed upon to work her to this place.

You do not state explicitly that she was captured in our waters. If taken in our waters, and it can be proved, she is, I think, a legal prize, but if in Mexican waters, you were wrong in capturing her. When you send in a prize you should address a letter to the district judge, giving all the information with regard to her capture.

You request me to send back your officers and crew sent in charge of the *Labuan*. If I were to do so, what evidence could be produced before a court? I have no authority to decide in the case, and there is but one proper course to pursue. As she has been seized and sent here, she must be adjudicated before a proper tribunal. I have therefore ordered her to New York.

You have erred in retaining any part of the cargoes of the steamer or schooner; the whole should have been sent. The balance of the cargoes you will send to New York by the first supply steamer, to be placed at the disposal of the judge of the U. S. district court, being particular to write to the judge and to forward proper evidence that the articles sent constituted portions of the cargoes of the Confederate schooner *Ware* and the British steamer *Labuan*.

You do not state in your communication whether the small steamer referred to was coming out of the Rio Grande or out of the Boca Chica. I fear it will be too late, but you had better address the judge of the U. S. district court of the southern district of New York by the first opportunity, giving all the information you can.

You will not interfere with any vessels anchored in Mexican waters, but will capture any vessel that may be transporting cargo from the Texan coast.

Any prizes you hereafter make that are not fit to send to the North you will send to Key West for adjudication, with a request to the commanding naval officer to send back the officer and crews after giving in their evidence before the court.

I send you a circular order in regard to the release of prisoners, also some blank forms of instructions to prize masters, by reference to which you will perceive that on sending in a prize it is your duty to make a report to the honorable Secretary of the Navy.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Commander SAML. SWARTWOUT,
Commanding U. S. Sloop Portsmouth,
Cruising between Corpus Christi and the Rio Grande.

Report of Commander Swartwout, U. S. Navy, explaining his course in the matter of the disposition of the prize.

U. S. SLOOP OF WAR PORTSMOUTH,
Off Boca Chica, Tex., February 28, 1862.

SIR: Your communication of the 18th instant by the bark *Midnight* has been received, in which you find fault with my sending the prize steamer *Labuan* to Ship Island. As my reason for pursuing this

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course does not appear satisfactory to you, I will add that I did not feel sufficient confidence in the engineers, firemen, and coal heavers of the *Labuan* to trust them to work her to New York, particularly as Prize Master Richmond overheard a conversation between the chief mate and chief engineer, previous to the steamer's leaving here, from which he was satisfied they were forming some plan for deranging the machinery and recapturing the vessel. In consequence of this disclosure, I determined to retain the chief engineer on board of this ship and dispatch the steamer to Ship Island, where she could obtain trustworthy engineers, firemen, and coal heavers to work her to New York or some other Northern port. I gave verbal orders to Prize Master Richmond, in case the machinery should be deranged, and he should require assistance on his passage to Ship Island, to touch at Galveston or the mouth of the Mississippi, where the ships of war stationed there would afford him relief. In sending the *Labuan* to Ship Island, I was governed solely by a sense of duty and from motives of prudence.

You have strangely misunderstood my letter of the 3d of February in several particulars. In the first place you say I do not state explicitly that the *Labuan* was captured in our waters. I am at a loss to perceive how I could express myself more clearly. My letter is dated off Boca Chica, which is in Texas, as the chart will show you. I say, "I found ten vessels at anchor here (that is, off Boca Chica), nine small sailing vessels, and one steam propeller, with the English flag hoisted. On boarding her, she proved to be the steamer *Labuan*, which vessel is mentioned among the suspicious vessels in the list you furnished me with." In the second place you say "You (I) have erred in retaining any part of the cargoes of the steamer or schooner; the whole should have been sent." I have not transferred any part of the cargo of the *Labuan* to this ship, nor can I find it so stated in my letter to you of the 3d of February. I informed you that I transferred some liquors, firearms, and ammunition to this vessel from the steamer. These articles belonged to the officers and the vessel, but were no part of her cargo. As the mate and the steamer's crew were intoxicated and riotous several times previous to her sailing, I did not consider it prudent to leave these articles on board of her, and under these circumstances I considered myself justified in the course I pursued. The schooner *Ware* being in a leaky condition, and as it was necessary for the preservation of her cargo that it should be removed as soon as practicable, I did not consider it of any importance where it was deposited for safe-keeping, so that it eventually reached the custody of the district judge where the schooner will be tried. I stated to you in my letter of the 3d of February that a heavy swell prevented me from transferring the whole of the cargo belonging to the *Ware* on board of the *Labuan*, and that the balance I would take on board of this vessel. I shall send the remainder of the schooner's cargo, together with the cargo of the rebel sloop *Pioneer*, which I captured off this anchorage on the 20th instant, consisting of 153 bales of tobacco, by the supply steamer to the district judge at New York, and also the officers and men belonging to the *Labuan*, *Ware*, and *Pioneer*, as well as the liquors, firearms, and ammunition taken from the steamer for safe-keeping. In the third place you say, "You (I) do not state in your (my) communication whether the small steamer referred to was coming out of the Rio Grande or out of the Boca

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Chica." My letter is dated off Boca Chica, and I say as follows: "As we were standing in for this anchorage (that is the anchorage off Boca Chica) we discovered a small steamer coming down to the entrance (of course of Boca Chica) and apparently bound out to the steamer *Labuan*." As I made mention of Boca Chica, and did not allude in any way to the Rio Grande, I can not conceive how there can be any ambiguity about my meaning. However, should there be any doubt in the mind of the district judge with reference to the entrance I alluded to, it can easily be dispelled by referring to the chart and taking the testimony of the prize officers and crew. The rebel flag was distinctly seen from this ship, hoisted on shore, close to where the small steamer was.

I requested Prize Master Richmond to call your attention to the log book belonging to the steamer *Labuan*, which is headed "Off Barra Santiago," another name for Brazos St. Iago [Santiago], a port in Texas. The log book of the steamer, therefore, condemns her, as she was lying off the Texan territory when she received the cotton on board and which came from a Texan port. I am perfectly satisfied that she violated the blockade and is a legal prize; but should it be decided otherwise by the district court, then the blockading of this part of the coast of Texas is a mere farce, and the sooner it is abandoned the better for the credit of the Government. I say in my letter of the 3d of February, "I shall be glad to have the officers and prize crew sent back to this ship as soon as practicable, as the loss of them weakens my crew very much." I did not mean by this request that I expected you to send back all the officers and crew from Ship Island, but I was in hopes that Mr. Richmond and a large portion of the crew would have been returned to me, as Master's Mate Beck and three or four of the prize crew would have been witnesses enough, and more than the law requires, to give testimony in the case of the *Labuan*. On the 8th instant, during a norther, the prize schooner *Wave* got adrift and ran into our first cutter, knocking a hole into her and swamping her. On the 9th instant, in the midst of the gale, the launch returned from an expedition to the northward, where she had been dispatched previous to the commencement of the norther, and anchored astern of this ship.

There was such a heavy sea on that we were obliged to haul the crew on board over the stern in bowlines. I succeeded, after a great deal of difficulty, in getting a hawser attached to the launch as a tow line, but before the gale subsided, which was a very severe one, she broke loose and capsized, drifting out to sea. A few days after she was towed into this anchorage by a merchant vessel and restored to this ship, although I regret to state that the boat howitzer, ammunition, and some twenty pistols and cutlasses were lost when the launch capsized. The launch was considerably injured during the gale and will require extensive repairs, which it will take some time to accomplish, as I have but two carpenters on board, and they are constantly at work repairing defects about the ship which should have been attended to before she left the Portsmouth yard. The commander of the bark *Midnight* informs me that you expect me to fill up with water from the mouth of the Rio Grande. This is not practicable, and if it were I should have a large portion of my crew on the sick list from dysentery and diarrhœa. Captain Kittredge, of the bark *Arthur*, who was for several years trading along the coast of Texas, in command of a

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steamer from Galveston to the Rio Grande, and is perfectly familiar with this part of the coast, informs me that it is necessary to proceed some distance up the Rio Grande before fresh water fit to drink can be obtained, and that the use of it is very injurious to those not accustomed to it. This ship can not with safety anchor much nearer than 4 miles from the shore, and to send our boats up the river, or even over the bar, would be certain destruction to them, as there are cannon mounted by the rebels at the mouth of the Rio Grande capable of sinking any boats that may attempt to cross the bar. I consider it my duty to inform you of these facts, and if you still insist upon my watering at the Rio Grande, I will, of course, make the effort, let the consequences be what they may. I have water enough to last about seven weeks, and in the course of a month it will be necessary for me to obtain water somewhere. Will you please inform me in the meantime where you intend I shall procure water? The rebels have been seen from this ship firing shell from the mouth of the Rio Grande, apparently at a target. I have been informed recently by a gentleman of intelligence, and who appears to be familiar with this part of the coast and the northern coast of Mexico, that the only place where we can water ship with safety within a convenient distance is the Rio de San Fernando, o d'l Tigre. This is a river on the coast of Mexico, about 40 miles to the southward of our present anchorage. He represents the water as being good and the river very accessible. Should his statement prove to be correct the bark *Midnight* and this vessel, by relieving each other, could very readily water from the river alluded to, and without leaving this part of the coast unblockaded. Enclosed you will find monthly reports from the surgeon, master, and assistant paymaster, in compliance with your general instructions. You will find herewith enclosed tabular returns of vessels boarded since we sailed from Ship Island, in compliance with your instructions.

* * * * * * *

Very respectfully

S. SWARTWOUT,
Commander.

Flag-Officer WM. W. MCKEAN,
Commanding U. S. Naval Forces, Gulf of Mexico Squadron.

Report of Flag-Officer Farragut, transmitting correspondence.

No. 63.] U. S. FLAGSHIP HARTFORD,
Mississippi River, April 21, 1862.

SIR: I have the honor to forward herewith a communication (original) dated March 19, 1862, and a copy of one dated April 1, 1862, from Commodore Hugh Dunlop, C. B, commanding Her Britannic Majesty's Squadron in the Gulf of Mexico, with a copy of my reply to the same.

I am, very respectfully, your obedient servant,

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

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

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[Enclosure No. 1.]

BRITISH VICE-CONSULATE,
Matamoras, February 9, 1862.

SIR: I have the honor to inform you that on the 4th instant the British steamer *Labuan*, Joseph Hamshaw, master, registered in Hull under the official number 25619, whilst lying at anchor in this neutral port of Matamoras has been seized and dispatched with a prize crew, by the U. S. sloop of war *Portsmouth*, 22 guns, Commander S. Swartwout.

This seizure seems to me such a deliberate act of anything short of piracy that I take the liberty to give you the full particulars of the case.

The *Labuan* was chartered and cleared by Messrs. De Jersey & Co., British merchants of Manchester, from Grimsby via Havana for this port of Matamoras, consigned to Messrs. Droege, Oetling [or Ortling] & Co., of this place.

The *Labuan* arrived here about the 1st of January, and not being able to cross the bar of the Rio Grande, which affords an entry only to very light-draft vessels, she anchored off the mouth of the river on the open roadstead which constitutes the port of Matamoras.

The register and ship's articles were duly deposited in this vice-consulate and a receipt given for the same, sent on board.

The ship and cargo were entered and discharged comformable to the regulations of this Mexican port, and being destined to return to Havana, the vessel was cleared here for said port with a cargo of cotton and specie, with the usual documents from the custom-house, the Spanish vice-consulate, and of this office on the 24th of January.

Captain Hamshaw having proceeded from this place to the mouth of the Rio Grande, with all documents for his ship and cargo, and a part of the latter for shipment on board his vessel, was detained therewith inside the river bar on account of continued tempestuous weather.

During this forced delay Captain Hamshaw and the supercargo, Mr. J. Fooke, who likewise was on shore, witnessed the arrival of a man-of-war, supposed to be the U. S. sloop *Portsmouth*, who cast anchor at a short distance from the *Labuan*, alternately showing French and American colors. On the same day of her arrival, the 1st of February, a crew from the same boarded the *Labuan*, lowered her colors, which all the time previous had been displayed, removed her from her moorings to where the former lay, and transshipped the cargo of a prize schooner on board the *Labuan*.

On the morning of the 4th instant the *Labuan* had disappeared.

Captain Hamshaw, who meantime had made ineffectual attempts to reach his vessel, prevented by the unremitting stormy weather and later by the impossibility to procure anybody to accompany him, since a panic had seized the people who witnessed the scene, informed me on the 4th instant of what had taken place and solicited my intervention.

I that same day went to the mouth of the river and, the sea happily having calmed a little, after much trouble succeeded in obtaining a boat to take me over the river bar. On the morning of the 5th instant I went on board the man-of-war, who, on nearing her, hoisted French colors.

I introduced myself to the commander as her Majesty's vice-consul from Matamoras, and being informed by him that his name was S.

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Swartwout and that of his vessel the U. S. sloop of war *Portsmouth*, requested him to inform me of the reasons that might have motived the extraordinary proceeding which had been witnessed from the shore. His answer was that he had no explanation to give me, that he had seized the *Labuan* and dispatched her with a prize crew, and that the reasons therefor would be made known before the competent tribunal. On my insisting to learn the cause therefor I was informed that the *Labuan* had violated the blockade by loading cotton from Texas, brought on board by a rebel steamer, thereby giving aid and comfort to the enemy.

On my explaining how the cotton had been dispatched from Matamoras and that the *Labuan* lay in the neutral port of Matamoras, the commander answered that he did not care, that he knew that the cotton had come from Texas, that Matamoras had no port, that "he would not be fooled," but seize all cotton and every vessel carrying cotton and violating the blockade, and that he would even seize a vessel in Tampico, if cotton were found on board, and he knew it to be from Texas.

I thereon informed the commander that I most formally protested against the whole act, as an outrage to the British flag and on British property, whereon he with great impatience interrupted me, saying I might protest as much as I chose, that he had nothing more to do with the matter, and that it now was left to the civil authorities to decide whether the vessel had been rightly or wrongly seized.

During the subsequent conversation, which I thought it prudent to carry on in the interest of several other vessels lying in the same port of Matamoras, and after being invariably refused an explanatory answer to all my questions in the beginning, I was told that all the said vessels would be seized if they attempted to violate the blockade or carried contraband of war, that neither the *Labuan* nor any of the other vessels lay in Mexican waters, that no papers whatsoever had been found on board the *Labuan*, which assurance was, however, contradicted by a United States officer who was present and admitted that a receipt of mine for the ship's papers deposited at my office had been found; whereon the commander answered that he did not care for my receipt. I further learned that the *Labuan* would be tried either at New York, Boston, or Philadelphia, although my impression is that she will be sent to Key West, that he had taken out her crew with the exception of 10 men, which he had sent off on her, and that by first opportunity he would dispatch those remaining, and that had he found the captain and supercargo on board the *Labuan* he would have taken both as prisoners of war.

Thus it happens that the British steamer *Labuan* coming from Havana entered and cleared at the port of Matamoras, and whilst at anchor in the said port, taking in a cargo of cotton, duly dispatched by the Mexican custom-house, which cotton had been bought of Mexican merchants of this place for account of British and Spanish subjects, and shipped as such for a neutral port, was boarded by a United States man-of-war, removed by the same from her moorings, and placed within range of her guns, that the cargo of a prize schooner was transshipped on board the *Labuan*, as was acknowledged by the commander, and that without awaiting the captain and the documents for the ship and cargo, and before the latter could be completed, the *Labuan* was dispatched with a prize crew under the plea of her having violated the blockade.

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Allow me to state that up to the 1st of this month of February, when the *Portsmouth* first appeared off the mouth of the Rio Grande, neither the port of Brazos Santiago nor Brownsville was blockaded, nor any vessel boarded in that vicinity by a United States man-of-war, and that for this reason it is my humble opinion that even had a vessel laden cotton in Brazos or Brownsville Harbor at the time the *Portsmouth* arrived she could not in justice have been seized.

The commander's assertion that the *Labuan* was not laying in Mexican waters, I am likewise positively informed by fully competent authority, is untrue. Perhaps he is not aware that by the treaty of Guadalupe Hidalgo the neutral waters for either of the contracting powers were allowed to extend 1 nautical league north and south of the Rio Grande.

I herewith beg to transmit to you the following original documents, numbered from 1 to 10, which fully establish the legality of the traffic the *Labuan* was engaged in, viz:

No. 1. The register of the *Labuan*.

No. 2. The ship's articles of the same.

No. 3. The clearance of the custom-house of this port and of this vice-consulate.

No. 4. Nine documents certified by the Spanish vice-consul regarding the cargo.

No. 5. Copies of two bills of lading.

No. 6. Two certificates proving that the cotton was bought of Mexican merchants of this place.

No. 7. Two certified invoices.

No. 8. Copy of the protest of Captain Hamshaw.

No. 9. Copy of the protest of the consignees, Messrs. Droege, Oetling [or Ortling] & Co.

No. 10. Freight list of the whole cargo.

By perusing these documents you will observe that only 439 bales of cotton were on board the *Labuan* at the time of her seizure on the 4th instant; all the remaining cargo, which was sent to the mouth of the river on the 25th ultimo, having been detained on account of the weather, was finally returned to this place on the seizure of the steamer.

Of the 439 bales of cotton that were on board the *Labuan*, only 269 bales were the property of Messrs. de Jersey & Co., of Manchester, British merchants and charterers of the whole vessel, the remainder of 170 bales belonged to Mr. Francesco Armendiaz, a Spanish merchant of this place, whose claim on that behalf will be transmitted by the Spanish vice-consul of this port to the captain-general of Cuba by this same opportunity.

I have, etc.,

LOUIS BLACKER,
Vice-Consul.

J. T. CRAWFORD, Esq., C. B.,
H. M. Consul-General in Cuba, Havana.

[Enclosure No. 2.]

H. B. M. S. CHALLENGER, *Vera Cruz, March 19, 1862.*

SIR: I have the honor to annex for your information an extract from a letter to her Majesty's consul-general at Havana from the British vice-consul at Matamoras.

You will observe that it is alleged that the captain of the U. S. ship *Portsmouth* arrived off the mouth of the Rio Grande on the 1st of February and captured the British steamer *Labuan* of Hull, while at anchor in Mexican waters, taking in a perfectly legal cargo.

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In consequence of the shallowness of the entrance of the Rio Grande, only vessels of very small draft can proceed up the river to Matamoras. The port is therefore considered to extend to the open roadstead off the mouth of the river.

It does not appear that any accusation against the *Labuan* of an attempt to break the blockade was made by the captain of the *Portsmouth*, and as no United States vessel was off the Rio Grande at the time of the arrival of the *Labuan* there would appear to have been no blockade, even had such an accusation been made, but as I have said above, the capture seems not to have turned on the question of whether the vessel was guilty of a breach of blockade, but to have been made on the grounds, first, that the *Labuan* was loading with cotton, the produce of a Southern State, and second, that this cargo had been taken alongside in a vessel carrying the so-called Confederate flag.

I have little doubt that you will agree with me that if the *Labuan* is proved to have been in a neutral port, the captain of the *Portsmouth* acted illegally in boarding her, or interfering with her in any way whatever, and as little had he the right to enquire into the nature of her cargo; the *Labuan* lay in the territory of a neutral and friendly nation, subject to the laws of that nation, and no United States officer or other foreigner had a right to any jurisdiction whatever within the bounds of that neutral territory.

If the vice-consul's statement be correct, the captain of the *Portsmouth* proceeded into the Mexican port of Matamoras and there captured the British ship *Labuan*, in defiance alike of Mexican and international law.

It further seems from the statement contained in the vice-consul's letter that the captain of the *Portsmouth* alleged that the *Labaun* had violated the blockade by loading cotton from Texas, which cotton was brought alongside by a vessel under the so-called Confederate flag.

It seems almost superfluous to notice this accusation of breach of blockade. A neutral vessel, making a legal voyage to a neutral port, may certainly be laden with any cargo that can be procured at that port, and if she is cleared for another neutral port no belligerent has a right to interfere with that legal voyage upon the pretense that her cargo is the produce of the nation with which he is at war, and as little right has any belligerent to raise a question on the nationality of the vessel employed to bring the cargo alongside, while in the neutral port.

I beg further to bring to your notice that even supposing the *Labuan* to have been captured at sea upon a perfectly legal charge, until that charge was proved before a competent court, the vessel could only be considered as suspected, not condemned, and therefore the captain of the *Portsmouth* had no right whatever to transship the cargo of any other prize vessel on board this British ship, or to make use of her in any way for his behoof or convenience, which he is accused of having done. Supposing the statement put before me to be a correct one, I think there can not be a doubt that the capture was entirely illegal. We shall however probably very soon hear the decision come to on it in the United States court, and, in the meantime, I trust you will unite with me in giving such orders to the captains and commanders of our respective squadrons as will as far as possible tend to suppress all vexatious and irritating questions by a strict adherence on both sides to international law.

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I have sent H. M. S. *Phaeton* to the Rio Grande, to enquire into the circumstances attending the capture of the *Labuan*, and should I receive from her commander (Captain Tatham) any information materially differing from the statement of the British vice-consul, I will communicate the same to you.

Before closing my letter I wish also to call your attention to the alleged fact of the captain of the *Portsmouth* having called upon the British vice-consul to give a list of the cargo of British vessels and to enter into certain conditions before he would allow them to be discharged, these vessels being at the time actually in Mexican waters, and to express my extreme surprise at such an act of interference, if true, with neutral vessels in neutral waters, and the earnest hope I entertain that should this and the other vexatious acts complained of prove to be correctly stated, that you will take such steps as you may deem most advisable for preventing in future such proceedings, which if continued can not fail to interrupt the amicable relations existing between our two Governments.

I am fully alive to the difficulties officers have to encounter in carrying out the onerous duties of a blockade, having myself experienced them, I am therefore, you may be assured, inclined to take a moderate and liberal view when any such vexatious questions unfortunately do occur, and my instructions to the commanding officers will be given in that sense, though at the same time urging that the greatest attention and protection be given to British interests.

In conclusion I beg to express the satisfaction it gives me to find that the United States squadron in the Gulf of Mexico is commanded by an officer with whom I have the pleasure of being acquainted and whose professional reputation is so well known and appreciated.

I embrace this opportunity of assuring you of the high consideration with which

I remain, sir, your very obedient servant,

HUGH DUNLOP,

Com., 1st Class, Comdg. H. B. M. Squadron in the Gulf of Mexico.

Flag-Officer FARRAGUT,

Commanding U. S. Squadron in the Gulf of Mexico.

[Enclosure No. 3.]

ORIZABA, *Apil 1, 1862.*

SIR: The report of Captain Tatham, commanding H. B. M. S. *Phaeton*, in relation to the capture of the screw steamer *Labuan* off the Rio Grande by the U. S. ship *Portsmouth*, and copies of his correspondence with Captain Swartwout, have reached me since I had the honor to address you on this subject on the 19th ultimo.

I see that Captain Swartwout declares that the *Labuan* was not captured in Mexican waters, which legal point will be decided by the competent tribunal. I do not observe, however, that the other acts of interference with British vessels off the Rio Grande, as set forth in the extract I had the honor to send you of the British vice-consul's letter, are denied or explained away in the correspondence alluded to; but it is with much pleasure that I read in Captain Swartwout's letters that it is not his purpose to interfere "with neutral vessels in the free navigation of the Rio Grande or interdict their legal commerce with Matamoras," and I only regret that he should previously have adopted

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measures that, it appears, have materially injured British interests and commerce in that quarter, and which have given rise to serious complaints and claims for indemnity which it will be my duty to forward to her Majesty's Government for consideration.

Feeling satisfied that you will give such orders to the commanding officers of your squadron as will prevent any undue interference with British vessels and interests,

I remain, sir, your very obedient servant,

HUGH DUNLOP,
Commodore, First Class, Commanding H. B. M. Squadron in the Gulf of Mexico.

Flag-Officer FARRAGUT,
Commanding U. S. Squadron in the Gulf of Mexico.

[Enclosure No. 4.]

UNITED STATES FLAGSHIP HARTFORD,
Head of the Passes, Mississippi River, April 16, 1862.

SIR: I have the honor to acknowledge the receipt of your communications of the 19th of March and April 1, 1862, which were handed to me by Captain Malcolm, of her Majesty's Navy, in relation to the capture of the English steamer *Labuan* by Commander Swartwout of the U. S. sloop of war *Portsmouth* off the Rio Grande and your general observations in relation to the blockade of that river by our cruisers, and in reply I have to state that the aforesaid case of the *Labuan* occurred previous to my assuming command of this squadron, and had been referred to my predecessor, Flag-Officer McKean, and to the United States courts for decision. What that decision has been I am still ignorant, but I have an abiding confidence in our judiciary, and believe that it will be in strict accordance with the law of nations. You, commodore, are as well aware as myself that it is extremely difficult to prevent the abuse of the national flag by those whose only object is gain.

We have from time to time well authenticated accounts of vessels fitting out in European and West Indian ports for the express purpose of running our blockade. We sometimes catch them; sometimes fail to find legal evidence of their fraud; but at others we find it conclusive. The instructions of my Government, and consequently mine to the officers under my command, are to interfere as little as possible with the legitimate commerce of neutrals; but, where there is so much fraud, it is incumbent upon us to avail ourselves of the rights vouchsafed to us by the law of nations and enforce the belligerent right of visitation and search for the purpose of ascertaining the true character of vessels and their cargoes when found under suspicious circumstances upon our blockaded coast. This is all we intend to do, and until some strong evidence of fraud is found it is not the wish of either the Government or myself that any annoyances or inconveniences should be felt by the neutral from our exactions. You may not be aware, commodore, of the extent of these frauds; they are not as a general thing practiced in Europe, but they are the acts of citizens of the Southern States in collusion with British subjects, both in the Southern States and in the West Indies, by fraudulent sales and transfers of property from one party to the other to avoid seizure when attempting to run the blockade, and by taking out false papers professing to be consular certificates

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for six months, and it is the daily occurrence of such frauds that compels us to a more rigid examination of neutral vessels than we would otherwise make.

With respect to the Rio Grande I have assumed that it is a common highway for both friends and enemies, and, but for the right of visit and examination, it would be difficult to know the one from the other. But, where the fact is clearly shown that the cargo is contraband of war owned by the enemy, I believe no fact is more distinctly set forth than that it is subject to lawful capture, and that the flag in such cases is no protection to the property.

The whole subject, however, has been referred by me to the Government of the United States, and I have the fullest confidence that its instructions will be in accordance with the feeling I have already expressed to you, namely, a desire to avoid as far as possible subjecting neutrals to inconvenience when pursuing their legitimate commerce.

In conclusion permit me to say that I am duly sensible of your kind recollection of our former acquaintance, and that, like yourself, I was much gratified to learn that the communication came from one whom I remember as a distinguished officer in her Majesty's navy, then in command in the Gulf of Mexico, and nothing can be more pleasant than the renewal of our acquaintance and to assure you, sir, of every disposition to avoid all interference with the legitimate commerce of English subjects and of my high personal consideration for yourself, and remain,

With great respect, your obedient servant,

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

Commodore HUGH DUNLOP, C. B.,
Commanding Her Britannic Majesty's Squadron,
in the Gulf of Mexico.

Correspondence regarding the removal of French citizens from New Orleans, December 11, 1861, to February 3, 1862.

Order of Flag-Officer McKean, U. S. Navy, to Captain Bailey, U. S. Navy, commanding U. S. S. Colorado.

U. S. FLAGSHIP NIAGARA,
South West Pass of Mississippi, February 3, 1862.

SIR: I herewith transmit copies of correspondence of Mr. Henri Mercier and the honorable Secretary of State in reference to the removal of French citizens from New Orleans; also a copy of a communication from the honorable Secretary of the Navy. You will be pleased to conduct the affair strictly in accordance with the instructions therein contained, and will on no account allow the vessels provided for their removal to ascend the river. You may allow them to anchor just inside the bar if necessary.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Captain T. BAILEY,
Commanding U. S. Frigate Colorado,
off South West Pass of Mississippi.

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Letter from the Secretary of the Navy to Flag-Officer McKean, U. S. Navy, transmitting diplomatic correspondence.

NAVY DEPARTMENT, *December 30, 1861.*

SIR: You will find enclosed herewith a copy of a letter from the Secretary of State to the minister of France, dated 11th instant, and a copy of one from the minister of France to the Secretary of State, dated the 23d instant, in reference to the removal to their native home of several French families at New Orleans. This correspondence will inform you fully of the manner in which the removal is to be effected, and the Department directs that you will give such instructions to the blockading vessels off the Mississippi as will facilitate the object in view.

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

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

[Enclosure.]

DEPARTMENT OF STATE,
Washington, December 28, 1861.

SIR: Referring to my letter of the 26th instant, and to your reply of the same date, I have the honor to enclose copy of the note addressed by me to the minister of France on the 11th instant, relative to the removal of French subjects from New Orleans to their native country.

I am, sir your, obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Subenclosure.]

DEPARTMENT OF STATE,
Washington, December 11, 1861.

SIR: I have the honor to acknowledge the receipt of your note of the 7th instant, and to say in reply that this Government readily accedes to the suggestion you have made in regard to the removal of French citizens from New Orleans to their native country. Any French ship of war that you may designate will be at liberty to proceed to the bar of the Mississippi and take on board a convenient number of French subjects, who shall be delegates of the French subjects residing there, and carry them to Havana, where they may charter, engage, and equip vessels of any nation friendly to the United States and return with them to the bar of the Mississippi, and there receive and convey thence to France any French subjects, with their families of the same class, and their private personal effects; the equipment, engagement, and charter of such vessels, and the embarkation and dispatch of such vessels with the returning emigrants, to be conducted under the supervision of the officer of the French ship of war; it being understood that he will take care that this proceeding shall not be made in any way a means for commercial transactions of any kind, or for the conveyance of any political dispatches or correspondence affecting this country, and especially any such correspondence or dispatches favorable to

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the existing insurrection and hostile or injurious to the Government of the United States.

When you shall have informed [me] of the naval vessel selected, and her commander, instructions will be given to the blockading squadron to facilitate his operations.

I avail myself of this opportunity to renew to you, sir, the assurance of my high consideration.

WILLIAM H. SEWARD.

HENRI MERCIER, etc.

Letter from the Secretary of State to the Secretary of the Navy, transmitting translation of letter from the French minister.

DEPARTMENT OF STATE,
Washington, December 26, 1861.

SIR: I have the honor to invite your attention to the enclosed translation of a note of the 23d instant, addressed to this Department by the minister of France accredited to this Government, relative to the removal of several French families from New Orleans to their native country, and to be your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure—Translation.]

LEGATION OF FRANCE TO THE UNITED STATES,
Washington, December 23, 1861.

SIR: Upon referring to the note which you did me the honor to address to me on the 11th of this month, on the subject of the embarkation of a certain number of French families who desire to leave New Orleans, I hasten to inform you that the admiral commanding the naval forces of his Majesty off the coasts of the United States and among the Antilles has designated for the mission agreed upon between the Department of State and this legation either of the two war steamers whose names follow—the *Lavoisier*, commanded by M. Ribourt, capitaine de frégate; the *Milan*, commanded by M. Cloué, capitaine de frégate.

It is not for the admiral to determine precisely at this moment which will be the one that will go to New Orleans, as the selection must depend on the position of the ships of his division which are now in the waters of the Gulf of Mexico; but in any event, it can be only one of the two vessels above designated.

I have then the honor to request you, sir, to be so good as to expedite the orders necessary for the blockading squadron, so that one or the other may be permitted to fulfill her mission.

I seize this occasion, sir, to renew to you the assurances of my high consideration.

HENRI MERCIER.

Hon. WILLIAM H. SEWARD, etc.

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Report of Flag-Officer McKean, U. S. Navy, regarding general matters pertaining to his command.

No. 16.] U. S. FLAGSHIP NIAGARA,
South West Pass of Mississippi, February 4, 1862.

SIR: I have the honor to report the capture of the following vessels, viz: Schooner *Olive Branch*,* in Tampa Bay, by the barks *Ethan Allen* and *Kingfisher;* Spanish bark *Teresita*,* near Yucatan Bank, by bark *Kingfisher;* schooner *Major Barbour*,* inside of Raccoon Point, Isle Dernière, by steamer *De Soto;* a Confederate schooner (name unknown) [*J. J. McNeil*]* near Pass Cavallo, by bark *Arthur;* and Confederate steamer *Calhoun*,* in East Bay, by schooner *Samuel Rotan*, tender to frigate *Colorado.*

Previous to my arrival at this place Captain Bailey had transferred the cargo of the *Calhoun* to the schooner *Samuel Rotan* and dispatched it to Ship Island. An invoice of the cargo, Captain Bailey's report to you, and a copy of his report to me, are herewith transmitted; also Captain Couthouy's reports in reference to the Spanish bark *Teresita* and schooner *Olive Branch.* Some parts of the *Teresita's* cargo I considered contraband. She has been sent to Key West for adjudication.

The *Calhoun* has been armed with a 20-pounder Parrott rifle and a 24-pounder howitzer, and until I receive the instructions of the Department, I shall leave her at this Pass in company with the *Colorado.* An appraisement of her value is herewith transmitted, which includes the articles enumerated in the accompanying list.

Your communication of the 30th December, 1861, enclosing copies of correspondence between the honorable Secretary of State and the minister of France, in reference to the removal of certain French citizens from New Orleans, was received by the *Connecticut.*

The French steam corvette *Lavoisier*, Captain Ribourt, is now anchored off the Pass à l'Outre, her commander having proceeded to New Orleans for the purpose of making the preparatory arrangements for the removal of his countrymen and their families. I have informed Captain Ribourt that the proposed arrangement must be carried into effect at this Pass, and Captain Bailey, of the *Colorado*, has been instructed to afford him every facility in the execution of his mission, but at the same time to adhere strictly to the instructions contained in the letter of the honorable Secretary of State as to the manner in which the removal is to be effected.

It is not surprising that a vessel occasionally escapes from a blockaded port, as for some weeks past the fogs have been so dense that for most of the time a vessel might have passed within a cable's length of the blockading force without being seen. Though now anchored within two cables length of the *Colorado*, at times she is not visible from our deck.

Commander Woodhull informs me that in consequence of bad weather he was unable to communicate with the vessels below Galveston or with the steamer *Hatteras* off Berwick.

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*See reports under dates of captures.

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Upon the departure of the *Connecticut* I shall run down the coast, and will fill up from this ship the water tanks of the frigate *Santee*, blockading Galveston.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

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

Circular order of Flag-Officer McKean, U. S. Navy, regarding treatment of crews of captured blockade runners.

U. S. FLAGSHIP NIAGARA, *February 4, 1861*[2].

The crews of neutral vessels captured for violation of the blockade are not to be considered prisoners of war.

They are to be kindly treated, and must not be put in irons or confined unless necessary for the security of the vessel.

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Report of Lieutenant Nichols, U. S. Navy, commanding U. S. S. Winona, regarding affairs at the Passes of the Mississippi River.

U. S. GUNBOAT WINONA,
Off South East Pass, February 5, 1862.

SIR: The *Water Witch* communicated with the *Vincennes* night before last, and brought verbal orders from flag-officer for Lieutenant Commanding Madigan to destroy a lookout, reported to have been erected by the rebels, if it could be done without risk. The only lookout anywhere in this neighborhood is at the East Balize station above the junction of the South East and North East Passes, and has been erected many years.

I have a chart of 1852 on which it is placed. I do not suppose the flag-officer refers to that. He also orders channel stakes to be removed, which has been done.

Also, orders pilots to be notified that they had better vacate Pilot Town at once, and if any of them attempt to take vessels in or out, except neutral men of war, to capture and hold them as prisoners of war.

These orders were sent to Lieutenant Commanding Madigan, who furnished me with a memorandum of them.

Lieutenant Brodhead received verbal orders from the flag-officer to change stations with the *Preble*. I sent the *Vincennes* to South Pass yesterday, and as soon as the *Preble* gains her station off North East Pass, I shall move about half a mile further to the southward and westward to command more effectually the South East Pass. I am informed by the officers of the *Vincennes* that this bar is only about 100 feet wide, and 8 feet is the most water they can find on it. On board the *Vincennes* is a master who is called a pilot about here; he

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tells me that Pass à l'Outre, from the bar to the Head of the Passes, is intricate and unsafe without a pilot.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Lieutenant, Commanding.

Captain T. T. CRAVEN,
U. S. S. Brooklyn, Pass à l'Outre.

Memorandum of information obtained from contrabands and reported by Lieutenant Doty, U. S. Navy, commanding U. S. S. Marion.

U. S. SHIP MARION,
Off West Pass, Apalachicola, February 5, 1862.

The following contrabands came on board this morning at daybreak, viz:

Henry Thigpen, belonging to Clinton Thigpen, of Apalachicola, aged 46 years, and his daughter Mona, aged 10 years.

Henry Dunham, belonging to Jos. L. Dunham, aged 23 years, and Cain Sinclair, belonging to George Sinclair of the same place, aged 29 years.

They give the following information, viz:

The schooner *Phœnix* finished loading last Saturday; has between 500 and 600 bales of cotton.

Her captain's name is Mars, formerly a pilot. She draws about 7 feet of water, and carries about five men. She intended to try to run out on Tuesday night last (February 4). There are about seven or eight schooners up Owl Creek, 5 miles above the town.

The schooner *Kate L. Bruce*, laden with fruit, was warned off New Orleans and ran the blockade into Apalachicola last summer, and is still there. There are some eight steamers that run up and down the river; there are three of them at the wharf now, viz, the *Mundlen*, *William G. Young*, and *Marianna*. The steamers tow the schooners (which try to run the blockade) down to the gaps or passes, but never come outside; they carry no guns.

The small sloops which we see in the bay are coast guards, but have no cannon, and carry about ten men, and are used to give information of the state of the blockade. If the *Phœnix* succeeds in getting out they intend to load another vessel.

The schooner *Onward* (now the *Emma*) ran out about two months ago. Her captain, Ellison, is a Northern man, and his wife is still there.

The schooner *Alvarter* (now the *Lizzie Weston*) ran out about two weeks ago.

She was towed by the steamer *Wave*. She was captured at Cedar Keys by the rebels. Her captain's name is Frank Lee. She carried about 700 bales of cotton.

The steamer *Wave* went out of the New Inlet, in expectation of finding water deep enough to tow the *Onward* out, but, not finding it, went back again.

The steamer *Wave* left yesterday for the Confederate States navy yard (which is situated on the Chattahoochee River at Saffold, Early County, Ga., and is accessible by steamboats from any point on the river) to be converted into a gunboat.

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Two schooners were sunk in the New Inlet in October last, but the tide swept them out to the southward, and they are above water on the right-hand side of the passage.

Vessels go into St. Andrew's and land their cargoes at Bear Creek and cart them across to Ochesee, on the Chattahoochee River, and then it comes down to Apalachicola by water.

The schooner *William P. Benson* is now at St. Andrew's. About two weeks ago she brought a cargo of coffee there from Havana, and is known to be there now taking in a cargo of cotton. She may not get off for a month, but they are loading her now. About 150 bales of cotton were sent to her last week from Apalachicola. She carries English colors when at sea.

Captain Thomas L. Mitchell is now loading the *Benson;* he loaded the *Phœnix* also. He is a Northern man and married there.

It is about five days' travel from Ochesee to Bear Creek by carts.

The schooner *Vincent*, which was run into Crooked River by the *Cuyler*, was run aground and abandoned and the owners got assistance some time afterwards from Apalachicola to get her off. She was commanded by Captain May, who now commands the *Benson*. He married in the North.

A Mr. Silva and two other persons went to New Orleans about the 20th of January to get the steamer *Florida*. She used to run between Apalachicola and New Orleans and is partly owned there.

There are about 450 soldiers in the town, mostly belonging to it, and are badly armed and equipped. Many of them have old flintlock muskets and shotguns, and one company has no arms.

The batteries are about 250 yards from the shore, along the water front; they are made of sand. They have twelve cannon, mostly of light caliber. Seven came from Pensacola and five from the arsenal at Chattahoochee. A great many of the inhabitants have left for the up country and nearly all the stores are closed. Coffee is selling at 75 cents per pound. Small boxes of salt, about half a bushel, at $5.

The fort on St. Vincent's Island was deserted about the 10th of December; it was garrisoned by about 175 men.

The troops were sent to Fernandina. There are a great many Union men who do not drill, but they are not allowed to leave the town. They are making salt back of Cape San Blas light-house by means of large iron boilers.

There is a good road from St. Joseph's to Apalachicola, about 28 miles.

[G. W. Doty,]
Commanding.

Report of Lieutenant Donaldson, U. S. Navy, commanding U. S. S. Sciota, regarding the capture of the sloop Margaret, February 6, 1862.

U. S. Gunboat Sciota,
Off Ship Island, February 20, 1862.

Sir: In obedience to orders of Flag-Officer W. W. McKean, I have this day dispatched the prize sloop *Margaret*, alias *William Henry*, to Key West, with orders to deliver her and the four prisoners (her crew) to the U. S. district judge. The said sloop *Margaret*, alias *William Henry*, was captured by this vessel on the 6th instant off Isle

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au Breton, where she attempted to run the blockade. Her cargo consists of 30 bales and 35 half bales of cotton. Enclosed I beg leave to hand you a list of the prize crew sent to Key West in the vessel. By direction of Flag-Officer W. W. McKean I have written to the senior naval officer at Key West, requesting that the officer and men will be returned to me by the first Government conveyance. I regret to inform the Department that the valves of my remaining engine have cut so badly that it will require from three to four weeks to repair them, by which time I hope the connecting rod for the after engine will have arrived. It is estimated by the chief engineer that it will take from one week to ten days to fit and adjust it.

The ship still continues to leak at the rate of about 1 foot per day, and the engine pumps have not the capacity to relieve her, consequently we have to use the ship's pumps every few hours. We have searched diligently to find the leak, without success, and I am convinced that it comes from the setting of the valves of the engine. The vessel carries her battery well, and I think would be much more efficient could she have two more 24-pound howitzers, with an addition of twelve or fourteen more crew. Enclosed I hand you a copy of a letter sent to the U. S. district judge at Key West, relative to the prize sloop *Margaret*. I also enclose you a list of the officers and crew on board of this ship at the time of the capture of the sloop *Margaret*.

Respectfully, etc.,

EDWARD DONALDSON,
Lieutenant, Commanding.

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

[Enclosure.]

U. S. GUNBOAT SCIOTA,
Off Ship Island, February 20, 1862.

SIR: This will be delivered to you by Acting Master's Mate J. H. Field, U. S. Navy, who goes to Key West in charge of the prize sloop *Margaret*, alias *William Henry*, captured by this vessel on the 6th instant off the Isle au Breton while attempting to run the blockade. The master of the sloop (Edward Ward) effected his escape last night; the remainder of the crew (four in number) I send you, and I have deemed it necessary to send them in irons. Mr. Field will deliver to you all the papers found on board. I respectfully request that your honor will give Mr. Field all possible dispatch, so that he may rejoin me at the first opportunity. There was found on board the *Margaret* a small amount of specie, claimed by the crew as private property. Mr. Field will hand the amount to you for your disposal.

I remain, respectfully, your obedient servant.

EDWARD DONALDSON,
Lieutenant, Commanding.

Hon. JUDGE MARVIN,
Judge of U. S. District Court, Key West, Fla.

N. B.—I send with the sloop *Margaret* one chronometer of English make, one quadrant, one spyglass, one secession ensign, one Spanish ensign, and one English ensign, all of which were found on board of her.

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Report of Acting Master Gregory, U. S. Navy, commanding U. S. brig Bohio, regarding the capture of the schooner Eugenie Smith, February 7, 1862.

U. S. BRIG BOHIO, *February 13, 1862.*

SIR: On the 7th February, 1862, while cruising in latitude 28° 50′ N., longitude 90° 00′ W., wind S. S. E., made a schooner to the southward standing to the westward. At 10 a. m. made all sail in chase. At 1 p. m. tacked to eastward; schooner tacked also, evidently trying to wind us. At 3 p. m., brought her to, and on boarding her found her to be the schooner *Eugenie Smith*, of Nassau, New Providence, from Havana and bound to Matamoras; crew consisting of 7 persons and 6 passengers, all of whom belong to the Confederate States, as shown by passports and letters found on their persons. Took what letters and papers we could find and put a prize crew on board and proceeded to the South West Pass. The evidence adduced from the crew and from conversation with the passengers shows her to be on no legal voyage, their different statements conflicting and totally at variance with invoices of cargo.

Martin and Edward Erckien (brothers), two of the crew, depose that a package of papers was thrown overboard before they were taken, and Paul Regan says that by the captain's orders he threw overboard a flag having stars in blue ground, but declines saying whether it was a Confederate flag or not. Also that they steered a northwest course the day and night previous to being captured, which contradicts the log book and charts found on board.

Captain Thompson (a passenger), of New Orleans, who acts as pilot, has been identified as an old hand at running risks, having been caught smuggling arms to the Mexicans during the Mexican war, and is a suspicious character.

Isaac Northrup, of Wilmington, N. C. (passenger), has lately traveled through the Northern States and no doubt is a rebel emissary, a sharp fellow, and very guarded in his conversation.

George Pritchett, of Charleston, S. C. (passenger), appears from papers found to be interested in vessel and cargo, having a bill of sale showing him to own one-third of the schooner.

Of Isaac Dawess, wife, and daughter (passengers), of Texas, little is known.

List of cargo,* as per invoices found.

The crew also assert that specie to the amount of 700 20-dollar gold pieces are on board, but as yet have not been able to find it.

Respectfully submitted and approved.

WM. D. GREGORY,
Acting Master, Commanding.

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Squadron.

* List of cargo of about 350 packages of miscellaneous merchandise omitted.

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Report of Lieutenant Drake, U. S. Navy, commanding U. S. S. Sagamore, regarding the destruction of small craft near Apalachicola.

U. S. GUNBOAT SAGAMORE,
East Pass, Apalachicola Bay, February 8, 1862.

SIR:

* * * * * * *

On the morning of February 6 at daylight saw a schooner evidently trying to get out of the East Pass. Got under way and chased her into 11 feet water, she standing back for Apalachicola. On the morning of the 7th February at 3:30 a. m. fitted out a boat expedition under command of Lieutenant George A. Bigelow and found on the mainland two large sloops and two small ones hauled up for repairs, which were destroyed.

* * * * * * *

Very respectfully, your obedient servant,

A. J. DRAKE,
Lieutenant, Commanding.

Flag-Officer WM. W. MCKEAN,
Comdg. Gulf Blockading Squadron, Ship Island.

Instructions of Flag-Officer McKean regarding prize vessels.

Circular No. 1.] FLAGSHIP NIAGARA,
February 12, 1862.

In case of sending in prizes for adjudication, commanding officers will be particular to conform to the following instructions:

To seal up and forward to the judge of the U. S. district court of the district to which the prize is sent the log books and all letters and papers found on board the captured vessel, accompanied by an affidavit of the prize master who is to take her in, verifying them as having been taken from her. These will be placed in charge of the prize master, who will deliver them in person.

Instructions to prize masters must be in writing, and a copy of them deposited with the clerk of the district court. The captain, mate, supercargo (if there be one), and not less than two of the crew of the captured vessel must be sent in her as witnesses, or with the prize goods if sent by another vessel, and on their arrival in port must be placed in charge of the U. S. marshal.

W. W. MCKEAN,
Flag-Officer, Commanding Gulf Squadron.

Circular No. 12.] FLAGSHIP NIAGARA,
February 12, 1862.

The crews of neutral vessels captured for violating the blockade are not to be considered prisoners of war. They are to be treated kindly and must not be put in irons or confined unless necessary for the security of the vessel.

W. W. MCKEAN,
Flag-Officer, Commanding Gulf Squadron.

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Circular Order No. 9 of Flag-Officer McKean, U. S. Navy, regarding blockade runners.

FLAGSHIP NIAGARA, *February 12, 1862.*

Positive information has been received that the following vessels have sailed for various ports on the Southern coast:

1st. On the 7th ultimo the *Ella Warley* (late the *Isabel*, of Charleston) arrived in Nassau, New Providence, and has since hoisted the English flag.

2d. The arrival at Nassau, New Providence, on the 9th ultimo, of the British screw steamer *Gladiator*, from London, loaded with arms and ammunition for the rebels.

3d. The arrival at Nassau, New Providence, on the 10th ultimo, of steamer *Gordon*, direct from Charleston.

4th. The steamer (secession) *Theodora* sailed from Nassau, New Providence, about the 10th ultimo, destination unknown.

5th. The British screw steamer *Labuan* sailed from Havana for Matamoras on the 27th ultimo.

6th. The rebel schooner *Break of Day*, from New Orleans, has been transferred under the British flag and christened *Wide Awake*, and has sailed from Havana, probably for New Orleans.

7th. The schooner *William Mallory*, under rebel flag, has sailed from Havana for Mobile or New Orleans.

8th. The steamer *C. Vanderbilt*, from New Orleans, under Confederate flag, has been christened *Black Hawk*, and is now under the English flag, and has sailed from Havana, probably for New Orleans.

There is no doubt that the *Wide Awake*, *Mallory*, and *Vanderbilt* are all carrying contraband of war.

9th. The sloop *William Henry*, about 30 tons, from New Orleans, arrived in Havana under Confederate flag.

10th. A sailing vessel named *Kate*, Captain Stevens, has fitted out at Belize, Honduras, for the purpose of carrying munitions of war to the Confederate States.

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Squadron.

Report of Flag-Officer McKean, U. S. Navy, transmitting report of the commanding officer of the U. S. S. De Soto regarding the escape into Barataria Bay of the steamer Victoria, February 12, 1862.

U. S. FLAGSHIP NIAGARA,
Key West, March 11, 1862.

SIR: I herewith transmit a copy of a communication received from Commander W. M. Walker, commanding U. S. S. *De Soto*, reporting that on the 12th ultimo a steamer succeeded in running the blockade and entered Barataria Bay. I have since learned from telegraphic dispatches found on board the prize steamer *Magnolia* that the steamer which entered Barataria is called the *Victoria*.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

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[Enclosure.]

U. S. S. DE SOTO,
Off Barataria, February 13, 1862.

SIR: We chased ashore yesterday, three-fourth mile east of Fort Livingston, a laden steamer. By her lighter draft of water she was enabled to foil our attempts to cut her off. We, however, followed her in until we touched, then opened fire upon her; the range was extreme, and the fire, consequently, uncertain. Yet by perseverance we were enabled to pitch eight or ten shot into her, and have no doubt that she is much injured. The fort fired at us, but fell short. Before we could get near the steamer armed men had been put on board of her from the fort, and soon afterwards two fieldpieces were brought down for her protection. Under these circumstances I did not dare to send my boats, armed only with old muskets, to board her. Had I had a boat fitted with a howitzer I could have perhaps got her off; certainly would have destroyed her. As we turned away from her six launches came out from Barataria and stood down to her, as we presumed, to discharge her.

We then ran to South West Pass to ask the cooperation of the *Calhoun*. This morning at daylight, with *Calhoun* in company, were off Barataria. The steamer, with a schooner and lugger alongside, was lying in the entrance to Barataria, directly under the guns of the fort. She is supposed by some who have seen that vessel in New Orleans to be the *Mary Kingsland*. She could not get into Barataria or certainly she would not have been beached.

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

W. M. WALKER,
Commander.

W. W. MCKEAN,
Flag-Officer, Commanding Gulf Squadron.

Report of Lieutenant Howell, U. S. Navy, commanding U. S. S. Tahoma, regarding the shelling of Sea Horse Key, Florida.

U. S. GUNBOAT TAHOMA,
Cedar Keys, February 13, 1862.

SIR: I regret to be obliged to inform you of the death of Assistant Paymaster J. S. Turnbull, who died February 6, instant, at 9:10 o'clock a. m. He is buried on Sea Horse Key, to the right of and behind the rebel redoubt. His name, date of his death, name of ship, etc., are cut in the headboard of his grave.

* * * * * * *

I have the honor to report that I anchored here February 1, instant, shelled Sea Horse Key, and, receiving no return fire, landed. The Key had evidently not been occupied for some time. A small, two-gun sunken battery, on the eastern end of the bluff, and a rifle pit below it, were the only defenses. We saw two long 18-pounders, vents spiked and trunnions broken; no other guns.

The lens had been removed from the light-house. No vessel has been seen since our arrival, and there is no vessel of any kind at Depot Key. I can make out no fortification anywhere, but there are a few tents on Way Key (the terminus of the Fernandina [Florida] Railway), out of reach of our guns.

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The connecting trestlework between Way and Depot keys was destroyed by the *Hatteras*. From my position I command Sea Horse and Depot keys and both channels.

Sea Horse Key is high in the middle, and is, I should think, very healthy. It would be to the advantage of the United States if it were occupied and a redoubt thrown up.

It is eminently susceptible of defense, and very few rifled guns would command the channels and Depot Key.

A detailed report of my proceedings (which, I am sorry to say, possess very little interest) has been forwarded to the flag-officer of the station.

I am, very respectfully, your obedient servant,

J. C. HOWELL,
Lieutenant, Commanding Tahoma.

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

I beg to state that I have not seen a secession flag hoisted since our arrival here.

Respectfully, etc., J. C. HOWELL,
Lieutenant.

Order of Captain Eagle, U. S. Navy, to Acting Master Hooper, U. S. Navy, commanding U. S. schooner Rachel Seaman, to cruise off the coast of Texas.

U. S. FRIGATE SANTEE,
Off Galveston Bar, Tex., February 13, 1862.

SIR: You will proceed down the coast to San Luis Pass and Velasco, to be absent till the 18th or 19th instant. You will capture any vessel having rebel property on board; and any vessel sailing under a foreign flag attempting to violate the blockade you will seize and send here for my decision. Be careful not to approach too near the shore.

I am, respectfully, yours,

HENRY EAGLE,
Captain.

Acting Master Q. A. HOOPER,
Commanding Gunboat Schooner Rachel Seaman.

[Orders of like tenor on 22d instant to return 28th instant.]

Report of Flag-Officer McKean, U. S. Navy, transmitting report regarding the seizure of schooner Star, off Bayou La Fourche, Louisiana.

U. S. FLAGSHIP NIAGARA,
Off South West Pass of Mississippi, February 13, 1862.

SIR: On the 4th instant I forwarded to you a short dispatch (No. 16) by the steamer *Connecticut*, since which time I have been down the coast in this ship as far as Galveston and supplied the frigate *Santee* with provisions and water. I had intended proceeding as far as the Rio Grande, but was prevented by the dense fog and the conditions of the boilers of this ship.

I found here the brig *Bohio*, which vessel had been cruising between the South West Pass and longitude 92°. She had with her a prize

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schooner, captured near Ship Island Shoal. The schooner has been sent to Key West for adjudication, not being fit to make the passage to the north. I have not yet received an official report of the circumstances attending her capture.

I also found anchored here a small schooner, called the *Star*, of New Orleans, which, I was informed by Captain Bailey, was a prize to the steamer *De Soto*. Commander Walker's action in regard to her was most extraordinary, as you will perceive by reference to his report to me, a copy of which is herewith transmitted.

As I fear, if left in her present condition, she may get ashore and fall into the hands of the enemy, I shall tow her up to Ship Island, where she will be useful as a lighter.

I expect to leave in a few hours for Ship Island, communicating with the blockading vessels at the other passes on the way.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

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

[Enclosure.]

U. S. S. DE SOTO,
South West Pass, February 11, 1862.

SIR: The schooner *Star*, of New Orleans, just out from Bayou La Fourche, was seized by this ship on the evening of the 8th. No colors or papers, excepting only a log book, indicating that the voyage was to be to Brazos, and a chart of the Gulf of Mexico, were found on board. The captain stated he had thrown all her papers overboard. He is now, together with his crew of three men, prisoner on board this ship.

As the *Star*, in my opinion, might, at slight expense, be converted into a very efficient cruiser about Ship Island Shoal, I ran in here to beg some assistance in fitting her out, but the *Colorado*, it appears, is also very deficient in stores; she can give me no assistance.

As the best I can do with the *Star*, under the circumstances, her sails not being seaworthy, I have anchored her near the light-house, after having unbent her sails, fastened down her hatches, and taken her compasses out of her, not having a single man to spare to leave on board of her.

We left our anchorage off Barataria yesterday. The bark *Kuhn* could deliver but 143 tons coal to this ship. We depart immediately.

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

WM. M. WALKER,
Commander.

W. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Order of Flag-Officer McKean, U. S. Navy, to Commander Walker, U. S. Navy, expressing disapproval of the course pursued regarding schooner Star.

U. S. FLAGSHIP NIAGARA,
Off South West Pass of Mississippi, February 13, 1862.

SIR: Your communication of the 11th instant is received. I entirely disapprove of your course in regard to the schooner *Star*. She should

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not have been left in the manner she was. As I fear she may get ashore, and fall into the hands of the enemy, I shall tow her to Ship Island, but you must pursue the proper course in regard to her.

I understand that you have captured several luggers; why has it not been reported to me? A full report must be made as early as practicable.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Commander WM. [M.] WALKER,
Commanding U. S. S. De Soto, off Barataria.

Report of Commander Brasher, U. S. Navy, commanding U. S. brig Bainbridge, regarding departure from Aspinwall, New Granada.

U. S. BRIG BAINBRIDGE,
Aspinwall, New Granada, February 13, 1862.

SIR: In obedience to your order of the 18th January I proceed in the brig to Key West without delay.

The *Perry* arrived here yesterday afternoon, and we sail from this port at or before daylight, 14th.

Very respectfully, your obedient servant,

T. M. BRASHER,
Commanding U. S. Brig Bainbridge.

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

Report of Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, regarding the operations of that vessel.

U. S. STEAM SLOOP BROOKLYN,
Off Pass à l' Outre, February 14, 1862.

SIR: In obedience to your order of the 24th ultimo I proceeded from Ship Island to the anchorage off Mobile, and on the 25th, having received from the *Potomac*, Captain Powell, commanding, a 30-pounder rifled gun, relieved that vessel in the blockade of Mobile, when Captain Powell sailed for Vera Cruz.

On the 31st ultimo I received your order to proceed to this station so soon as the *South Carolina* and *Itasca* should report to me. The *South Carolina* relieved the *R. R. Cuyler* on the 1st instant.

The *Itasca* arrived off Mobile on the 2d instant, and on the evening of that day I arrived and anchored off the Pass à l'Outre.

During my stay off Mobile nothing worthy of note occurred, except that one or two rebel steamers appeared to be quite busy at times, passing between forts Morgan and Gaines.

On my arrival at this place I found the U. S. steamers *Mercedita* and *Winona* and the French war steamer *Lavoisier* at anchor. On the 3d instant I sent the *Winona* down to the South East Pass. On the 4th instant the U. S. brig *Bohio* passed on her way to Galveston. On the 5th the U. S. bark *J. L. Davis*, from Philadelphia, and the steam transport from the southward arrived and anchored here. From the *Connecticut* I received, for our 80-pounder rifled gun, 100 unloaded

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shells without fuzes. The latter vessel left on the same day for Ship Island.

I sent home by the *Connecticut* three invalids, viz, Alfred Gatchell and John Rowe, seamen, and David Quinn, marine.

On the 7th the U. S. bark *Midnight* passed on her way up to Ship Island for the purpose of repairing her foremast.

On the 13th the U. S. gunboat *Kanawha* arrived here and reported that she was in search of the flag-officer commanding the western division of the Gulf Squadron. I ordered her to proceed to Ship Island as being the most likely place to fall in with the *Hartford.*

On the 5th instant I called on board the French gunboat *Lavoisier* and learned from her commander, who had just returned from New Orleans, that there were about 250 French subjects at that place who were in a very destitute condition and were anxious to get away and return home; that they could raise amongst [them] but 40,000 francs, and that 100,000 francs were necessary to enable [them] to charter a suitable vessel for their transportation; that he should sail immediately for Havana and communicate with his Government to ascertain if it would contribute the 60,000 francs necessary to make up the deficiency, and that he should probably return here, or off the South West Pass, in about a month or six weeks for the purpose of removing his destitute countrymen.

The only other information that I could gain from him was that prices for the nècessaries of life at New Orleans were excessively high. The *Lavoisier* sailed on the afternoon of the 5th for Havana.

Since my stay at this station the weather has been, with the exception of one or two days, exceedingly disagreeable and foggy. We have been unable to discover any important movements on the part of the rebels.

Very respectfully, your obedient servant,

THOS. T. CRAVEN, *Captain.*

Flag-Officer WM. W. MCKEAN,
Commanding U. S. Blockading Squadron in the Gulf of Mexico.

Report of Lieutenant Jouett, U. S. Navy, commanding U. S. S. Montgomery, regarding the capture by that vessel of the schooner Isabel, formerly the W. R. King.

U. S. S. MONTGOMERY,
Off Ship Island, February 15, 1862.

SIR: I have the honor to report to you that on the 1st instant, off Atchafalaya Bay, I overhauled the schooner *Isabel*, formerly the *W. R. King*, and she being under secession colors, I made her a prize. On my arrival at this place, at the suggestion of Lieutenant Commanding Winslow, I dispatched her with a prize crew to Key West, together with all the documents found on board, to be turned over to the district attorney at that place. I also sent two of the former crew and a lieutenant (prisoner), transferred to this vessel by the U. S. S. *Hatteras*, with a descriptive list of each.

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

JAS. E. JOUETT,
Lieutenant, U. S. Navy, Commanding.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

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Report of Lieutenant Jouett, U. S. Navy, commanding U. S. S. Montgomery, regarding articles required for the efficiency of that vessel.

U. S. S. MONTGOMERY,
Off Ship Island, February 17, 1862.

SIR: On enquiry I find there is nothing to be obtained from the vessels now here included in the requisitions I yesterday submitted to you, neither anchors, hawsers, gunner's stores, small arms, nor other articles which are imperatively necessary for a vessel to have in order to do good service. The magazine is open, and, not being lined, is damp and full of rat holes. Of belts and cartridge boxes none were ever furnished at the navy yard, and in event of an accident to the vessel, by running ashore or being wrecked at sea, the ship's company must be inevitably lost, as we have no boats to save them.

In my letter of January 1, I have already informed you that the only serviceable boat we have is a light cedar whaleboat which is unfit to carry out the smallest anchor or kedge (neither of which, by the way, have we got), and consequently neither for such service nor for the purpose of attacking a vessel in shoal water are we at all provided. I report these facts that I may be exonerated from any misfortune which may happen from their want.

I would not have the service, the ship, or myself disgraced through the negligence of the Ordnance Department or the officers bringing the ship out.

I send enclosed the requisitions, and you can judge of the ship's wants and her capabilities for service.

No officer can do proper service with a vessel in the condition this one is at present, and I would respectfully urge her being sent to some port where she may obtain what will place her in a serviceable condition.

The engineers are scaling and patching the boilers, and will be ready for service in four days, at which time the ship will be ready to attempt any duty you may designate, and I would here remark that the vessel has been run without any repairs whatever for a period of four years without intermission.

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

JAS. E. JOUETT,
Lieutenant, Commanding.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Report of Flag-Officer McKean, U. S. Navy, regarding the efficient condition of the Galveston blockade.

U. S. FLAGSHIP NIAGARA,
Ship Island, February 17, 1862.

SIR: In consequence of the statement made by the commander of a British war steamer that the harbor of Galveston was not blockaded, I deem it due to Captain Eagle to state that on my arrival at that place I found the frigate *Santee* anchored in the main ship channel, and as close to the bar as was prudent for a sailing vessel.

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I visited and inspected the *Santee*, and found her in fine order, and her crew well drilled at the guns.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

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

Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. bark Ethan Allen, regarding boat expedition to Clearwater Harbor, Florida, February 17–21, 1862.

U. S. GUNBOAT ETHAN ALLEN,
Tampa Bay, March 7, 1862.

SIR: I have the honor to hand you enclosed a copy of the report of Acting Master G. W. Frost, in charge of the expedition to Clearwater, giving the details of that affair. The sloop formerly named *Atlanta* is one of those captured, and I have dispatched her to Key West in charge of Acting Master A. Weston for the reason that the weather the past few days having been very stormy, I fear the *Rhode Island* has gone by this port without stopping, in which case there would be no opportunity of communicating with you for nearly a month.

This sloop is of good capacity, and I think will carry any stores that you may have to send, and I have ordered Mr. Weston to report to you and await your orders.

I send also on the sloop Mr. Girard and Mr. Griner, both of whom are Union men, concerning whom I wrote to you, and who have requested me to be allowed to go to Key West to make a representation to you of the state of affairs in this part of Florida. They have been very hardly treated by the rebels, and been compelled, through their persecutions, to leave their homes, and both of them rendered efficient service to Mr. Frost in the expedition above referred to.

The schooner *Spitfire* and sloop *Caroline* I propose to sink in the Passage Key Channel [Inlet], which is a small passage navigable for vessels drawing 8 feet water on the south side of the bay, and which these vessels will block up.

The boy, H. M. Kidder, whose case I wrote you about per *Rhode Island*, I did not send to you, and I await your orders in his case, not feeling authorized to send him to you without orders.

I send you per this opportunity the reports and requisitions required, and also tne usual reports for the month of February.

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

WM. B. EATON,
Acting Volunteer Lieutenant, Commanding.

Flag-Officer W. W. MCKEAN,
Commanding Gulf Squadron.

[Enclosure.]

U. S. BARK ETHAN ALLEN,
Tampa Bay, February 21, 1862.

SIR: I have the honor to report that in accordance with your orders I left this vessel on Monday, the 17th instant, with the sloop *Mary*

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Nevis, the second cutter in tow, and the following persons: Mr. George A. Faxon, surgeon's steward; Mr. J. E. Whitehurst, the Union refugee; and 10 additional picked men, well armed. My intention was to proceed immediately to Clearwater Bay [Harbor], stopping at Mr. Girard's house, which is situated about one-half the distance there, to secure his services as a pilot.

At 6:30 p. m. I reached Bayes Pass, near the house of Mr. Girard, but on account of the heavy surf, which prevented a landing, was compelled to await daylight.

By 12 m. of the following day I succeeded in obtaining Mr. Girard, and immediately got underway for Clearwater Bay, off which I arrived at about 5:45 p. m. and hoisted a rebel flag, that my object in coming there might not be suspected by the people on shore.

In standing into the channel, which is very narrow and extremely difficult of access, except to a person who is well acquainted with the passage, the sloop grounded, and it being ebb tide and rapidly falling dark, I left Mr. Faxon, Mr. Whitehurst, and one man in her, and with the remainder in the second cutter proceeded into the bay. I found there at anchor the schooner *Spitfire*, of Clearwater; the sloop *Atlanta*, of Cedar Keys, and either in the employ of or owned by the rebel Government; and the sloop *Caroline*, of Bayport. There was no person on board either of the vessels, and I captured them without difficulty. As soon as I had got my men distributed on them, I got them all underway and proceeded to sea. In going out of the bay the *Spitfire* and *Atlanta* grounded, but were got off at the next high tide without injury. By 6 a. m. all the vessels were out clear and proceeding down the coast with a fair wind, the *Mary Nevis* having been got afloat by those I left on her the previous night.

At 10 a. m. Wednesday I arrived at Bayes Pass, and the wind having increased into a fresh gale, with a very rough sea, I took the vessels in for safety.

The *Mary Nevis* grounded in going in, which caused her to leak badly. After anchoring inside, and mooring the vessels together, I landed Mr. Girard, the pilot, and at 4 p. m. took off Mr. Whitehurst's family (consisting of 8 persons), one Spaniard, and a man by the name of Arnold, a violent secessionist, whom I took prisoner while he was spying round Mr. Girard's house. During all of Thursday we had strong gales from the southward, with a very heavy sea, rendering it dangerous to make the attempt to reach the ship, as all the vessels were without ballast.

About noon I sent three men with Mr. Girard in the sloop *Caroline* inside of the keys to the ship for provisions, and at 5 p. m., the wind moderating, got all underway and stood out of the pass. There still being a heavy surf on the bar, the *Mary Nevis* grounded, striking heavily. I sent men to her assistance and ran two anchors out into deep water to attempt to haul her off, and after using every exertion to save her, and staying there until the next high tide, she bilged, and finding any further delay useless, I took from her everything of value and then set fire to her that she might not fall into the hands of the rebels.

After seeing her burned to the water's edge, I again got underway and stood for the Northwest Channel with a fair wind. Arrived at the ship at 4 p. m. and landed Mr. Whitehurst and family on Egmont Key, with their baggage.

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I can not close my report, sir, without referring to the untiring and unceasing devotion of my men. They worked day and night for four days with a will and a purpose that showed how much in earnest they were. Mr. Girard, too, the pilot, showed himself to be a true man, and by his ready willingness to do anything in his power, proved his loyalty to the Union. We were bountifully supplied by Mr. Griner, another Union man, with such provisions as they had to give us, and had it not been for their kindness we should have suffered from want of food, of which I took but three days' supply.

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

GEO. W. FROST,
Acting Master and Executive Officer U. S. Bark Ethan Allen.

Actg. Vol. Lieut. Comdg. W. B. EATON,
Commanding U. S. Ship Ethan Allen.

Report of Flag-Officer McKean, U. S. Navy, regarding the disposition of the cargo of the captured steamer Calhoun.

U. S. FLAGSHIP NIAGARA,
Ship Island, February 18, 1862.

SIR: I dispatch the U. S. schooner *Samuel Rotan* to Philadelphia with the cargo of the Confederate steamer *Calhoun*, captured off the Mississippi River.

The cargo of the *Calhoun* was transferred to the schooner and sent to this place by order of Captain Bailey, of the *Colorado*, and having no place in which to store it, and considering it too valuable to be risked in a small unarmed vessel (one item being 50,000 pounds of powder), I have deemed it best to dispatch the *Rotan* to convey it, as she can return to her station in the course of a few weeks.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

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

Extract from report of Lieutenant Howell, U. S. Navy, commanding U. S. S. Tahoma, regarding affairs at Cedar Keys, Fla.

U. S. GUNBOAT TAHOMA,
Off Sea Horse Key, February —, 1862.

SIR: I have the honor to report that I reached this place on Friday afternoon, January 31, and anchored below the bar. On Saturday sounded and buoyed the bar and crossed it. At 2 o'clock p. m. came to off Sea Horse Key, redoubt bearing north, distant 1,400 yards; shelled the redoubt and the woods generally, and meeting with no return fire, dispatched Lieutenant Crosman with two armed boats to land and reconnoiter. Lieutenant Crosman reported the island abandoned. He saw two long 18-pounders, vents spiked, trunnions knocked off, carriages destroyed. The lenses had been removed from the light-house, and nothing portable of any value (the lumber excepted) remains on the key. On Saturday night I sent an armed boat in charge

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of Lieutenant Crosman to Depot Key. He passed close to and nearly around the key, but saw no vessels of any class.

On the evening of the 4th instant a sail was discovered to the eastward, and Lieutenant Crosman, in charge of two armed boats, was sent after her. Shortly after the boats left the gunner's mate and one of the men stated that they distinctly saw people on the ramparts of the redoubt. I opened fire upon them and the next morning landed, but discovered no one. I strongly suspect that some palmetto stumps in range of the redoubt were mistaken for rebels.

At 8 o'clock p. m. Lieutenant Crosman returned, having captured a small boat of about 3 tons, with a crew of one man and three boys, named J. A. Edwards, of Crystal River, farmer; boys, E. J. Corrigan, Jos. Cavass, Robert W. Clark, of Cedar Keys.

* * * * * * *

As the prisoners were unmistakably noncombatants, the oldest boy being about 15, the youngest about 11, the man a plain farmer of about 42, with a wife and seven children dependent on his exertions, I determined, after keeping them about eighteen hours and treating them with all kindness, to let them go, as they could be of no possible use to us here, and might be of service to us on shore, even if they only assisted in correcting the terrible impression they have of us in this benighted portion of Florida, which the boys would be sure to do.

I was also influenced by the fact that the rebels had permitted the crews of several fishing smacks which they had taken at Tampa to go to Key West as noncombatants.

I addressed the accompanying note to the officer in command at Way Key, and sent the men to Depot Key, in charge of Lieutenant Crosman. The boat landed under a white flag at Depot Key and Mr. Crosman was met by Colonel Hilton, [?] who treated him most courteously and informed him that he had no prisoners, but that in the event of his taking any my request would certainly be attended to. The mothers of the boys were loud in protestations of good feeling, etc.

The inhabitants of Depot Key have nearly all left, not so much from fear of our ships or troops, so the man Edwards informed me, as of "marooning" parties of their own people. I desired him to assure peaceable citizens of the key that so long as no overt act was committed against the Government of the United States in these waters, and so long as the people confined themselves to their usual (peaceable) avocations and took no part in the war now raging, they could live in their homes in all security so far as vessels of war of the United States were concerned.

I have not yet seen a secession flag hoisted here, though I think there may be about 100 men on Way Key. Edwards told me the inhabitants of Depot Key had begged the soldiers to "go away," as it only exposed them (of Depot Key) to attack. They say no vessel has come in here for some two months. I have not yet seen a sail.

I should be obliged for some definite instructions relative to prisoners. Those taken with arms in their hands or in trading vessels, of course, I know what to do with. I only wish to know if I am allowed any discretion as to the disposition of the crews of small sailboats, such as the one I described, where the crews are unmistakably and plainly quiet, inoffensive people.

Sea Horse Key is eminently capable of being defended against a large force. The middle of the island is about 30 feet above the level

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of the sea, rising in a precipitous bluff from the sand beach of the southern shore and falling away more gradually toward the northern shore. The water is shoal all around it, and troops attacking would be a long while under fire. Redoubts or sunken batteries can be built in a very short time on the southern side. You have only to dig down, floor the lower part, and you have a capital offensive battery, while on the northern side the soil is so light that a redoubt can be thrown up in a short space of time. There are many live-oak trees on the key, and palmettos abound. On the lower part of the island are many small trees which would last a long while for firewood. The light keeper's house would afford comfortable quarters for officers, and there is lumber enough for quite extensive barracks. The light-house would make a capital lookout place and could shelter a number of riflemen.

Should Colonel Brown not occupy the key, I have no doubt that the commanding officer at Fort Taylor, Key West, would be glad to send some hundred of his surplus men to it. There should be at least two rifled guns and a battery of artillery.

I regret to inform you of the death of Assistant Paymaster James S. Turnbull, who died February 6 at 9:10 o'clock a. m. I sealed up the money chest without opening it, also sealed up keys with my seal and gave them in charge to executive officer.

* * * * * * *

February 13.—On my return from a boat expedition some 20 miles down the coast, during which I saw nothing, some soldiers were reported on Depot Key, and large fires soon appeared from various parts of the island. I tried the Parrott gun on them, but it fell short. I then got underway and stood up the channel until it got so narrow I did not deem it prudent to go farther. Opened with the Parrott and X-inch, and soon shelled them off the key. I think they are getting up a sunken battery there, and if they have rifled guns good for anything they may drive us farther down the channel. We are now 1¾ miles from center of Depot Key. We tried our Parrott on their camp, distant less than 2¾ miles, but the shot fell short, and I do not wish and can not afford to waste any in experiments. I am not at all satisfied with the usefulness nor range of the 20-pounder Parrott; so far, with all our care, about one shot in three or four will turn end over end.

February 14.—At 12:10 p. m. discovered a small boat pulling for us; sent an armed boat and brought boat alongside. Its only occupant was a black man named George, belonging to Eli Ramsay, a planter, who lives about 70 miles in the interior. His name has been entered on the ship's books, etc., according to directions. The negro contraband reports that there are 400 men on Way Key. A train arrived this morning with, apparently, a heavy gun on it. We shall probably know more about it in a day or two.

February 19.—Some vessel outside has just fired a gun, but I can not make out her signals. I shall board her at daylight.

The soldiers have all left Way Key. Nothing new to communicate. We have on board 69 tons of coal. Nothing yet of the *Kuhn*.

I am, very respectfully, your obedient servant,

J. C. HOWELL,
Lieutenant, Commanding Tahoma.

Flag-Officer W. W. MCKEAN,
Commanding Gulf Blockading Squadron.

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[Enclosure.]

U. S. GUNBOAT TAHOMA,
Cedar Keys, February 5, 1862.

SIR: One of the boats of this vessel yesterday evening took possession of a small sailboat and her crew, consisting of one man (J. A. Edwards, of Crystal River) and three boys (Robert W. Clark, Edward J. Corrigan, Joseph Cavass).

As no arms were discovered and no resistance made, I have determined to set the men at liberty, trusting to your honor and sense of justice that you will release as many Union men, should you hold any as prisoners.

As I have learned that much traffic is being carried on by small boats, I feel myself obliged to detain the sailboat.

I am, respectfully, your obedient servant,

J. C. HOWELL,
Commanding U. S. S. Tahoma.

The COMMANDING OFFICER AT WAY KEY.

Capture of the steamer Magnolia, off Mobile, Ala., February 19, 1862.

Report of Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn.

U. S. STEAM SLOOP BROOKLYN,
Off Mobile, February 19, 1862.

SIR: I have the honor to inform you that I have this day captured the rebel steamer *Magnolia* after a long chase from Pass à l'Outre, mouth of the Mississippi River. A detailed account of this capture will be forwarded to you by Acting Master George Dewhurst, who is appointed prize master to take her to Key West, Fla.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Captain.

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

Report of Acting Master Dewhurst, U. S. Navy, prize master.

PRIZE STEAMER MAGNOLIA,
Key West, March 5, 1862.

SIR: I have the honor to inform you that I took command of this vessel by order of Captain Thomas T. Craven, of the U. S. S. *Brooklyn*, to bring her to this port, on February 19. She was captured by the *Brooklyn* and the U. S. S. *South Carolina* on that day while endeavoring to make her escape from Pass à l'Outre, bound to Havana. She was seen from the *Brooklyn* about 7 o'clock a. m. while we were enveloped in a dense fog. We could see only the upper parts of her masts and smokestack from aloft, over the fog. We immediately slipped our anchor and gave chase to her, she being under full steam at the time. Before we could get up full steam she had got a distance of several miles from us. We set all sail and, with a full head of steam, we were enabled to come up with her, so as to bring our guns to bear

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on her. About 11 o'clock a. m. we fired at him several times, when he, finding that he could not escape us by running to the eastward (the course he was then steering), he altered his course and stood to the northward. This maneuver of his becalmed our sails, as it brought us before the wind, and he increased his distance from us, and at the same time commenced throwing overboard bales of cotton (of which she had a full cargo) to lighten the vessel. We continued the chase, and about 2:30 p. m. the U. S. S. *South Carolina* hove in sight and gave chase also. Finding that he could not escape, they next attempted to destroy the vessel by exploding the boilers and destroying the engines, and set fire to the cargo in several places, and then the officers and crew abandoned her and attempted to make for the shore, but were intercepted by the *South Carolina's* boats and were compelled to go on board of her. They succeeded but partially in their efforts to destroy the vessel. They exploded one boiler only, and the men from the *South Carolina* (who were the first to board her) extinguished the fires.

When this vessel was boarded by the *South Carolina* they found one man in a dying state; he had been scalded by the explosion of the boiler. They sent immediately for their surgeon, who administered all the relief that his circumstances admitted of. He died in course of the night. Upon my arrival on board with a prize crew I found that the vessel was not in a fit condition to proceed to Key West, as I was ordered to do. Therefore the *South Carolina* took us in tow to Ship Island, where we arrived at noon on the 20th. The flag-officer, Commodore McKean, sent his engineers and men on board and they succeeded in repairing the engine in one week. We started from Ship Island March the 1st, under convoy of the U. S. S. *South Carolina*, for this port, and arrived here this day at 10:30 a. m. and came to an anchor. I have fulfilled my o. ers by delivering the papers and vessel to the proper authorities, and now await an opportunity to rejoin my ship with the men under my command.

Respectfully, yours,

GEORGE DEWHURST,
Acting Master, U. S. Navy.

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

Detailed report of Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn.

U. S. STEAM SLOOP BROOKLYN,
Off Pass à l'Outre, February 20, 1862.

SIR: Yesterday morning, at about 6:45, a strange sail was reported to me, bearing to the northward and westward. On reaching the deck I discovered, through the very dense fog, that it was a steamer, burning soft coal and steaming out rapidly to the eastward. Our chain was immediately slipped and we started in chase, the *Mercedita* in company. Before we could get up a proper head of steam the stranger had gotten some 3 or 4 miles outside and to the northward and eastward of us. There was a nice breeze blowing from the southward, and as I made sail was gratified to find that we gained on her. At about 10:15 a. m., being within about a mile of her, we hoisted our

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colors, and a few moments afterwards the stranger hoisted an American flag at her main gaff. A shot was then fired across her forefoot, which she disregarded; a second was then fired at her, but without effect. She still kept on her way under all sail and made every effort to get to windward of us, but failing in this and finding that we were fast closing upon her, she suddenly kept away to the northward, hauled down the American flag, and commenced throwing overboard bales of cotton. From 11 a. m. till about 2 p. m. [she seemed] to be increasing her distance from us, but at 3 p. m., discovering that we were gaining upon her again, she suddenly hauled by the wind and stood to the westward. At this moment we discovered a gunboat to the northward and eastward as we hauled up, having her, the chase, about three-fourths of a mile to leeward. We opened our starboard battery and fired some twenty shots at her until a heavy squall of wind and rain shut her out of sight. About the time that our two or three last shots were fired I discovered that an explosion took place on board of her, just forward of her wheelhouses; that she was blowing off steam, and that she had either run ashore or let go an anchor. At about 3:20, the squall having passed over, discovered the chase about half a mile to leeward of us and the gunboat *South Carolina* close alongside of her. She proved to be the rebel steamer *Magnolia*, and had on board when she left New Orleans (on the 15th instant) over 1,200 bales of cotton. After I had taken possession of her it was discovered that she had burst one of her boilers, and the crew had destroyed as much of the machinery as possible, set fire to the cotton, abandoned her, and gone on board the *South Carolina*.

I sent a prize crew on board, under charge of Acting Master George Dewhurst, with orders to take her to Key West, but after hearing of her disabled condition sent verbal orders to Commander Price to have her sent to Ship Island to report to you.

When I first commenced chasing this vessel, sir, I was fully impressed with the belief that she was the rebel steamer *Tennessee*, and not till after 1 p. m. did my faith waver that we were about possessing ourselves of one of the rebels' best and most formidable vessels. If I have erred in chasing this vessel so far from my station, you must attribute it to this fact alone, for, with the miserable glasses furnished to this ship, and owing to the fog and haze, it was impossible to discover her true character.

Whilst effecting the transfer of the prize crew off Mobile, we let go our port anchor in 7 fathoms of water and veered to 20 fathoms cable in about fifteen minutes afterwards. Although we were riding between wind and tide, the chain parted about 2 fathoms from the anchor, which was lost.

I returned to this station at about half-past 11 this morning, having shaped such a course as I thought would be most certain of discovering any other vessels should they attempt to run the blockade.

The *Mercedita*, which had parted company with me at about 1:30 p. m. yesterday, arrived here at about 10 a. m., the *Winona* in company. The *Winona* has returned to her station off the South East Pass.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Captain.

Flag-Officer WM. W. MCKEAN,
Comdg. Gulf Blockading Squadron in the Gulf of Mexico.

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Report of Lieutenant Hopkins, U. S. Navy, commanding U. S. S. South Carolina, transmitting report of executive officer of that vessel.

U. S. S. SOUTH CAROLINA,
Off Ship Island, February 20, 1862.

SIR: I have the honor to report that on yesterday, February 19, at 2 o'clock p. m., a steamer was reported to the southward of Mobile burning soft coal and standing inshore.

We at once got underway and soon saw that she was a vessel trying to run the blockade.

Within a few moments the U. S. S. *Brooklyn* was discovered in chase. The course of this vessel was shaped so as to cut off the steamer. We beat to quarters and, as soon as we got within range, began to fire at her. She soon stopped her engine and was observed to be on fire. Her crew and passengers had left her at this time and were coming alongside this ship. I at once dispatched Lieutenant James Parker to take possession of her. She proved to be the steamer *Magnolia*, William S. Shannon, master, loaded principally with cotton, and her papers and the statement of her officers show that she had escaped from Pass à l'Outre yesterday morning. Lieutenant Parker took possession of her, and after he had reported her condition, Captain Craven sent a prize master and crew, with an order to me to deliver her in charge of the prize master. In obedience to his order I delivered her to Acting Master Dewhurst.

Under a subsequent order from Commander Price, I took the prize in tow and have brought her to this place.

I enclose the report of Lieutenant Parker, which gives details of the condition of the vessel at the time he took possession.

All her officers, passengers, and crew are now on board this vessel.

A list of them is enclosed. I forward also a list of the officers and other persons on board this ship entitled to a share in the prize.

I regret to say that by the explosion of one of her boilers one of her engineers was so badly scalded that he has since died.

I take this opportunity earnestly to commend the executive officer of this ship, Acting Lieutenant James Parker. I can not speak too highly of his energy and efficiency in securing and saving the prize. Of Mr. Lavery, acting chief engineer, I feel it due to say that he also deserves much credit for his exertions in closing the leaks by which it was designed to sink the vessel. These exertions [were] made at great personal risk.

WM. E. HOPKINS,
Lieutenant, Commanding.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Report of Acting Lieutenant Parker, U. S. Navy, executive officer of the U. S. S. South Carolina.

U. S. S. SOUTH CAROLINA,
Ship Island, February 20, 1862.

SIR: I have the honor to report that in obedience to your orders I yesterday afternoon boarded and took possession of the steamer we had just brought to, then lying under our guns.

I found her to be the *Magnolia*, of New Orleans (Captain William S. Shannon). She was loaded with cotton, and her papers and the state-

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ments of her officers, since made to me, show that she had run the blockade through Pass à l'Outre, Mississippi River, yesterday morning early. Papers found on board also show that when she started from New Orleans she had 1,210 bales cotton on board, but I learn that a considerable number of bales had, during the day, been thrown overboard; I should think, however, that fully 1,000 bales remain.

I was the first person on board, and found that all her people had deserted her but one. He, the first assistant engineer, was fatally scalded, delirious, and dying. I at once sent for our surgeon, who came with remedies, but he could not do more than alleviate the poor fellow's pain. He died last night at about 11 o'clock and his body remains on board the prize.

In an instant I saw that her boiler had exploded, and so anchored her and sent for Mr. Richard Lavery, our acting chief engineer, to examine the injury. He came, and going down into her steaming fire room, found heavy fires burning in her furnaces, the doors being closed; her starboard boiler exploded; both injection pipes cut, and the bilge injections broken clear off; the seacock broken off, and open; about a foot of water on the fire-room floor, and three large streams of water flowing in. The vessel was also on fire in the fire rooms, and the cotton in three or four places. I found several bales had been cut open and attempts made to fire them, and a can of spirits turpentine had been partially emptied over one. Fortunately, no fire had been applied to this one. In two places in the fire room the fire had made such headway that I was fearful the prize would be destroyed. By hard work the fires were all extinguished, and Mr. Lavery succeeded in stopping up the injections and seacock. It was then found that she did not leak elsewhere.

The starboard boiler is badly ripped; the port one seems good. Several other parts of the machinery and appliances have been broken and damaged; these are, I understand, of minor importance, however.

It is evident that everything that the hurry of the occasion permitted had been done to damage her irremediably.

About sunset, and after everything had been made as snug as circumstances permitted, a prize master sent by Captain Craven, of the *Brooklyn*, came aboard with your order to deliver her up to him, which I accordingly did.

The conduct of Mr. Lavery was praiseworthy in the highest degree. I consider it was at the risk of his life that he entered the fire room when he did. Had he not been there the prize would almost certainly have been lost, and I attribute her preservation almost entirely to his prompt good judgment and actions.

Master's Mate O. B. Warren also was exceedingly useful and prompt in the discharge of the duties I assigned him.

Our men remained on board until our arrival here, assisting to take care of the prize.

I remained up until 4 o'clock this morning, when, with this ship, with the prize in tow, with full sail and strong, fair wind, making good progress toward this place, I gave the master charge.

Very respectfully, your obedient servant,

JAMES PARKER,
Acting Lieutenant and Executive Officer.

Lieutenant Commanding WM. E. HOPKINS,
Commanding U. S. S. South Carolina.

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P. S.—I had forgotten to say that while on board I made every effort to prevent the pillage that usually occurs on such occasions, and I believe, as far as our people go, successfully, as an examination just held shows that nothing came on board this vessel from the prize.

Respectfully,

JAS. PARKER.

Report of Lieutenant Caldwell, U. S. Navy, commanding U. S. S. Itasca, claiming a share in the prize.

U. S. STEAM GUNBOAT ITASCA,
Blockading off Mobile, February 22, 1862.

SIR: Enclosed herewith I have the honor to transmit to the Department a muster roll of the officers and crew of this vessel, which was in sight at the time and assisted in the capture of the Confederate steamer *Magnolia*, loaded with cotton. She was chased up from the Mississippi by the steam sloop *Brooklyn*, and captured off this place February 19, 1862.

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

C. H. B. CALDWELL,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Flag-Officer McKean, U. S. Navy, transmitting captured letter.

U. S. FLAGSHIP NIAGARA,
Ship Island, February 22, 1862.

SIR: I have the honor to transmit for your inspection several letters found on board the prize steamer *Magnolia*.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Division of Gulf Blockading Squadron.

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

[Enclosure.—Translation.]

From Augustus Bohe, of New Orleans, to Charles Le Cesne, of Havana, dated New Orleans, February 6, 1862:

Bohe states that this is a confidential note of the highest importance, to be consulted in every important operation in which the friend of whom "you will tell us" may be interested.

He then goes on to state that a man named "Laredau," some six months before, went to Montgomery, then the seat of the Confederate Government, to propose to that Government a contract to furnish 80,000 muskets, powder, cannon, equipment, etc. The situation of the Government at that time prevented his success, but he nevertheless contracted (Bohe thinks in Spain), in anticipation of the renewal of negotiations, and now expects the arrival of the arms, and is probably anxious to realize.

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Through the intervention of the Spanish consul, who is a friend of Laredau, Messrs. Arendam, of New Orleans, sent an agent to Richmond, who, after a long delay, returned thence yesterday with a contract for the delivery of the above-named articles within six months, until the amount of their cost reached $2,000,000.

The balance of the letter mostly consists of instructions to Le Cesne how to approach Laredau (who is apparently in Havana) and the terms to offer him for the consignment of the arms to his (Bohe's) house. He mentions that he has received the assurance of the governor of Louisiana and the commanding general that they will take all the arms he shall import on the same terms that Laredau may have stipulated with the Confederate Government, whatever that price may be. He therefore argues that he has advantages in the prospect of an immediate sale of the arms, if they are consigned to him. He proposes to make immediate remittances in sterling bills on Baring Brothers as soon as the arms are sold and proceeds realized.

He recommends that good arms and powder be sent, for unless they are of the best quality he will have nothing to do with them. He mentions that the powder "of the Vanderbilt" was bad and had to be reworked.

He instructs his correspondent to send four or five copies of the bills of lading by different routes, one of which must invariably be Tampico or Matamoras.

He refers to an official letter by the *Tennessee*, which he hopes will be able to pass the blockade during a battle which the gunboats will give.

Laredau expects to receive about 10,000 muskets in every twenty-two days, and Bohe instructs his agent to buy them, should Laredau prefer to sell in Havana.

It seems that the Spanish consul in New Orleans is to receive 5 per cent of the proceeds. Bohe enjoins on Le Cesne secrecy on this point.

Report of Commander Stellwagen, U. S. Navy, commanding U. S. S. Mercedita, regarding movements of that vessel.

U. S. S. MERCEDITA, *February 20, 1862.*

SIR: Lieutenant-Commanding McDermut reports that three steamboats went out this Pass at 3 o'clock this morning, and steered about N. N. E. It is strange I did not fall in with either, as I ran down S. by W. ½ W., shaping course for point 10 miles east of this place.

I have ordered the *Winona* to this place in your absence. I think the commodore might spare another steamer—a fast one.

The *South Carolina* was the lucky vessel to receive the surrender of our chase.

Please excuse my calling; my foot is painful after exertion of yesterday.

Respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

Captain T. [T.] CRAVEN, U. S. Navy,
U. S. S. Brooklyn.

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Report of Flag-Officer McKean, U. S. Navy, transmitting report of Commander Stellwagen, U. S. Navy, claiming share of prize for the U. S. S. Mercedita.

U. S. FLAGSHIP NIAGARA,
Key West, March 11, 1862.

SIR: I herewith transmit a copy of a communication received from Commander Stellwagen, commanding U. S. S. *Mercedita*, in reference to the claim which he makes on behalf of the officers and crew of that vessel as entitled to share in the prize money accruing from the capture of the Confederate steamer *Magnolia*.

I deeply regret to inform you that there is a report here that during the absence of the *Brooklyn* and *Mercedita* in chase of the *Magnolia*, two steamers escaped from the Pass à l'Outre and have arrived at Havana. The commanders of these vessels committed a great error in leaving the Pass entirely unguarded.

I am, very respectfully, your obedient servant.

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

[Enclosure.]

U. S. S. MERCEDITA,
Pass à l'Outre, February 25, 1862.

SIR: I had the honor to transmit to you on the 21st instant a letter claiming for the officers and crew of this ship a share in the capture of a steamboat laden with cotton, which ran out this Pass and was chased and captured off Mobile on the 19th instant, together with list of my officers and men, to which documents I wish to append this letter.

Having been informed by Captain Thomas T. Craven, commanding U. S. S. *Brooklyn*, that he had felt and expressed some doubts of this vessel being entitled to a full participation in the benefits of the capture, I referred him to the enumeration of the laws, decisions, and customs on such cases, contained in Upton's Maritime Warfare and Prize, and I am happy to say that he seemed to be convinced that the cases cited were applicable, and which cases I also desire to call [to] your attention and that of the legal authorities who may have jurisdiction in the prize suit, viz:

First, page 137, Upton, under caption "Joint capture," "Joint enterprise," as affecting questions of constructive assistance, showing sight at time of capture not essential, and alluding to "darkness," "intervening fog," "interposing headland," etc.; also page 139, case of *Resolution*, privateer, allowed to share with *Huzzar*, frigate, and pages 153–154. (See Upton.)

The case of the *Sparrow* and *Hebras*, capture of French frigate *L'Etoile*, "sight under such circumstances is by no means necessary;" also ensuing paragraph. "Previous concert a sufficient basis for a claim of joint capture if not abandoned at the time of the capture."

In our case we first discovered the chase and slipped cable. As soon as fog lifted a little made signal to the *Brooklyn*. We fired five times at chase. She commenced throwing overboard cotton whilst the *Brooklyn* was on our quarter. We continued the pursuit, the whole time pursuing the best course, keeping a little on her weather

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quarter, to prevent her doubling and steaming dead to windward. When in 10 fathoms water and 10 miles off Mobile the fog and rain squall shut everything in, first obscuring the chase, then the *Brooklyn*. At 3:30 p. m. that vessel's hull distinctly visible from deck from 3 to 5 miles distant. On hearing heavy firing, ran parallel to land, making sure of capture by one of us. Continued on until 4:25, when it lighted up ahead. No vessel in sight there, and ran for Sand Island, and before 5 distinctly made out the prize in possession and four other vessels.

Very respectfully, etc.,

H. S. STELLWAGEN,
Commander.

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Letter from the Secretary of the Navy to Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, regretting the withdrawal of vessels from the blockade of Pass à l'Outre.

NAVY DEPARTMENT, *March 26, 1862.*

SIR: A report has reached the Department that during the absence from Pass à l'Outre of the steamers *Brooklyn* and *Mercedita*, in chase of the *Magnolia*, two steamers escaped and have arrived at Havana.

The Department regrets that the Pass should have been left unguarded by the withdrawal of both the *Brooklyn* and *Mercedita*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain T. T. CRAVEN,
Comdg. U. S. S. Brooklyn, West. Gulf Blockdg. Squadron.

Report of Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, expressing regret at the Department's censure.

U. S. STEAM SLOOP BROOKLYN,
Mississippi River, off Natches, May 15, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 26th March, expressing the regrets of the Department, that during the chase of the *Magnolia*, the Pass à l'Outre had been left unguarded by the withdrawal of both the *Brooklyn* and *Mercedita*.

When I slipped my cable to chase the *Magnolia*, the *Mercedita* was obscured from my vision by the dense fog; no signal was made to her to get underway, although I did hail, giving orders to chase. After being in chase for an hour or two, the *Mercedita* was occasionally seen, as the fog lifted, but at no time could a signal have been seen from one vessel to the other; at 1:30 p. m. we lost sight of the *Mercedita* altogether.

It is extremely painful to me, sir, to be censured by the Navy Department, and feeling that my utmost desire has always been to do my duty in the best manner possible for the benefit of my country, I hope this explanation may prove not only satisfactory, but that this

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first censure I have ever received during a course of forty years of service may be withdrawn.

Herewith I have the honor to enclose my report to Flag-Officer McKean of the capture of the *Magnolia*.

Very respectfully, your obedient servant,

THOMAS T. CRAVEN,
Captain.

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

Letter from the Secretary of the Navy to Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, denying any intention of censuring the latter.

NAVY DEPARTMENT, *June 23, 1862.*

SIR: I have received your letter of the 15th of May in reply to the Department's letter of the 26th of March, in reference to the absence of both the *Brooklyn* and *Mercedita* from Pass à l'Outre, in chase of the *Magnolia*. Enclosed is the report of Flag-Officer McKean on the subject, dated the 11th of March, and to which the Department had reference.

The letter of the Department was not designed as a censure on your conduct. While the Department admired your zealous and successful movements in the capture of the *Magnolia*, it could not but express to you, as the senior officer present, its regret that the Pass should have been left unguarded, by which two other steamers are said to have escaped.

I am, respectfully, etc.,

GIDEON WELLES.

Captain T. T. CRAVEN,
Commanding U. S. S. Brooklyn, New Orleans.

Order of Flag-Officer McKean, U. S. Navy, to Lieutenant Winslow, U. S. Navy, commanding U. S. S. R. R. Cuyler, to proceed to St. Andrew's and St. Joseph's bays for the capture of vessels.

U. S. FLAGSHIP NIAGARA,
Ship Island, February 20, 1862.

SIR: You will proceed in the U. S. S. *Cuyler* under your command, without delay, to St. Andrew's Bay and capture a schooner which I am informed is loading with cotton at that place. From thence you will proceed to St. Joseph's Bay and capture two vessels which I am informed are loading there. From thence you will proceed to Key West, and immediately upon your arrival will proceed to make the necessary repairs to the machinery of your vessel, and will endeavor to have her in a condition for service by the time I reach that place, which I expect will be in a few days.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Lieutenant Commanding FRANCIS WINSLOW,
Commanding U. S. S. Cuyler, Ship Island.

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Order of Flag-Officer McKean, U. S. Navy, to Lieutenant Febiger, U. S. Navy, commanding U. S. S. Kanawha, to proceed to duty off Mobile.

U. S. FLAGSHIP NIAGARA,
Ship Island, February 20, 1862.

SIR: Upon the receipt of this order you will proceed in the gunboat under your command to Mobile with all possible dispatch and report to Commander Cicero Price, commanding U. S. S. *Huntsville*, for the purpose of aiding in the blockade of that place.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Lieutenant Commanding JOHN C. FEBIGER,
Commanding U. S. Gunboat Kanawha.

Report of Flag-Officer McKean, U. S. Navy, transmitting report of the commanding officer of the U. S. S. New London, regarding the capture by that vessel of twelve small craft, February 20, 1862.

U. S. FLAGSHIP NIAGARA,
At Sea, March 4, 1862.

SIR: I herewith transmit a copy of a communication from Lieutenant Commanding A. Read, commanding U. S. S. *New London*, reporting the capture of twelve small sloops and schooners, also the loss of two men and a boat engaged in the expedition.

It was with great reluctance that I authorized the capture of these miserable fishermen and oystermen; but having reason to believe they had, in some instances, acted as pilots to small vessels attempting to run the blockade, and that they were employed by the rebels to watch the movements of the squadron, I considered it my duty to put a stop to it by depriving them of their vessels.

The majority of the prisoners were released on signing a parole, which is herewith transmitted, but seven of them, though expressing no objection to take the oath, refused to return to New Orleans, and are still on board this ship.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

[Enclosure.]

U. S. S. NEW LONDON,
Cat Island Pass, February 21, 1862.

SIR: On the evening of the 19th instant, while blockading Cat Island Pass, I discovered a number of small schooners and sloops lying close in by the Isle au Pied, on the western side. These vessels having opportunities at times to convey intelligence of the movements of our squadron to the enemy, I determined, if possible, to capture them. Accordingly, on the morning of the 20th, I sent two boats with 27 men, armed with muskets, pistols, and cutlasses, 1 acting master, and

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1 acting midshipman, under the command of Lieutenant Buchanan, executive officer of this vessel, to make the capture.

Lieutenant Buchanan, having a good wind, surprised the schooners and sloops and succeeded in taking possession of twelve, three schooners and nine sloops, two only out of fourteen being able to make their escape. Lieutenant Buchanan distributed his officers and men to the best advantage and started them for the *New London*, distant about 5 miles. The wind being N.N.W., they were obliged to make several tacks to reach this vessel. They all reached us safely, the last arriving about 5 o'clock p. m., except one schooner. This schooner had one of our boats in tow, and was in charge of two of our men, well armed; her own crew consisted of two oystermen. Her long tacks on the starboard, and short ones on the port (the port being the gaining tack) attracted my attention, but had no apprehension as to her intentions, attributing her maneuvers to the want of judgment in our men. When too late, I discovered that the oystermen must have, by some means, taken the schooner from our men, and were making for the mainland.

At that time the schooner was distant from us about 6 miles. By this misfortune we lost Harry James, seaman, and James Nolan, landsman, with their arms and a boat. I deeply regret it; but can not sympathize with the men, as they had the means to defend themselves against twice the number of unarmed oystermen, and were unfit for our service unless they could be trusted in times of emergency.

Very respectfully, your obedient servant,

A. READ,
Lieutenant, Commanding.

Flag-Officer W. W. McKEAN,
Comdg. U. S. Gulf Blockading Squadron, Gulf of Mexico.

Report of Flag-Officer McKean, U. S. Navy, regarding the captures of the steamer Magnolia and sloop Margaret and the arrival of Flag-Officer Farragut, U. S. Navy.

No. 18.] U. S. FLAGSHIP NIAGARA,
Ship Island, February 21, 1862.

SIR: I have the honor to report the capture of the rebel steamer *Magnolia*, of New Orleans, with upward of a thousand bales of cotton.

She came out of the Pass à l'Outre in a heavy fog, but was discovered and chased by the *Brooklyn*, which vessel pursued her within sight of the blockading force at Mobile, when she was cut off by the steamer *South Carolina*, as shown by the report of Lieutenant Commanding W. E. Hopkins, a copy of which is herewith transmitted.

The captain and engineers of the *Magnolia* made a desperate attempt to blow up the vessel. The safety valves were lashed down and one boiler exploded and is completely destroyed, and the machinery is much injured in the attempt to destroy it with mauls and sledge hammers. She was on fire several times, but fortunately it was extinguished without much injury. Mr. Long, our chief engineer, is in expectation of being able so far to repair her that she can run with one boiler to Key West, where she can be adjudicated. Should he not succeed in doing so, I shall endeavor to tow her to that place with this

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ship, although I fear for our boilers, as two of them gave out on the passage from the river and are now undergoing repairs.

I have also to report the capture of the sloop *Margaret*, about 30 tons, with 30 bales and 35 half bales of cotton. She was captured by the *Sciota*, near the south end of Chandeleur Island, coming out from New Orleans; she had a British provisional register, but a Confederate clearance, and is believed to be the same vessel reported recently in Havana as the sloop *William Henry*, from New Orleans.

Flag-Officer Farragut arrived yesterday, and I am now engaged in making the necessary arrangements with him. Four of the vessels assigned to the eastern division I shall be compelled to order to the North for repairs, their condition being such that they can no longer be of service, viz, the *Huntsville*, *South Carolina*, *Water Witch*, and *Mohawk*.

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

WM. W. MCKEAN,
Flag-Officer, Comdg. Eastern Division Gulf Blkdg. Squadron.

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

P. S.—I have just received reports * in relation to the capture of the *Magnolia* from Captain Craven, Commander Stellwagen, and Lieutenant Parker, copies of which I also transmit.

Respectfully,

WM. W. MCKEAN.

CONFEDERATE REPORTS AND CORRESPONDENCE.

Order of Flag-Officer Hollins, C. S. Navy, to Lieutenant Dozier, C. S. Navy, commanding C. S. S. Pamlico, to report the requirements of that vessel.

COMMANDANT'S OFFICE, NAVAL STATION,
New Orleans, December 16, 1861.

SIR: Be pleased to report to this office as soon as possible any imperfections, deficiencies, or wants that may exist in the ordnance depart ment of the C. S. gunboat *Pamlico*, under your command.

I am, respectfully,

GEO. N. HOLLINS,
Flag-Officer.

Lieutenant Commanding DOZIER,
Commanding C. S. Gunboat Pamlico, New Orleans.

Report of captain of the schooner Henry Dodge, regarding schooner Leader, seized at Sabine Pass.

CONFEDERATE SCHOONER DODGE,
Off San Jacinto, December —, 1861.

SIR: There is a schooner at this place called the *Leader*, which was seized at Sabine Pass last summer as Northern property; is about 70 feet long. Upon a hasty examination of the hull, I do not think she

* See reports under date February 19, 1862.

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is worth repairing. She has a mainsail and jib nearly new and a good foresail and good standing rigging, and has several articles which may be of use to us.

I deemed it my duty to mention this to you, thinking it probable that you were not aware of the vessel being here.

Very respectfully, your obedient servant,

WM. F. ROGERS.

Commodore W. W. HUNTER,
Commanding Coast Defenses, Galveston.

[Endorsement.]

HEADQUARTERS DEPARTMENT OF TEXAS,
Galveston, December 17, 1861.

Should the above-described vessel be needed for the public service, you are authorized to take charge of her.

By order of Brigadier-General P. O. Hébert.

SAMUEL BOYER DAVIS,
Major and Assistant Adjutant-General.

Commodore W. W. HUNTER.

Report of Lieutenant Dozier, C. S. Navy, commanding C. S. S. Pamlico, requesting to be transferred to duty in South Carolina.

NEW ORLEANS, LA., *December 17, 1861.*

SIR: I would again very earnestly request the Department to detach me from my present command on this station and assign me to duty in the State of South Carolina. When I made a similar application on a previous occasion, the reason assigned for its not being granted was that there was no indication of an immediate attack in that neighborhood. Since then an attack has been made, and now a hostile force is on the soil, and an invasion [of] the State is threatened and expected. My feelings can very readily be imagined by one who loves his home and the land of his nativity, and in making this application I do so hoping that it may be kindly considered on that ground. In going to South Carolina I could not hope to be placed on pleasanter duty than has been given me here by Flag-Officer Hollins, who has been kind enough to place me in command of this vessel, but I can not nor do I wish to conceal the fact that all my sympathies are enlisted in behalf of the State in whose limits are all that a man holds dear on earth, and for that reason I feel that I can serve my country better there than here, but in this I trust I may not be considered as dictating to the Department. I am sorry to again trespass upon the time of the Department, but hope that the reasons assigned will be sufficient excuse, and that the Department will not think it detrimental to the service to grant my earnest request.

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

W. G. DOZIER,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary Navy, Richmond, Va.

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Letter from the Secretary of the Navy to the Secretary of War regarding measures for obtaining powder for the naval service at New Orleans.

NAVY DEPARTMENT, C. S. A.,
Richmond, Va., December 17, 1861.

SIR: This Department is unable to obtain any powder for the naval service at New Orleans, and Flag-Officer Hollins reports that he is without a grain. The daily produce of the mills at New Orleans, I am informed, may be sufficient for its naval as well as for its military defenses; and I have the honor to request, if you can possibly do so, that you will be pleased to instruct General Lovell to supply Flag-Officer Hollins with cannon powder upon his requisitions as it may be required for the public service.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Hon. J. P. BENJAMIN,
Secretary of War.

Order of the Secretary of War to Major-General Lovell, C. S. Army, regarding the supplying of powder for use of the naval service.

WAR DEPARTMENT,
Richmond, Va., December 18, 1861.

SIR: In compliance with a request addressed to this Department by the honorable Secretary of the Navy, you are instructed to do all in your power, consistent with the exigencies of the military service in your department, toward supplying Flag-Officer Hollins, C. S. Navy, with cannon powder upon his requisition therefor.

I am, respectfully, your obedient servant,

J. P. BENJAMIN,
Secretary of War.

Major-General MANSFIELD LOVELL,
Commanding Department, etc., New Orleans, La.

Report of Colonel Beall, C. S. Marine Corps, requesting that steps be taken for the exchange of Lieutenant Sayre, C. S. Marine Corps.

HEADQUARTERS C. S. MARINE CORPS,
Richmond, Va., December 21, 1861.

SIR: I beg leave to bring to your notice the case of First Lieutenant C. L. Sayre, of the Marine Corps, who, whilst gallantly fighting in an engagement with the enemy on Santa Rosa Island, Fla., was severely wounded and taken prisoner. He is now at Montgomery, Ala., on parole, the condition of which is that he is to return to Fort Pickens as a prisoner of war as soon as his wound will permit him to do so unless exchanged for an officer of like grade. As I am informed that his wound is rapidly improving, I respectfully request that measures may be taken to relieve Lieutenant Sayre from the necessity of going back into the hands of the enemy.

Your obedient servant,

LLOYD J. BEALL,
Colonel, C. S. Marines.

Hon. S. R. MALLORY,
Secretary of the Navy.

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Special order (No. 316) of Brigadier-General Hébert, C. S. Army, for the services of a steamer for the transportation of railroad iron.

HEADQUARTERS DEPARTMENT OF TEXAS,
Galveston, December 23, 1861.

Commander W. W. Hunter, C. S. Navy, commanding naval defenses of Galveston, will furnish the collector of this port with a steamer, upon application, for the purpose of transporting to a more secure place some railroad iron, now in bond.

By order of Brigadier-General P. O. Hébert:

SAMUEL BOYER DAVIS,
Major and Assistant Adjutant-General.

Special order (No. 93) of Colonel Nichols, C. S. Army, restricting the passage of boats through the draw at the railroad bridge.

HDQRS. 1ST BRIGADE TEXAS VOLS., MILITARY DIST. OF GALVESTON,
Galveston, December 24, 1861.

Commander W. W. Hunter will order that no boat shall after this date pass through the south side of the draw at the railroad bridge, on account of damaging the telegraph cable.

By command of Colonel E. B. Nichols, commanding Military District Galveston:

JAMES T. WARE,
Acting Aid-de-Camp.

Letter from Colonel Nichols, C. S. Army, to Commander Hunter, C. S. Navy, regarding the dispatching of the steamer Neptune for towing duty in Brazos Canal.

HDQRS. 1ST BRIGADE TEXAS VOLS., MILITARY DIST. OF GALVESTON,
Galveston, December 30, 1861.

SIR: For the benefit of the public service, it becomes necessary to dispatch a steamboat to the Brazos Canal, near the Brazos River, for the purpose of towing a dredge boat to the railroad bridge. I am informed that the *Neptune* is the only boat, except the *Bayou City*, suitable for this service. Will you order the steamboat *J. F. Carr* to take the place of the *Neptune*, and the *Neptune* to report to me for the service indicated.

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

E. B. NICHOLS,
Colonel, Commanding District.

Commander W. W. HUNTER, C. S. NAVY,
On Board of Steamboat Bayou City.

You will cause the service to be performed as best you may with the means under your command.

E. B. NICHOLS,
Colonel, Commanding District.

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[Telegram.]

MOBILE, *December 30, 1861.*

The enemy's vessels, some twenty, are below, landing supplies and large bodies of troops on Ship Island.

BRAXTON BRAGG.

General S. COOPER,
Adjutant-General.

[Telegram.]

MOBILE, *December 30, 1861.*

Twenty-two vessels landing troops in large numbers at Ship Island. All well.

ZANTZINGER.

General C. J. MCRAE.

Letter from Commander Hunter, C. S. Navy, to Major-General Magruder, C. S. Army, urging prompt effort in obstructing Trinity River, Texas.

TRINITY RIVER, POLK COUNTY, *January 2, 1862.*

There is required for immediate service to obstruct the Trinity River, in obedience to orders from the commanding general, all the available laborers in the counties adjacent [to] Trinity River, with three weeks' provisions for these, and tools wanted to construct barriers, erect shelter (in case of bad weather), wagons, ox chains, mauls, wedges, and irons, cane knives, abundance of axes, grindstones, and oilstone. The safety of the Trinity regions requires that no delay should prevent the prompt execution of the work alluded to whilst the river is in a low stage and the enemy not in possession of points to prevent it. A zealous and prompt effort now is deemed so important that, if not exerted delay may occasion the most serious consequences.

W. W. HUNTER,
Commander, C. S. Navy,
Inspecting Coast Defenses of Texas.

Major HAMILTON WASHINGTON,
Aid to Major-General Magruder, C. S. Army,
Comdr. in Chief of Texas, N. Mex., and Arizona.

Letter from Brigadier-General Hebert, C. S. Army, to Commander Hunter, C. S. Navy, regarding guns to be placed in battery.

HEADQUARTERS DEPARTMENT OF TEXAS,
Galveston, January 2, 1862.

SIR: I am instructed by the commanding general to direct you to report with as little delay as possible the positions most advisable, and the reasons therefor, for placing the guns now hourly expected into battery.

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

SAMUEL BOYER DAVIS,
Major and Assistant Adjutant-General.

Commander W. W. HUNTER, C. S. Navy,
Commanding Naval Defenses, Galveston.

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Letter from Commander Hunter, C. S. Navy, to Brigadier-General Hébert, C. S. Army, advising the location of guns at Virginia Point and San Jacinto.

GALVESTON, TEX., *January 2, 1862.*

I have the honor to acknowledge the receipt of your order of this day, directing me "to report with as little delay as possible the positions most advisable, and the reasons therefor, for placing the guns, now hourly expected, into battery."

In compliance therewith, I would respectfully state that the positions which are most advisable are where they can be best used for the defense of the mainland, and be best supported by a sure communication with the base of supplies of the armament and garrison. The works made at Virginia Point and in progress at San Jacinto I believe to be the most eligible positions to that end.

This opinion is based on my observation of this immediate locality. I am, however, ignorant of what plan you have in view for the defense of your Department, of the preparations which you have made and which you propose to make to that end, and therefore can not arrive at a conclusion so satisfactory to my own mind as I would desire in giving the opinions which you ask.

I am, very respectfully,

WM. W. HUNTER,
Commander, C. S. Navy.

General P. O. HÉBERT, C. S. Army.

Letter from Captain Sellers, C. S. Army, to Commander Hunter, C. S. Navy, regarding transportation of guns from Liberty to Galveston.

ASSISTANT QUARTERMASTER'S OFFICE,
Galveston, January 3, 1862.

SIR: I am directed by the colonel commanding the post to request you, when by your order the two large guns are delivered at Liberty to Major Likens, to order the captain in charge of the steamboat *Mary Hill* to take on board any Government property which may be at Liberty and transport the same to Galveston.

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

JOHN S. SELLERS,
Captain and Assistant Quartermaster, C. S. Army.

Commander W. W. HUNTER, C. S. Navy.

Order of Commander Hunter, C. S. Navy, for transportation of guns.

GALVESTON, TEX., *January 3, 1861* [*1862.*]

The commander of the *Colonel Stell* will proceed to the railway bridge near Galveston and report to the ordnance officer at Virginia Point for the transportation of certain guns or ordnance to Liberty, on the Trinity River, Texas, and to deliver the same to Major Likens, C. S. Army; and transport from thence to this place such guns, ordnance, or other stores as may be required for the service of the Confederate States, and return to this place with all dispatch.

Respectfully,

WM. W. HUNTER,
Comdr., C. S. Navy, and Superintendg. Coast Defenses of Texas.

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General order of Flag-Officer Hollins, C. S. Navy, regarding reports to be furnished by all commanding officers.

COMMANDANT'S OFFICE, NAVAL STATION,
New Orleans, January 4, 1862.

Commanding officers of all naval forces, and vessels acting separately under the orders of the commandant of this station, will make to this office on the 1st and 15th of every month a general report of the movements, operations, and occurrences of their respective commands, but, when of sufficient importance, special reports will be made by telegraph or otherwise as in their judgment may be expedient.

All repairs required by vessels which can not be made with the means at command on board will be reported in detail, together with an estimate of their cost, accompanied with such information as may be of service in determining the manner, place, and time of the repairs that may be directed.

This, however, is not to prevent commanding officers at a distance ordering repairs to be made in extraordinary cases, and when the public service would be injured by the delay of awaiting a reply to their report and instructions of the commandant.

A list of all persons on board of each vessel on the 1st of January, 1862, with a separate list of officers, and hereafter on the 1st day of April, July, October, and January, will be transmitted to this office, showing their rank or rating and time of joining their respective vessels. All transfers to or from any vessel, deaths, discharges, and desertions will be duly reported on the first of every month, beginning with the 1st of February next. Changes among commissioned and warranted officers will be reported as they occur.

GEO. N. HOLLINS,
Flag-Officer.

Lieutenant W. G. DOZIER,
Commanding C. S. Gunboat Pamlico.

Order of Brigadier-General Hébert, C. S. Army, to Commander Hunter, C. S. Navy, to make an examination of Trinity River for a site for battery.

HEADQUARTERS DEPARTMENT OF TEXAS,
Houston, January 6, 1862.

SIR: I am instructed by the commanding general to direct you to make an examination of Trinity River with a view to select a suitable site for a small battery to defend the entrance thereto.

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

SAMUEL BOYER DAVIS,
Major and Assistant Adjutant-General.

Commander W. W. HUNTER, C. S. Navy,
Commanding Naval Defenses, Galveston.

Report of Major-General Lovell, C. S. Army, regarding military control of the navigable waters near New Orleans.

HEADQUARTERS DEPARTMENT No. 1,
New Orleans, La., January 7, 1862.

SIR: After reading the letter of Mr. McRae, relative to the use of launches on the coast of Mississippi Sound, I suggested to Commodore

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Hollins to make some arrangements with that purpose in view. Nothing has been done, nor is it likely that anything will be done, by the Navy Department there unless under orders from Richmond. You will recollect our conversation the evening before I left Richmond, in which you took a different view from myself. I felt satisfied that if the protection of the navigable streams running up into the country was removed from my control it would, in all probability, not be properly arranged in connection with the land defenses, while the general commanding the department would be considered by the people at large as responsible for inroads into the territory of his command. This is just what has happened.

I should have had light-draft armed vessels or launches at numerous points along the coast had I not kept in view your expressed wish that all clashing, even in appearance, should be avoided between the two arms of service. I have now on Lake Borgne a larger armed force than the Navy has, but it is kept up under the name of supplying our posts on the sound, it being necessary that the vessels should be armed for their own protection. I hope that in connection with Mr. Mallory, you may be able to devise some plan by which either the entire matter may be placed under my control, or the naval officer in command may have orders to afford such aid as I may officially require of him. The blame of want of protection will rest upon me in any event, and I should therefore have some power to say what should be done.

Respectfully, your obedient servant.

M. LOVELL,
Major-General, Commanding.

Hon. J. P. BENJAMIN,
Secretary of War.

Letter from Commander Hunter, C. S. Navy, to Colonel Nichols, C. S. Army, announcing his temporary withdrawal from Galveston, on special duty.

GALVESTON, TEX., *January 9, 1862.*

COLONEL: It is proper that I should inform you that by order of Gen. P. O. Hébert, C. S. Army, commanding Military Department of Texas, I will leave this place at 1 p. m. this day on special duty. I expect to return in two, or at most three days. I have given written instructions to Master's Mate Charles Fowler, C. S. Navy, commanding steamer *Neptune*, to conduct my command at this place during my absence, and also to refer to you on all matters of duty pertaining thereto. He is now charged with a lookout and guard of the harbor, and is directed to make the signals heretofore furnished him by me touching the movements of the enemy.

I am, very respectfully,

WM. W. HUNTER,
Commander, C. S. Navy,
and Superintending Coast Defenses of Texas.

Col. E. B. NICHOLS, C. S. Army,
Commanding Post at Galveston.

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Report of Commander Hunter, C. S. Navy, regarding an examination of Trinity River with a view to its protection.

[GALVESTON, TEX.], *January 11, 1862—4:30 p. m.*

GENERAL: In obedience to your order of the 6th instant, received by me January 8, 1862, at 9 a. m. at Galveston, Tex., I left that place at 1 p. m., in the steamer *Bayou City*, and reached the mouth of the Trinity River, at 6 p. m. the same day. There are four outlets of the Trinity River, all within about 1 mile of the mainland at Anahuac, where I found the remains of two military positions selected by Major-General Teran (a Mexican officer of distinction) for the defense of the mouth of Trinity River. The first position alluded to is on the the remains of a stockade fort, distant about one-half mile from the wharf at Anahuac, on a plain elevated about 20 feet above the bay. The second position is about one-half mile distant from the first, and farther from the entrances to the Trinity River; it exhibits the brick foundation of a regularly constructed work, with bastions, etc. There is within it a bricked well. The channel of the principal and now used entrance into Trinity River runs within 600 yards of the first position, and is more distant from the second. The other three entrances to the Trinity River are very shoal and much obstructed by logs, scarcely admitting the passage of boats drawing 3½ feet water. These can be effectually blocked by the use of a steamer and 50 men in two days by means of drift logs on the spot.

A battery placed at the first position, viz, that nearest to Anahuac, would command the entrance to Trinity River. There is good dry land, good water, grass, and beef abundant in the neighborhood. It is distant from Liberty 26 miles by land, through a dry country and no streams to cross. To Beaumont 45 miles, good traveling, one water course to cross, viz, Taylor's Bayou, having facility for crossing it.

From the first position the nearest practical route to the seacoast is about 30 miles and that to a point of the coast about 30 miles eastward of Galveston, or about halfway to Sabine Pass. None but persons very well acquainted with the locality could conduct a force from the seaboard to Anahuac. The general information which is here imparted I have derived from General Chambers, the proprietor and present resident of Anahuac, with whom I rode over the ground described, near the mouth of the Trinity River, and to whom I am indebted for much of the local information contained in the foregoing part of this report.

I left Anahuac at 1 p. m., January 10, and proceeded with the *Bayou City* to examine the passages of the Trinity River from the interior. I am satisfied that a steamer and 50 men in two days can, with logs, obstruct all the passages except the one now used, which latter can be effectually defended by a battery placed at the position first named—at Anahuac.

I ascended the Trinity River to Morse's Bluff, distant by water 22 miles and by land 20 miles from Anahuac, looking to the selection of an efficient position to command the ascent of the river. That first presenting itself, and which I believe to be the most eligible to that end, is Morse's Bluff, on the east bank, an elevated place about 20 feet above the river, which is about 350 yards wide and about 30 feet deep. The bluff has good grass and beef for the supply of troops, and the river affords plenty of good water. From thence to Liberty there is

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a good road, distant about 12 miles by land, over a good country, suited for the passage of artillery and wagons. This point I consider the best position next to Anahuac for the defense of the Trinity River. The bank of the river is well wooded and dry. The river is narrow, and musketry would tell well from either bank on an enemy ascending the river.

Should it be necessary to leave Anahuac, the troops could conveniently reach Morse's Bluff and, if necessary, soon reach Liberty, through which the main railway passes from Beaumont to Houston.

Desiring to present to you the facts touching my execution in obedience to your order of the 6th instant, I respectfully submit the foregoing notation of these.

Anahuac first and Morse's Bluff next I believe to be the most eligible positions for batteries for the defense of the Trinity River. At 4:30 p. m. this day I returned with the *Bayou City* to Galveston.

I am, very respectfully,

WM. W. HUNTER,
Commander, C. S. Navy.

General P. O. HÉBERT, C. S. Army,
Commanding Military Department of Texas.

Letter from Major Forshey, C. S. Engineers, to Commander Hunter, C. S. Navy, regarding the significance of arrival of two Federal vessels off Velasco.

VELASCO, *January 14, 1862.*

COMMODORE: Yesterday morning two vessels (barks apparently) anchored off Velasco, some 5 miles out, and have continued at this anchorage since that time.

Prior to that event two weeks have elapsed without an enemy visible from this point.

It is not a little significant that this marked attention to our port is coincident with the arrival here from Galveston of the steamer *Lucy Gwin*, with two 18-pounders, destined for Saluria and Aransas. There would seem to be some means of informing the blockaders from Galveston of every matter of interest to them. You, [of] course, can not remedy that evil, but it may not be amiss to know the evils about us even when we cannot remedy them.

I might further mention that in the morning early a man forced the line of sentinels and escaped, and that in the same morning a small boat was found ashore in the same vicinity. This was doubtless from the blockaders, but what became of the spy has not yet transpired. It is apparent that they are watching us pretty closely.

I have the honor to remain, very respectfully,

C. G. FORSHEY,
Major and Engineer, Coast Defenses.

Commodore HUNTER.

P. S.—Excuse me, commodore, if in view of the rumored fact that some 40 tons of cannon powder have been added to the ordnance stores of Texas, I renew the suggestion as to the mining of the channel. I have entire faith in its practicability and efficiency.

Yours, etc., C. G. F.

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[Telegram.]

RICHMOND, *January 14, 1862.*

You will impress immediately, for public service, the fourteen ships hereafter named: The *Mexico*, the *Texas*, the *Orizaba*, the *Charles Morgan*, the *Florida*, the *Arizona*, the *Jewess*, the *Atlantic*, the *Houston*, the *Magnolia*, the *Matagorda*, the *W. H. Webb*, the *Anglo-Saxon*, and the *Anglo-Norman*. You will please have them valued by disinterested parties of the highest character.

The recent sale of the *Tennessee* will afford a good opportunity for testing their true value.

J. P. BENJAMIN,
Secretary of War.

General M. LOVELL, *New Orleans:*

OPERATOR: I want an answer from your operator in New Orleans when he delivers this.

J. P. B.

Extract from report of Major-General Lovell, C. S. Army, requesting instructions in case of the discovery of a spy within Confederate lines.

HEADQUARTERS DEPARTMENT NO. 1,
New Orleans, La., January 15, 1862.

SIR:

* * * * * * *

It was reported yesterday that Lieutenant Foster, of the U. S. Navy, had been in the city as a spy some days since. Should I arrest a Federal officer under such circumstances is he to be punished with death? I ask having in view Tyler's case, of our Army, who was arrested in Cincinnati last summer, but has never been tried as a spy.

* * * * * * *

Respectfully, your obedient servant,

M. LOVELL,
Major-General, Commanding.

Hon. J. P. BENJAMIN,
Secretary of War.

Report of Major-General Lovell, C. S. Army, regarding the acquisition for the Confederate Government of fourteen steamers.

HEADQUARTERS, DEPARTMENT NO. 1,
New Orleans, La., January 16, 1862.

SIR: In compliance with your telegram, I took possession yesterday of the following steamers, viz: *Mexico*, *Texas*, *Orizaba*, *Charles Morgan*, *Florida*, *Arizona*, *William Heines*, *Atlantic*, *Austin*, *Magnolia*, *Matagorda*, *William H. Webb*, *Anglo-Saxon*, and *Anglo Norman*—fourteen in all. Captain Huger, of the Navy, who accompanied the party that took possession of the ships, thinks the *Atlantic* will hardly answer as a war vessel, and I telegraphed yesterday to know whether I should substitute the *Galveston* for her. After the ships were seized I asked Commodore Hollins to take charge of them until further orders.

In this connection permit me to call attention to Captain [Edward] Higgins, who lately resigned with a view of fitting out some of these

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vessels for war purposes under State authority. This seizure puts an end to his business. He is an officer of the old Navy, of experience, skill, and high reputation as a bold and efficient officer. His services would be of great value in assisting to fit out a fleet here and in fighting it afterwards.

I see various reports of the occupation of Biloxi by the enemy. This is a mistake. Some 60 men landed there last week, remained for a few hours, doing no damage, and returned to the fleet. They have no footing on the main shore as yet.

We have here about 500 prisoners of war, who are a serious nuisance. Is there a prospect of exchanging them?

Respectfully, sir, your obedient servant,

M. LOVELL,
Major-General, Commanding.

Hon. J. P. BENJAMIN,
Secretary of War.

Instructions of the Secretary of War to Major-General Lovell, C. S. Army, regarding plan of defense for the Western rivers.

WAR DEPARTMENT, C. S. A.,
Richmond, January 19, 1862.

SIR: A few days ago I sent you a telegram, requesting the seizure for account of the Government of fourteen steamships, and received your reply informing me that the request had been complied with.

These instructions were sent you in consequence of the passage by Congress of two laws Nos. 344 and 350, herewith forwarded, providing $1,000,000 for application to floating defenses for the Western rivers, to be expended at the discretion of the President by the Secretary of War or Secretary of the Navy, as he shall direct; and authorizing a corps of not more than 6,000 men to be raised for temporary and special service on the Western waters.

The terms of the acts will at once suggest to you that the force intended is a peculiar one. It is not to be part of the Navy, for it is intended for service on the rivers, and will be composed of the steamboatmen of the Western waters. It will be subject to the general command of the military chief of the department where it may be ordered to operate, but the boats will be commanded by steamboat captains, manned by steamboat crews, who will be armed with such weapons as the captains may choose; and the boats will be fitted out as the respective captains may desire. The intention and design are to strengthen the vessels with iron casing at the bows, and to use them at high speed to run down or run over and sink, if possible, the gunboats and mortar rafts prepared by the enemy for attack on our river defenses. These gunboats and mortar rafts have been so far protected by iron plates, and by their peculiar construction as to offer, in the judgment of the President and of Congress, but small chance of our being able to arrest their descent of the river by shot or shell, while, at the same time, their weight, their unwieldy construction, and their slow movement, together with the fact that they show very little surface above the water line, render them peculiarly liable to the mode of attack devised by the enterprising captains who have undertaken to effect their destruction by running them down, if provided with swift and heavy steamers, so strengthened and protected at the bows as to allow them to rush on the descending boats without being sunk by the first fire.

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Captains Montgomery and Townsend have been selected by the President as two of those who are to command these boats. Twelve other captains will be found by them and recommended to the President for appointment. Each captain will ship his own crew, fit up his own boat, and get ready with the shortest possible delay. It is not proposed to rely on cannon, which these men are not skilled in using, nor on fire arms. The men will be armed with cutlasses. On each boat, however, there will be one heavy gun to be used in case the stern of any of the gunboats should be exposed to fire, for they are entirely unprotected behind, and if attempting to escape by flight, would be very vulnerable by shot from a pursuing vessel.

I give you these details as furnishing a mere outline of the general plan to be worked out by the brave and energetic men who have undertaken it. Prompt and vigorous preparation is indispensable. The Department relies confidently on your cooperation in rendering effective this plan of defense, which may, perhaps, not only be of vast importance for the peculiar service now hoped for on the upper Mississippi, but may prove very formidable aids to your future operation in the lower part of the valley.

I shall at once place to your credit $300,000 to be expended for the purpose of preparing and outfitting these vessels as rapidly as possible, and shall renew the remittances as fast as required while the appropriation will permit. It is expected that you will allow a very wide latitude to the captains in the preparation of these vessels, merely exercising such general supervision as to prevent the throwing away of money in purely chimerical experiments, and in checking any profligate expenditure. Your chief quartermaster can keep the accounts so as to relieve you of the responsibility of a disbursing officer, and you can discharge yourself of any money liability by simply taking his receipt as your voucher for turning over the money.

To a commander of your intelligence and capacity it is deemed sufficient thus generally to sketch the outline of a scheme of defense, without attempting to lay down any minute rules or details for carrying out what is necessarily a novel experiment, yet one from which much is hoped by the Government.

This letter will be delivered to you by Captain Townsend in person, he being one of the two already selected by the President for command of boats.

I am, your obedient servant,

J. P. BENJAMIN,
Secretary of War.

Major-General M. LOVELL,
New Orleans.

Report of Captain Smith, C. S. Army, commanding steamer General Rusk, regarding the arrival of guns for transportation to Morgan's Point, San Jacinto River.

CONFEDERATE STEAMER GENERAL RUSK,
San Jacinto, January 20, 1862.

DEAR SIR: Yours of the 18th is in hand, together with special order No. 57. I have received the guns on board and have just finished filling my tanks with fresh water. I shall proceed to Morgan's Point to-morrow morning and anchor this side of the bar in mid-channel.

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Most of my men have reshipped for the term of one year. I expect 20 men from Houston to-night. Will you please give me a permit, or order Captain Blakman, of steamer *Diana*, to bring my new men up or down to the ship? I think I shall be able to fill up my crew list in a few days.

Hoping you are well, and that I will see you soon,

I am, most respectfully, yours,

LEON SMITH.

Commander W. W. HUNTER, C. S. Navy.

P. S.—I send you down the tobacco, the last of the Mohegans. Hope it may last you until peace is declared and the Confederate States are independent.

Instructions from the Bureau of Ordnance and Hydrography to Lieutenant Minor, C. S. Navy, for special duty in the manufacture of ordnance and ordnance stores.

OFFICE OF ORDNANCE AND HYDROGRAPHY,
Richmond, Va., January 22, 1862.

SIR: You will proceed to New Orleans and report to Flag-Officer George N. Hollins for special duty connected with the manufacture of ordnance and ordnance stores. You will ascertain from the iron founders if they will establish one or more air furnaces for the fabrication of cannon on the conditions prescribed by the Department. These conditions will be:

First. The erection of suitable air furnaces for casting the guns.

Second. The metal used in casting the guns must be of the most approved quality, No. 1 charcoal, cold-blast iron, and shall be subject to such tests to ascertain its density, strength, and other qualities as this office may think proper to institute.

Third. The guns, when finished, are to be subject to proof and inspection, and no gun will be received and paid for that does not prove entirely satisfactory to this office.

Fourth. The guns are to be delivered in New Orleans at the expense of the founders, but this office will pay the cost of inspection and proof.

Fifth. The time when the delivery will commence, the number of guns to be made per month, and the price per pound to be paid at the place of delivery.

You will gather all the information in your power regarding the probable wants for ordnance and ordnance stores at New Orleans and report the same to this office. Please represent to General Lovell that it is impossible for this office to supply any more guns for the gunboats at New Orleans, and endeavor to obtain from him a portion of the 125 guns sent from the navy yard at Norfolk for the shore defenses of the Mississippi. Take with you a star gauge, to be delivered to Commander Mitchell, for measuring the diameters of the guns before and after firing, and inform that officer that the order to you to assist him in proving guns has been countermanded, to be sent by express when ready. When you have completed these duties you will return to Richmond, Va.

Respectfully, your obedient servant,

GEORGE MINOR,
Captain in Charge.

Lieutenant R. D. MINOR, C. S. Navy,
Richmond, Va.

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Armament of gunboats.

Ivy, 4 guns: 1 VIII-inch, 1 32-pounder (rifled), 2 24-pounder brass howitzers.

Jackson, 2 guns: 2 VIII-inch.

McRae, 8 guns: 1 IX-inch Dahlgren, 6 32-pounders, 1 6-pounder (rifled).

General Polk, 3 guns: 2 32-pounders (rifled), 1 32-pounder (smoothbore).

Calhoun, 3 guns: 1 32-pounder (rifled), 2 24-pounder howitzers.

Manassas, 1 gun: 1 IX-inch Dahlgren.

Livingston, 6 guns: 6 32-pounders (rifled).

New Orleans Battery, 20 guns: 17 VIII-inch, 2 32-pounders (rifled), 1 IX-inch Dahlgren.

Sighers, 2 guns: 2 4-pounders (rifled).

Florida, 6 guns: 2 IX-inch Dahlgrens, 3 VIII-inch, 1 32-pounder (rifled).

Pamlico, 4 guns: 3 VIII-inch, 1 32-pounder (rifled).

Mobile, 5 guns: 3 32-pounders (smoothbore), 1 32-pounder (rifled), 1 VIII-inch.

To be armed.

Grosstête, 6 guns, about.

Lizzie Simmons, 6 guns, about.

Tift's gunboat, 6 to 8 guns, about.

Porter's gunboat, 6 to 8 guns, about.

Hughes' gunboat, 6 to 8 guns, about.

Memphis battery, 18 guns.

Leeds & Co. are making 20 32-pounders (rifled) and 12 6-pounders (brass, rifled).

Bryac is making 30 32-pounders (rifled).

Bennett & Lurges are making 12 brass 6-pounders (rifled).

There are 6 VIII-inch guns, 3 to be mounted on the *Memphis* and 3 not yet certain about them; these last are at the lake.

There are 3 smoothbore 32-pounders and 1 rifled 32-pounder not yet disposed of. Mr. Irvine can point them out at any time.

Order of Commander Hunter, C. S. Navy, to the commanding officer of steamer Mary Hill, to relieve the steamer Neptune as lookout.

GALVESTON, TEX., *January 26, 1862.*

You will please relieve the steamer *Neptune* as the lookout vessel for this night and till further orders, and for the necessary instructions in relation to that duty please let me meet you as soon as possible on board the steamer *Neptune*.

I am, respectfully,

WM. W. HUNTER,
Commander, C. S. Navy.

Commander of the steamer MARY HILL.

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Extract from order of the Secretary of War to Major-General Lovell, C. S. Army, regarding the disposition of spies.

WAR DEPARTMENT, C. S. A.,
Richmond, Va., January 27, 1862.

SIR:

* * * * * * *

If you arrest a Federal officer * as a spy he is to be put to death without the slighest hesitation, in accordance with the Articles of War. Tyler's case, to which you refer, was not that of a spy; he did not go to a city threatened with attack, nor for any hostile purpose; he went simply to see and bring away his wife, and it would have been a barbarous outrage to have considered or treated him as a spy.

* * * * * * *

I am, your obedient servant,

J. P. BENJAMIN,
Secretary of War.

General MANSFIELD LOVELL,
New Orleans, La.

Order of Flag-Officer Hollins, C. S. Navy, to Lieutenant Dozier, C. S. Navy, commanding C. S. S. Pamlico, for a frequent report of movements.

COMMANDANT'S OFFICE, NAVAL STATION,
New Orleans, January 29, 1862.

SIR: You will be pleased to report with frequency to this office your movements on the lake and sound [Mississippi]. Should you have no favorable opportunity to communicate by writing, you can do so through the wires.

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

GEO. N. HOLLINS,
Flag-Officer.

Lieutenant Commanding DOZIER,
C. S. Gunboat Pamlico, Lake Pontchartrain, La.

Order of Commander Hunter, C. S. Navy, to the commanding officer of steamer John F. Carr, for the transportation of guns.

GALVESTON, TEX., *January 31, 1862.*

You will, with the steamer under your command, transport two guns from Kuhn's wharf, Galveston, to Pelican Spit. Land these safely and then transport two guns from Pelican Spit and land safely on Bean's wharf, Galveston, these guns. The guns will be on Kuhn's wharf at 3 p. m. on the 1st (to-morrow).

Respectfully,

WM. W. HUNTER,
Commander, C. S. Navy.

Commander of the steamer JOHN F. CARR.

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* See letter, Lovell to Benjamin, January 15, 1862.

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Order of Flag-Officer Hollins, C. S. Navy, to Lieutenant Dozier, C. S. Navy, restricting naval vessels from lying at wharves.

FLAGSHIP MCRAE,
New Orleans, February 1, 1862.

SIR: No vessel of the squadron under my command is permitted from this date to go alongside of any wharf unless by special order from me to that effect.

You will see that no officer under your command sleeps on shore unless by special permission from yourself.

I am, respectfully, your obedient servant,

GEO. N. HOLLINS,
Flag-Officer.

Lieutenant Commanding DOZIER,
C. S. S. Pamlico, Lake Pontchartrain.

Order of Flag-Officer Hollins, C. S. Navy, to Lieutenant Dozier, C. S. Navy, urging economy in expenditure of ammunition.

FLAGSHIP MCRAE,
New Orleans, February 1, 1862.

SIR: Your communication bearing this date has been received.

You will report to Commander John K. Mitchell the condition of your boilers.

The scarcity of ammunition at the present time is very great, and that circumstance alone ought to dictate the necessity of being as economical as possible in its expenditure. You will please reserve your shots for when the enemy's vessel should be within the full range of your guns.

Respectfully, your obedient servant,

GEO. N. HOLLINS,
Flag-Officer.

Lieutenant Commanding DOZIER,
C. S. S. Pamlico, Lake Pontchartrain.

Order of Commander Hunter, C. S. Navy, to the commanding officer of the steamer Colonel Stell, regarding transportation of wood.

GALVESTON, TEX., *February 2, 1862.*

The commander of the steamer *Stell* will please report to Captain John S. Sellers, quartermaster at Galveston, for the purpose of transporting wood. On the completion of this duty report to me at Galveston with all dispatch.

Respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

Unofficial letter from Major Forshey, C. S. Engineers, to Commander Hunter, C. S. Navy, regarding measures of protection for the inland trade.

CAMP ESPERANZA,
Pass Cavallo, February 2, 1862.

COMMODORE: The enemy has evidently discovered the valuable and daily increasing trade passing by our inland navigable route, and are

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watching a chance to cut it off. This was the object, I presume, of the attempt upon Velasco, as well as the object of the vigilance recently shown about this pass, which gives full view of the passing commerce at Saluria Bayou.

The salt from the lakes below Corpus Christi and the vast lead importation from Mexico and the coffee and other articles now coming from Matamoras pass up this route, and the cotton and sugar going out in return pass down this way. A constant run of small craft is visible from outside, and it would be easily cut off at this point but for the batteries here.

These have recently been removed from the position originally assumed and established opposite Pelican Island, where the command of the pass is complete. The works are laid out and are being erected. The fieldworks I have planned, and we are begging volunteer slave labor to construct them. The place then will be impregnable against any moderate attack.

Two large vessels have been dogging the pass, one a bark and the other a huge frigate, but the weather has been so misty that we have only seen their sails. Both are gone again, but the bark remained some time after the frigate's departure, came and went and came, and captured the *McNeil* on one of her trips, then tried to tempt us out with a French flag, which she used all the time. The *McNeil* was a schooner taking cotton out from Matagorda Bay, and was returning from Vera Cruz. Doubtless the proper officers have communicated these matters to General Hébert, but if not he may be interested to know the movements of Lincoln along this portion of his command, and you may speak of my letter to him.

The force here is quite too feeble to resist a land force of any magnitude, Major Shea having two companies of artillery, but when the line of fieldwork shall be erected ("A," "B") probably Colonel [R. R.] Garland will place a few companies of the reserve regiment here, when the place will be safe against any force likely to undertake the mere destruction of this line of commerce. There is a possible danger from boats carried across the narrow peninsula of Matagorda, 60 miles long and only half a mile wide, intersected by several bayous nearly cutting it asunder. It is too narrow for land scouts, as they would be easily captured and could not get out of reach of fire from sea. A boat like these idle pilot boats might be chartered for a trifle and kept scouting up and down the Matagorda Bay in sight of the whole peninsula at all times. Major Shea is much concerned on this score.

The vessels I reported you at Velasco soon showed their object, as you have heard. This bark is not the same as that. She attacked or fired upon our pickets here, stationed at the old fort. One of her shots is a Parrott shell, not charged, which we picked up a day or two after the attempt.

I remain, respectfully, yours.

C. G. FORSHEY,
Major and Engineer, Coast Defenses.

[Commander W. W. HUNTER.]

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Letter from Major Shea, C. S. Army, to Commander Hunter, C. S. Navy, regarding the employment of pilot boat Lecompt for the protection of the entrance to Matagorda Bay.

CAMP ESPERANZA,
Near Saluria, Tex., February 3, 1862.

CAPTAIN: I submit the following for your approval. Our advanced position and the small caliber of our guns render it necessary that every precaution should be taken to prevent a surprise, and in order to more fully do so, I have chartered at an expense of $20 per day (the owners paying all expenses) the pilot boat *Lecompt* to act as a guard and patrol, to range through the different channels and up and down the peninsula. To make you understand more fully the necessity of such a boat to act in concert with my command, I would most respectfully refer you to Map No. 55, U. S. Coast Survey, 1857, by which you will see the formation of the peninsula, mainland, etc. The distance from us to the peninsula is too great to prevent the landing of troops, and the extreme narrowness of it renders it untenable from the fact that it can be easily covered by the fire of a vessel from the Gulf, hence the great necessity of a boat properly armed to be kept constantly on the lookout to prevent marauding parties from landing and committing their thieving depredations on citizens living on the peninsula. Besides, a large salt trade is carried on between this and adjacent bays, with Laguna Madre, by which our whole State and a great portion of Louisiana is supplied. Also our trade with Mexico, which is becoming more important every day, consisting of large exports of cotton and the importation of coffee, munitions of war, etc., all of which is entirely unprotected and at the mercy of Lincoln's boats, all of which can be easily obviated by having an armed boat in our bay.

Our portion of the coast has been much neglected, but owing to the meager means our Government has had of assisting us, I have refrained from asking for many things deemed almost indispensable for our own protection. Being placed here with a handful of men to guard so extensive and exposed a position, I feel that it is a duty I owe myself and command to place them at least on some sort of tenable ground. Should the charter meet your approval, you will please forward us at your earliest convenience such instructions as you may deem necessary. If not, please order that the boat be discharged and paid for services rendered.

I am, sir, very respectfully, yours, etc.,

DAN. D. SHEA,
Major, Provisional Army Confederate States, Comdg. Post.

Captain W. W. HUNTER, C. S. Navy,
Comdg. Naval Forces, Dept. of Texas, Galveston, Tex.

Letter from John H. Sterrett, esq., to Commander Hunter, C. S. Navy, regarding the launching of the steamer Bayou City.

SAN JACINTO, [TEX.], *February 3, 1862.*

DEAR SIR: I will launch the *Bayou City* on Wednesday, and will be ready to go into service on Friday morning if you require.

Yours, with respect,

JNO. H. STERRETT.

Commander W. W. HUNTER,
Galveston.

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Memorial sent to Commander Hunter, C. S. Navy, proposing to use the sloop Fanny Morgan to lure the boats of the U. S. ship Santee.

FEBRUARY 5, 1862.

DEAR SIR: Believing it to be a duty that we owe to the country and ourselves to harass and annoy as far as lies within our power the lawless and unnatural enemy who is now blockading our port, we submit to you this memorial, humbly asking your consent and assistance.

We propose taking the little sloop *Fanny Morgan*, for which we shall provide the 1-pound rifle gun invented by Mr. Nichols, of this city, and, sailing out to the beacon, endeavor to draw out the launches of the *Santee*, which have hitherto so readily pursued all the small craft that has appeared off our harbor, and if possible sink them.

Should we fail in this we propose taking a few shots at the *Santee*, merely to try the gun, which, with an improved ball, we believe will carry 3 miles.

Hoping that you may feel disposed to grant us this favor, we remain, with highest considerations of esteem, your obedient servants,

W. HERBERT BEAZLEY.
P. F. APPEL, C. S. Navy.
W. N. SHAW, C. S. Navy.

Commodore W. W. HUNTER,
Department of Texas.

Letter from W. H. Beazley, esq., to Commander Hunter, C. S. Navy, explaining the cause of delay in getting the sloop Fanny Morgan out.

LYNCHBURG, [TEX.], *February 10, 1862.*

DEAR SIR: I have been unable to get the *Fanny Morgan* drawn out, in consequence of the ways being occupied by other vessels, but I am in hopes of getting drawn out to-morrow. It is needless to say that I have done my best, there being no other schooner ways in the neighborhood, and you should have been informed sooner had an opportunity offered for sending a letter.

With highest respect, I am, sir, your obedient servant,

W. H. BEAZLEY.

Commander W. W. HUNTER,
Galveston.

General order of the commandant naval station, New Orleans, for the examination of vessels of all sorts found on the coast of Mississippi and Louisiana.

COMMANDANT'S OFFICE, NAVAL STATION,
New Orleans, February 13, 1862.

Commanding officers of all vessels belonging to this station will be particular in examining all steamers, vessels, luggers, boats, and crafts of every description found outside of Forts Pike and Wood and on the coasts of Mississippi and Louisiana, or in any of the passes or bayous leading out to sea, and will seize and send in for adjudication all such as may be found without a license o. other proper papers from the

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collector of the customs and also a passport signed by the commanding army or navy officer of the station, or other competent authority.

JNO. K. MITCHELL,
Commandant.

Lieutenant Commanding W. G. DOZIER,
C. S. S. Pamlico, New Orleans.

Extract of letter from the Secretary of War to Major-General Bragg, C. S. Army, regarding plan for strengthening the defenses of Mobile.

WAR DEPARTMENT, C. S. A.,
Richmond, Va., February 18, 1862.

SIR:

* * * * * * *

It is not proposed to leave any force at all at Pensacola—a weak garrison would inevitably be captured—but it is deemed advisable to leave an effective garrison in the forts in Mobile Harbor and provide an ample supply of food for them. The continuance of the occupation of the forts would probably defer for some time a movement against Mobile, and it is possible might prevent the capture of that city, but the risk of its capture must be run by us.

* * * * * * *

Your obedient servant,

J. P. BENJAMIN,
Secretary of War.

Major-General BRAXTON BRAGG,
Mobile, Ala.

Letter from Commander Hunter, C. S. Navy, to Major Shea, C. S. Army, regarding the charter of the pilot boat Lecompt.

GALVESTON, TEX., *February 19, 1862.*

MAJOR: On the receipt of your letter of the 3d instant, in relation to the charter by you of the pilot boat *Lecompt*, in the service of the Confederate States, I transmitted the same to General P. O. Hébert, C. S. Army, commanding Military District of Texas. I have just received his authority to approve the same, which I here communicate to you.

I am, very respectfully,

W. W. HUNTER.

Major DANIEL D. SHEA,
Provisional Army, C. S.

Proclamation by the President to the people of the Confederate States of America.

The termination of the Provisional Government offers a fitting occasion again to present ourselves in humiliation, prayer, and thanksgiving before that God who has safely conducted us through our first year of

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national existence. We have been enabled to lay anew the foundations of free government and to repel the efforts of our enemies to destroy us. Law has everywhere reigned supreme, and throughout our widespread limits personal liberty and private right have been duly honored. A tone of earnest piety has pervaded our people, and the victories which we have obtained over our enemies have been justly ascribed to Him who ruleth the universe.

We had hoped that the year would have closed upon a scene of continued prosperity, but it has pleased the Supreme Disposer of events to order it otherwise. We are not permitted to furnish an exception to the rule of Divine Government, which has prescribed affliction as the discipline of nations as well as of individuals. Our faith and perseverance must be tested, and the chastening which seemeth grievous will, if rightly received, bring forth its appropriate fruit.

It is meet and right, therefore, that we should repair to the only Giver of all victory, and, humbling ourselves before Him, should pray that He may strengthen our confidence in His mighty power and righteous judgment. Then may we surely trust in Him that He will perform His promise and encompass us as with a shield.

In this trust and to this end, I, Jefferson Davis, President of the Confederate States, do hereby set apart Friday, the 28th day of February, instant, as a day of fasting, humiliation, and prayer, and I do hereby invite the reverend clergy and people of the Confederate States to repair to their respective places of public worship to humble themselves before Almighty God, and pray for His protection and favor to our beloved country, and that we may be saved from our enemies and from the hand of all that hate us.

Given under my hand and the seal of the Confederate States, at Richmond, this 20th day of February, A. D. 1862.

[SEAL.] JEFFERSON DAVIS.

By the President:

WM. M. BROWNE,

Secretary of State ad interim.

Abstract log of the C. S. S. Bayou City, Master P. F. Appel, C. S. Navy, commanding, December 16, 1861, to February 18, 1862.

December 16.—At 1:30 steamer *Stell* went to Bolivar Point to tow a barge loaded with lumber (Government property) to the city; returned with the barge in tow at 7 p. m. At 9 p. m. *Neptune* went out into the channel.

December 17.—Steamer *Neptune* went out on the lookout station at 9 p. m.

December 18.—Dispatch boat *Fanny Morgan* went to Pelican Spit; returned at 2:30 p. m., having delivered her dispatches to the commanding officer at the spit.

December 19.—At 9:30 a. m. steamer *J. F. Carr* went to Pelican Spit to take two 18-pounder guns from the spit to Virginia Point, by order of the commanding general, P. O. Hébert. Information being given to Commander Hunter that life boat (Francis metallic), formerly belonging to the United States, was stored in one of the warehouses belonging to Mr. C. Hitchcock, Commander Hunter took charge of

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her and sent her to San Jacinto to be repaired and put in sailing trim by Captain L. Smith, commanding steamer *General Rusk*, stationed at San Jacinto. The boat was taken in tow by the steamer *Diana*, of the Houston line. Steamer *Neptune* went on the lookout station at 8:30 p. m.

December 20.—At 11 a. m. *Mary Hill* arrived from Pelican Spit, and returned at 6 p. m. with soldiers stationed at the spit. At 6 p. m. the lookout signaled a war vessel under sail in the offing. Steamer *Neptune* went in the channel at 8:30. At 10:30 p. m. a false alarm was given on the spit; the lookout imagined he saw boats coming in from sea.

December 23.—At 5 p. m. steamer *John F. Carr* left and went to Deer Island, by order of the commanding general; returned at 7 p. m. At 8:30 *Neptune* went out into the channel.

December 26.—Steamer *Neptune* fired up and took a company of soldiers on board, but could not leave the wharf, wind and sea being too severe.

December 27.—A United States war steamer arrived and anchored outside. At 7 p. m. the wind increased gradually. Boats were observed during the afternoon pulling from the steamer to the *Santee*. At anchor now outside the bar, U. S. frigate *Santee*, a bark-rigged vessel, and a war steamer. *Neptune* went out into the channel.

December 28.—At 8 p. m. steamer *Mary Hill* received orders to proceed to San Jacinto to take a load of firewood from there to Galveston for the Government. Steamer *Neptune* left the wharf at 8:30 p. m. and went on the lookout station.

December 29.—A small lugger arrived from Berwick Bay, having run the so-called blockade. The lugger was loaded with tobacco and bound for Tampico, but having received damages at sea, ran into Galveston for repairs and anchored inside Bolivar Point. Steamer *Colonel Stell* went over to Pelican Spit to take the *Mary Hill's* place during her absence. Steamer *Neptune* went on the lookout.

December 30.—At 7 a. m. steamer *Stell* returned from Pelican Spit. Signals were made on the lookout station for a war sail vessel standing to the westward and boats of the *Santee* in chase of a schooner. The captain of the lugger (arrived here yesterday from Berwick Bay) reports that a schooner left Berwick Bay on the same day, loaded with 20 hogsheads of tobacco for Tampico. The schooner was boarded by the *Santee* boats and afterwards seen standing to the eastward. At 1 p. m. steamer *Colonel Stell* left and went to Pelican Spit station in place of *Mary Hill*. Steamer *John F. Carr* received orders to prepare for a trip to Velasco. Steamer *Neptune* left the wharf at 8:30 p. m.

December 31.—Steamer *Mary Hill* returned from San Jacinto at 11 a. m., with 115 cords of firewood for the Government. She was ordered by Colonel Nichols to proceed to Virginia Point and there to discharge the wood. At 11:30 steamer *Stell* arrived with Captain [Charles M.?] Mason's company on board from Pelican Spit. Returned to the spit at 3 p. m. Steamer *Carr* left at daylight, having received orders to tow the dredge boat from Velasco to Virginia Point. The two first guns of fourteen destined for Galveston arrived to-day from Liberty on the steamer *Ruthven*. The guns left New Orleans in September and have been on the way from New Orleans to Galveston three months. An article in the Galveston News, taken from the New York Herald, informs us that nine of the *Santee's* crew were killed or wounded in the attempt to capture the *Royal Yacht*. It further states

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that the *Royal Yacht* was set on fire and totally destroyed. As stated under Friday, November 8, the *Royal Yacht* was discovered on fire and saved, having received no serious damages, and even the enemy's boats would have been cut off had Captain Chubb given the alarm signal. Steamer *Neptune* left the wharf at 9 p. m.

January 1, 1862.—The *Bayou City* went over to Pelican Spit and returned at 2 p. m. and the *Neptune* left at 8 p. m.

January 2.—Steamer *Neptune* left with a company of soldiers on board and went on the lookout station at 8:30 p. m.

January 3.—A United States schooner and a bark arrived and anchored astern of the U. S. frigate *Santee* outside the bar. At 11 a. m. three boats of the *Santee* chased a schooner, but the wind freshening at the time, the schooner stood off and escaped. At 11:30 steamer *J. F. Carr* returned from Velasco, having the dredge boat in tow. At 2:30 p. m. steamer *Mary Hill* returned from Virgina Point, having discharged her cargo of wood. Commander Hunter ordered her to go to Pelican Spit and take the place of the *Colonel Stell*. The *Colonel Stell* arrived at the city at 6:30 p. m. and was ordered to prepare for a trip to Liberty. *Neptune* went out into the channel at 8:30.

January 4.—At 7 a. m. steamer *Colonel Stell* left with orders to proceed to Virginia Point and to take thence two guns to Liberty. Not being able to get the guns on board the boat without assistance, and assistance having been refused by the officer in charge of the guns, under pretext that he had received no orders from the commanding general to that effect, the boat returned to the city, arriving at 6 p. m., and reported the case as above stated. At 8 p. m. the *Neptune* went on the lookout station.

January 5.—Schooner *William* came down from Halfmoon Shoals loaded with cotton and ready to run the blockade. Anchored in the channel. At 9 p. m. steamer *Neptune* went out in the channel.

January 6.—Steamer *J. F. Carr* received orders to take the place of the *Mary Hill* at Pelican Spit. *Mary Hill* received orders to proceed to San Jacinto. *Neptune* went on the lookout station at 8:30 p. m.

January 7.—At 8:30 a. m. the *Mary Hill* arrived at the city from Pelican Spit. At 9 a. m. the *Mary Hill* left the wharf, but on account of bad weather had to anchor below Halfmoon Shoals at 10:30. At noon weather moderated and she proceeded to San Jacinto, where she arrived at 6 p. m. Dispatch boat *Fanny Morgan* carried dispatches to steamer *Lucy Gwinn*, anchored in the bay. At 9:30 a. m. steamer *J. F. Carr* went to Pelican Spit to take the place of the *Mary Hill*.

January 9.—At 1 p. m. the *Bayou City*, taking the *Fanny Morgan* in tow, proceeded to the mouths of Trinity River, where she arrived at 5:45 p. m.; made fast to General Chambers' wharf at Anahuac. The distance from here to Trinity River is 1 mile.

January 10.—Orders were given at once to fire up, and at 12:30 p. m. the steamer left the wharf, crossed over to the canal, through it into the pass, and up the Trinity River to a small settlement called Wallisville, where she arrived at 2 p. m. The distance between Wallisville and Anahuac is 10 miles, and a road runs from here to Liberty. Commander Hunter having examined the place, gave orders to proceed. Twelve miles above Wallisville is Morse's Bluff. Here we arrived at 4:30 p. m. The distance by land between Anahuac and Morse's Bluff is 20 miles, and an excellent road leads to Liberty, distant 12 miles. The bluff is situated at the east side of the river and

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about 20 feet high. The river between Morse's Bluff and the mouths is very narrow and deep; only a few settlers live on the banks between Wallisville and the bluff, and the shores on both sides are thickly wooded. The passes at the mouth of Trinity River are very shallow, hardly navigable for boats, and may be entirely blocked up with little expense and in a very short time, as there is an abundance of drift logs. In the Southwest Pass 2 feet of water will be found, in the Main Pass 2½ feet, in the Middle Pass 2½ feet, in Anderson's Pass 2 feet. From 6 to 11 feet may be carried into Turtle Bay. A battery erected on Chambersia would command the passes. At 7 p. m. the *Bayou City* returned to Wallisville, where she remained all night and took in a supply of wood.

January 11.—At 7 a. m. unmoored and returned to the city. Arrived at 4 p. m. Found the steamer *Mary Hill* alongside the wharf, having returned from San Jacinto on the 10th with wood and Captain [G. W.] McMahan's cavalry company on board.

January 12.—At 2 p. m. Commander Hunter left the city in the *Fanny Morgan*, steering for Virginia Point, where we arrived at 3:30 p. m. Commander Hunter inspected the works, ordnance, and ordnance stores and returned to the city at 5 p. m. Steamer *Colonel Stell* took the place of the *Neptune* on the lookout.

January 13.—The lookout steamer could not leave the wharf on account of the heavy weather and sea in the bay.

January 14.—The *Neptune* went on the lookout station, but returned before daylight on account of the gale.

January 16.—The *Fanny Morgan* went out at 6:30 a. m. for Pelican Spit, with J. Kellersberg, captain of engineers, on board. Returned to the city at 12 meridian. *Neptune* went out in the channel at 9 p. m.

January 17.—*Neptune* left at 8 p. m. Steamer *Mary Hill* received orders to take a company of soldiers and 100 horses to Bolivar Point.

January 18.—At 4 p. m. Captain Menard's cavalry company went on board of the *Mary Hill*. The boat left at 4:30 p. m., having a barge in tow loaded with horses, and landed soldiers and horses at Bolivar Point. Returned to the city at 6:30 p. m. The *Neptune* left at 9 p. m.

January 20.—At 8 a. m. steamer *John F. Carr* came from her station at Pelican Spit to the city, having on board some of the officers and soldiers stationed on the spit. Returned at 3 p. m. Steamer *Mary Hill* received orders to go the Pelican Spit and to load there with shells for Fort Point. Left at 10 a. m. *Colonel Stell* went to Lynchburg at 1 p. m. An armed bark under the United States flag exchanged shots with the battery at Velasco. Twenty-two shots were fired without doing any damage. The *Neptune* left the wharf at 10 p. m.

January 21.—Steamer *Bayou City* towed the dredge boat to Virginia Point; returned at 6 p. m. *Neptune* left at 9 and went on the lookout station.

January 22.—Steamer *Mary Hill*, loading with shells at Pelican Island, hauled off and anchored in the bay. The gale increased till noon. Dispatch boat *Fanny Morgan* left at 2 p. m. and took out orders to the *Mary Hill* to proceed to Tory's Landing, in the neighborhood of San Jacinto. Returned at 8 p. m. The *Neptune* could not leave the wharf on account of the gale.

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January 23.—*Mary Hill* proceeded to San Jacinto at 4 a. m. Steamer *Colonel Stell* arrived at the city at 11 a. m. *John F. Carr* arrived at 2 p. m.; returned to the spit at 6, and the *Neptune* went on the lookout station at 8:30 p. m. A bark under the United States flag, and armed, came up from the westward and anchored outside the bar.

January 24.—*Neptune* took her station in the channel at 9 p. m.

January 25.—*Neptune* left at 10:30, detained by the nonappearance of the company of soldiers detailed for this night's service.

January 26.—At daylight the *Neptune* came alongside the *Bayou City*. Put all arms and ammunition of the *Bayou City* on board of her, and at 9:30 the *Bayou City* left for Lynchburg, to be hauled out of the water and painted. At 10 a. m. the *Mary Hill* returned from San Jacinto with a load of shells to be used at the fortifications on Fort Point. A United States sloop of war arrived and anchored outside the bar. *Mary Hill* received orders to take the *Neptune's* place as guard vessel, and left at 8:30 p. m.

January 27.—Two United States schooners arrived and anchored. At 8:30 *Mary Hill* went on the lookout station. At anchor outside the bar, U. S. frigate *Santee*, one sloop of war, one armed bark, and two schooners. During the night the sloop of war left.

January 28.—Steamer *Mary Hill* towed a barge loaded with shell to Fort Point, and returned at 2 p. m. Went on the lookout station at 8:30 p. m.

January 30.—*Mary Hill* went on the lookout station at 9 p. m.

January 31.—Steamer *Colonel Stell* took in stores and forage for Captain Menard's company, stationed at Bolivar Point. Steamer *J. F. Carr* arrived at 11 from Pelican Spit and returned at 4 p. m. At 5 one of the United States vessels outside of the bar, a bark, made sail, steering to the eastward. Steamer *Mary Hill* went on the outlook station.

February 1.—At 8 a. m. a United States steamer arrived and anchored outside of the bar; supposed to be the regular supply steamer. A bark arrived at 2 p. m., supposed to be the same that left yesterday. Steamer *J. F. Carr* arrived at 2 p. m. and took two guns over to Pelican Spit. Steamer *Colonel Stell* returned from Bolivar Point. Steamer *Mary Hill* left at 9 p. m. and went on the lookout station.

February 2.—Steamer *Colonel Stell* received orders to proceed to Green's Bayou; left at 1:30 p. m. *Fanny Morgan* left at 4:30 for Pelican Spit, but had to return to the wharf at 7:30. *Mary Hill* went out in the channel. United States war steamer left.

February 4.—Dispatch boat *Fanny Morgan* went to Pelican Spit and returned at 1:30 p. m. *Mary Hill* went on the lookout station. Steamer *Diana* took a barge, chartered by Commander Hunter, to Lynchburg for repairs.

February 5.—Steamer *Colonel Stell*, Captain Kelsey, arrived from Green's Bayou with wood for the quartermaster's department. Steamer *John F. Carr* received orders to take from Kuhn's wharf to Pelican Spit solid shot and ammunition on the 6th. *Mary Hill* took her station as guard boat at 9 p. m.

February 6.—At 1 a. m. steamer *John F. Carr* arrived. At 10 dispatch boat *Fanny Morgan* left for Morgan's Point, Commander Hunter having given orders to take her on the ways and clean and paint her bottom. Steamer *Carr* remained at the wharf waiting for some

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of the ammunition to come. Steamer *Mary Hill* took her station in the channel at 9 p. m.

February 7.—At 9 a. m. steamer *Bayou City* returned from Lynchburg. At 4 p. m. United States steamer, supposed to be the *Niagara*, arrived and anchored outside of the bar. Schooner *Sam Houston* dropped her anchor to the windward of the *Santee*. During night strong gales from the northward; steamers *Carr* and *Mary Hill* had to remain alongside the wharf.

February 8.—At 1:30 p. m. steamer *Neptune* left and proceeded to Virginia Point and towed from the railroad bridge a barge to the city.

February 9.—After daylight the weather moderated so that the steamer *Carr* could proceed to Pelican Spit and land her cargo and ammunition there. Steamer *Neptune* relieved the *Mary Hill* and went on the lookout station at 9 p. m.

February 10.—At 8 a. m. steamer *John F. Carr* came from Pelican Spit; returned at 11 a. m. A three-masted schooner hove in sight. At 2 p. m. steamer *Colonel Stell* left for Lynchburg. During the afternoon Commander Hunter inspected the fortifications at the different points. Steamer left at 9 p. m. and went out into the channel. Four United States vessels at anchor outside the bar.

February 11.—During the day boats were seen passing between the U. S. frigate *Santee* and the U. S. steam frigate *Niagara*. At 7:30 p. m. the three-masted schooner left, steering to the eastward; *Neptune* left at 9 p. m. with two companies of soldiers on board and took her station in the channel.

February 12.—At 8 p. m. a schooner anchored outside, supposed to be the supply vessel for the U. S. frigate *Santee*.

February 14.—At 2 p. m. steamer *Mary Hill* went to Bolivar Point and returned before dark. At 4 p. m. a United States schooner fired about twenty shots toward the island at a distance of 3 miles. The fire was not returned by the batteries, as it was believed that her object was to find out where our batteries are situated. The schooner returned to her anchorage before dark. The *Neptune* took her station at 9 p. m.

February 16.—Steamer *Mary Hill* left the wharf at 2 p. m. and went to the Pelican Spit, where she landed a gun and carriage, and returned to the city at 1 p. m. *Neptune* went on the lookout at 9 p. m.

February 18.—At 1:30 p. m. dispatch boat *Fanny Morgan* returned from Morgan's Point. *Neptune* took her station in the channel.

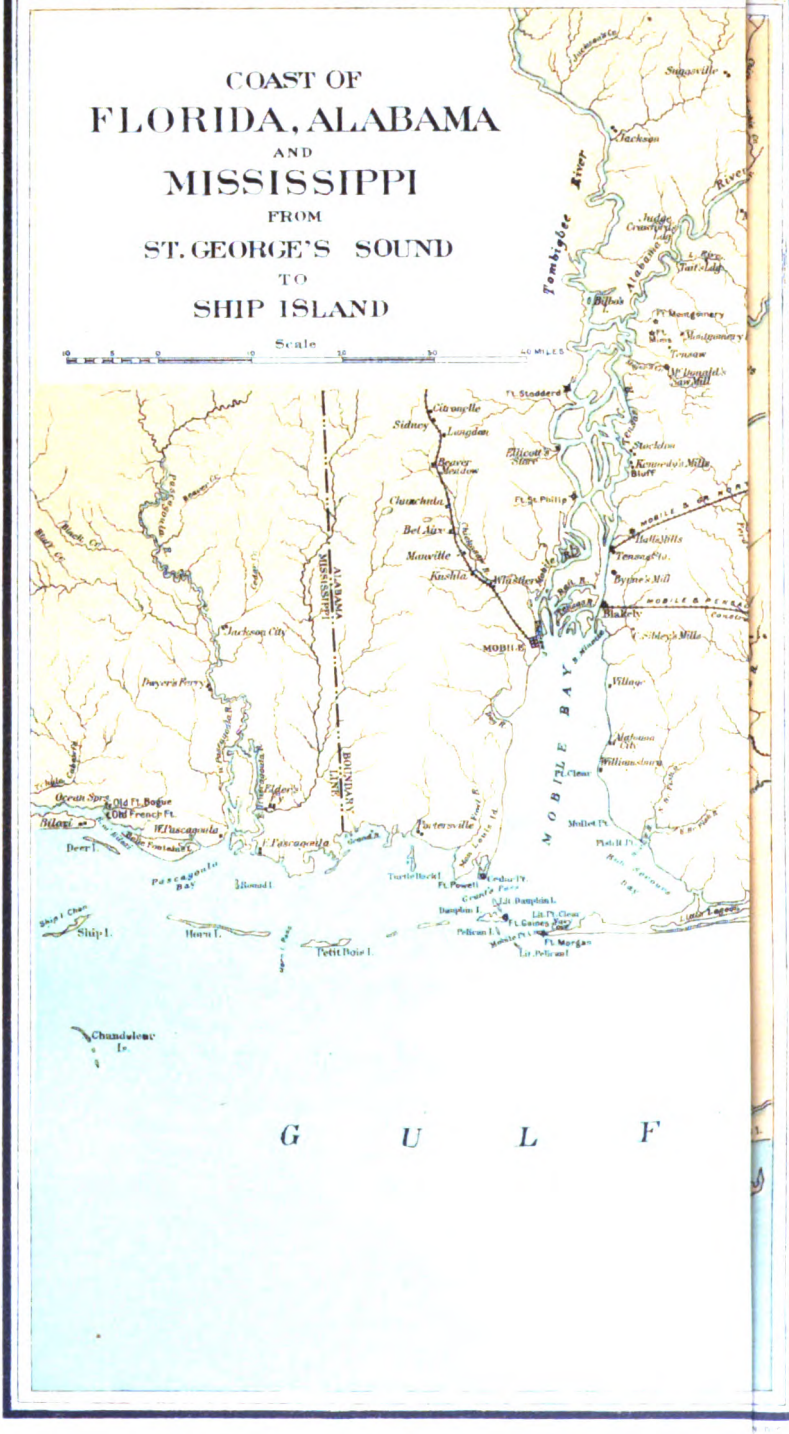
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EAST GULF BLOCKADING SQUADRON,

FROM FEBRUARY 22, 1862, TO JULY 17, 1865.

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COAST OF
FLORIDA, ALABAMA
AND
MISSISSIPPI
FROM
ST. GEORGE'S SOUND
TO
SHIP ISLAND



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EAST GULF BLOCKADING SQUADRON.

FROM FEBRUARY 22, 1862, TO JULY 17, 1865.

Report of Flag-Officer Farragut, U. S. Navy, regarding the exchange of vessels between the East and West Gulf Blockading Squadrons.

U. S. S. HARTFORD,
Ship Island, February 22, 1862.

SIR: In consequence of the remote positions of certain vessels in the squadron of Flag-Officer McKean, we have determined, in conformity with the directions of the Department, to exchange them, their qualities being such as not to interfere with the great object in view. They are as follows, viz:

Western Gulf Squadron.		Eastern Gulf Squadron.
Midnight	for	Ethan Allen.
Preble	for	J. L. Davis.
Montgomery	for	R. R. Cuyler.
New London	for	

The last-named vessel being absolutely necessary to command the inland passage, and Lieutenant Commanding Read having made her such a terror to the Confederates in this quarter, Flag-Officer McKean and myself determined that justice to the service required me to keep her, and I will hereafter give him some other vessel in her stead, all of which is respectfully submitted.

Very respectfully, your obedient servant,

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

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

Report of Lieutenant Howell, U. S. Navy, transmitting report regarding boat expedition under Lieutenant Crosman, U. S. Navy, for the pursuit of a sailboat off Cedar Keys, Fla., February 24, 1862.

U. S. GUNBOAT TAHOMA,
Cedar Keys, February 27, 1862.

SIR: I have the honor to enclose the accompanying report of Lieutenant Crosman, relative to a boat expedition which left this vessel on the

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evening of the 24th instant. Although unsuccessful in its object, I would beg to mention (from the testimony of witnesses) Lieutenant Crosman's gallantry on that occasion. He it was who killed or wounded the man seen to fall, and when the prize capsized he pulled back, under fire, and scuttled her. Although I much regret the loss of a man, and shall not permit any more expeditions for the present, under similar circumstances, yet the expeditions have been of much service in developing the characters of men and officers, and have had a beneficial effect on the crew generally.

I also enclose certificates relative to the money chest and paymaster's receipts, etc.

Paymaster William Hennessy reported for duty on the 20th instant.

Everything is quiet about Cedar Keys.

I have on board 59 tons coal.

I have the honor also to enclose herewith the copy of the letter sent to Cedar Keys under the flag of truce with the prisoners. It was omitted, by some accident, in my communication by the *Rhode Island*. Paymaster Hennessy reports that we have now two months' provisions on board. I have been obliged to write hastily.

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

J. C. HOWELL,
Lieutenant, Commanding.

Flag-Officer W. W. MCKEAN,
Commanding U. S. Blockading Squadron, Gulf of Mexico.

[Enclosure.]

U. S. S. TAHOMA,
Off Sea Horse Key, Fla., February 24, 1862.

SIR: I have the honor to report that yesterday at 4:30 p. m. a boat expedition, consisting of the *Fanny*, with 6 men, under command of Acting Master H. A. Hurley, and the *Daisy*, myself in charge of both crews, numbering 11 men, armed with Sharps rifles, cutlasses, and pistols, started in pursuit of a sailboat which had been endeavoring to communicate with Depot Key from the mainland, with the view also, and principally, to cut out a schooner which was lying on the boat channel between Cedar Keys and the main. We passed, under sail, the entrance to the channel, reconnoitering closely a stockade of palmetto logs, on the north side, probably an old Indian fort, and took possession of the boat which had attracted the attention of our lookouts. The schooner, one with white mastheads, was then in sight, but on the other side of the trestle work, upon which the railway is laid, connecting Cedar Keys with the mainland.

Darkness came on, and I had only time to scuttle a skiff which was lying at the salt-making station where the sailboat was anchored, and to remove a quantity of carpenter's tools in the boat, before pulling out among the small keys of the channels, where, choosing a position beyond musket range of any clump, I anchored for the night. At daylight the tide was ebb, and it was necessary to wait until about 8 o'clock before moving. Towing the prize into the boat channel, I pulled for the open water. The schooner had slipped her chain during the night as she was nowhere in sight.

As we came opposite the stockade at the entrance to the channel, moving very slowly at the time, against the strong flood tide and fresh wind, a body of infantry, numbering about 30, advanced deliberately to

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the water's edge and fired a volley. The distance was about 150 yards. Twenty minutes elapsed between the first and last shots, during which we managed to tow the prize clear of the keys.

Mr. Hurley and myself were the only ones who returned the fire, the men being too busy, necessarily, at the oars. One man, supposed to be an officer, was seen to throw up his arms and fall. As they were in skirmishing order it would have been useless for my men, in groups, as they were, to fire, and besides it would have involved the loss of the sloop. When beyond reach sail was made, but the sailboat capsized. Efforts were made, under the fire of the soldiers, who waded out toward us, to right her, but after some time spent ineffectually I scuttled her and made sail for the ship. One shot went through the *Daisy's* ensign, one struck her on the counter, and two forward. John B. Patterson, seaman, while pulling his oar, after we had gained the open water, was struck in the eye by a musket bullet and instantly killed. Two shots struck the *Fanny*. No one else was hurt in either, the shots generally being too high. All did their duty, Acting Master Hurley, Arthur Almer, sailmaker's mate, and Lewis Chester being conspicuous.

I am, respectfully, your obedient servant,

A. F. CROSMAN,
Lieutenant, U. S. Navy.

Lieutenant Commanding J. C. HOWELL,
U. S. S. Tahoma, off Cedar Keys.

Circular of Flag-Officer McKean, U. S. Navy, regarding the release of captured civilians.

U. S. FLAGSHIP NIAGARA,
Ship Island, February 25, 1862.

SIR: You may release such persons from the rebel States as shall be captured, provided they are civilians, not in the rebel service, and are not known to have engaged in any act against the authority of the United States and are not needed as witnesses. Before their release they will be required to sign a written parole not to engage in any hostile act against the United States during the present rebellion.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Division Gulf Squadron.

Report of Acting Volunteer Lieutenant Couthouy, U. S. Navy, commanding U. S. bark Kingfisher, regarding the capture by that vessel of the schooner Lion, formerly Alexander.

U. S. BARK KINGFISHER,
Off South West Pass, March 4, 1862.

SIR: I have the honor to inform you that on 25th ultimo, at 4:15 p. m., latitude 26° 46′ N., longitude 93° 32′ W., I boarded, after chasing her 420 miles during three days and nights and thrice losing sight of her, a schooner under British colors, which had refused to

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heave to or show any flag, after having four shots fired at her the afternoon previous, and only did so at last on our sending a shell so close to her as to show that escape was no longer possible.

She proved to be the *Lion*, formerly the *Alexander*, of Parkersville, Tex., commanded by George S. Anderson, belonging provisionally to Havana, and owned there, according to provisional register from the British consul at that port to John McLennan, British merchant, there resident. She is 82$\frac{4}{95}$ tons burden, was manned by a crew of 8 men including captain and mate, and sailed from Havana February 20 for Matamoras, with the following cargo: 250 bags of coffee, 4 boxes of articles of leather, 30 boxes soap, 2 boxes preserves, 1 box of codfish in one-fourth packages, 50 boxes sheet tin, 1 barrel block tin (estano), 1 box of gum shellac, 1 box containing 100 packages gold leaf, 2 barrels camphor, 2 barrels niter, 100 boxes of 1 quintal each gunpowder.

The captain declared that he had no log book, no letters of instructions from her alleged owner, no manifest, no charter party, no advices to consignees, only a letter of introduction to one Francisco Armendiaz in Matamoras, and could not inform me where or by whom the cargo was owned.

A Confederate flag was found in her cabin and the captain and mate both stated that she left New Orleans on or about the 15th January last, ran the blockade with a cargo of 200 bales of cotton (they declined stating at what point, but from a track laid down on one of the charts found on board there is little doubt it was in the vicinity of Atchafalaya), arrived at Havana on February 10 and was put under British ownership two days later (as shown by her provisional register), immediately on her cargo being discharged.

She had on board when captured the mate and four men, who composed her crew when as the *Alexander* she ran the blockade.

In view of these facts I took possession of her and put on board Master's Mate Charles E. Sloan as prize master with a crew of six men and orders to proceed to this point and await my arrival, there being at the time another schooner in sight to windward which I was anxious to get hold of if possible, but escaped during the night.

I arrived here at 6 p. m. of 2d instant and found the *Lion* safe at anchor. But during a very severe norther which set in three hours later she broke from her moorings, was driven out to sea, and has not yet returned, though the wind being now favorable I look for her confidently by nightfall or early to-morrow morning.

She will on her return proceed without delay to Key West for adjudication, her build being such as to render her unseaworthy for the passage to any of our Northern ports at this season of the year. I transmit herewith a full and complete list of the officers and crew attached to this vessel at the date of the capture of the *Lion*, as required by article 7 of the act for the better government of the Navy of the United States.

Trusting that my action may meet with the approval of the Department,

I am, very respectfully, your obedient servant,

JOS. P. COUTHOUY,
Acting Volunteer Lieutenant, Commanding.

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

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Report of Acting Volunteer Lieutenant Winn, U. S. Navy, commanding U. S. bark James L. Davis, of arrival off Cedar Keys for the relief of the U. S. S. Tahoma.

U. S. BARK JAMES L. DAVIS,
Cedar Keys, March 6, 1862.

SIR:

* * * * * * *

I arrived here 2d instant to relieve the U. S. gunboat *Tahoma*, which was ordered to Apalachicola and sailed for there 4th instant. I am anchored about three-eighths of a mile from Sea Horse Key, on which the light-house stands, 2 miles from Depot Key, and about 2¼ miles from Way Key. The first two named keys are evacuated, but on Way Key it is said there are 1,000 troops. We can plainly see men moving about the island last named, and if they had a rifle cannon they could very easy riddle this ship, as I am in a position where I can not get out over the bar except at high water and a fair wind. At high water there is from 9 to 12 feet on the bar, according to which way the wind is. A southerly wind drives the tide in and a northerly wind (which is a fair wind out) drives the tide out. You will readily perceive I can not only get out but by being towed out. I was placed here in this position by Commander Howell, of the *Tahoma*, and shall do my utmost to defend the ship and obey my orders from Flag-Officer William W. McKean.

Very respectfully, your obedient servant,

JOS. WINN,
Acting Volunteer Lieutenant, Commanding, U. S. Navy.

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

Report of Lieutenant Hughes, U. S. Navy, commanding U. S. S. Water Witch, regarding the capture of Confederate schooner William Mallory.

U. S. S. WATER WITCH,
At Sea, March 6, 1862.

SIR: I have the honor to inform you that on the 5th instant, when off St. Andrew's Bay, west coast of Florida, I seized as a prize to this vessel the rebel schooner *William Mallory*, of Mobile, from Havana February 28, bound wherever she could make a port. She ran the blockade at Mobile on January 30, 1862, having from the account of her master, Colin J. Campbell, passed out of the main ship channel at night.

She is a schooner of 108 tons burden, and is a remarkably fast sailer. We chased her for five hours and were obliged to fire at her several times to make her heave to.

Her papers had all been destroyed and two rebel flags had been thrown overboard before we took possession of the prize. She had an English flag at her peak when we boarded her. Her cargo is an assorted one. I have sent her to the port of Key West for adjudication.

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Enclosed I send a complete list of the officers and crew attached to this vessel at the time the capture was made.

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

A. K. HUGHES,
Lieutenant, Commanding.

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

Report of Acting Volunteer Lieutenant Cate, U. S. Navy, commanding U. S. bark Pursuit, regarding the capture by that vessel of the schooner Anna Belle.

U. S. BARK PURSUIT, *March 7, 1862.*

SIR: I have to report the capture of the schooner *Anna Belle* by this vessel. We fell in with her at 4 p. m. on the 6th instant in latitude 29° 20′ and longitude 85° 22′ under close reefs. When within a mile of her I ordered a shot fired across her bow; she took no notice of it; after the second shot she ran up the American flag, but as she looked so much like a Southern-built vessel I ordered the third shot to be fired over her, when she hauled down the American flag at half-mast and wore around. We soon had her within hail. There being a very heavy sea on and unsafe to lower a boat, I ordered her to lay by us till morning with a light up, which she did; this morning having moderated we lowered a boat and took possession at once. The papers found on board were register and crew list dated at Mobile and headed Confederate States of America; also a copy of an insurance policy dated at New Orleans. The schooner was leaking, and as she was laboring heavily I dispatched her as soon as possible in charge of Charles R. Harris, master's mate, as prize master with all the papers, the captain and two of the crew, and trusted to the mail steamer to forward my reports, but we have seen nothing of her. I therefore take this my first opportunity to forward papers, etc.

Very respectfully, etc.,

DAVID CATE,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of Navy.

Second report of Lieutenant Hughes, U. S. Navy, commanding U. S. S. Water Witch, regarding the capture of the Confederate schooner William Mallory.

U. S. S. WATER WITCH,
At Sea, March 8, 1862.

SIR: Since leaving the flagship on Tuesday morning the 4th instant I have to report that when off Santa Rosa Sound, on account of the violent wind and heavy sea, I was obliged to cut the schooner adrift which you had directed me to tow, in order to get off a lee shore, the wind blowing a gale from the southward and westward.

On the morning of the 5th, the wind having abated, I continued on my course to St. Andrew's Bay. While off that point I gave chase to a schooner, which I succeeded in capturing after a pursuit of five hours, being obliged to fire several shot to make her heave to. Upon boarding she proved to be the rebel schooner *William Mallory*, of Mobile, from Havana, 28th February, with an assorted cargo.

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I placed Acting Master Joseph A. Titcomb, assisted by Master's Mate Charles E. Norbery, and a prize crew of six men on board of her, with orders to keep in company with us during the night.

We then shaped our course for Apalachee Bay, hoping to fall in with you on the following morning. At noon of the 6th, the wind being S. S. W., in attempting to reach the anchorage off St. Marks, this vessel touched on a shoal to the eastward of the Southwest Cape, from which I do not think we have sustained any great damage. We succeeded in getting off without difficulty. Soon after the wind freshened into a gale from S. W., which obliged me to haul off the land. During the gale we lost sight of the schooner, but before we had parted company I directed Mr. Titcomb to make the best of his way to Key West in the event of such a contingency.

Thus you will see that we had encountered two gales since parting from the flagship at Mobile. Our little vessel labored very heavily, the machinery much strained, the boiler not being trustworthy, and the senior engineer reporting to me at the time that there was not more than four days' coal on board, being barely sufficient to take us to Key West, I determined to proceed to that port without delay.

Trusting that what I have done will be approved by you, I have the honor to be, very respectfully, your obedient servant,

A. K. HUGHES,
Lieutenant, Commanding.

Flag-Officer WM. W. MCKEAN,
Commanding Eastern Gulf Squadron.

Report of Acting Volunteer Lieutenant Winn, U. S. Navy, regarding the advisability of occupying Way Key, Cedar Keys, Fla.

U. S. BARK JAMES L. DAVIS,
Cedar Keys, March 8, 1862.

SIR: Way Key, which is but a few rods from the main and connected to it by a trestle bridge, is the termination of the Fernandina Railroad. If it is of any importance to the United States Government, any number of troops can be landed on it, under cover of our rifled cannon, on a steamer drawing 9 to 10 feet water. On it are several fine houses and a large depot. There are several fine houses and a depot on Depot Key, which is but a few rods from Way Key and was connected to it by a trestle bridge, which was destroyed by the U. S. S. *Hatteras* when she took the place. On it we can see large quantities of sawed lumber. To all appearances it has every convenience for the accommodation of a large number of troops. Wood and water are abundant.

I am as near as I can get to the Key, with the ship drawing 10½ feet water. It is large, 2 miles distant, and my battery will scarcely reach it to do any execution. I can see the railroad cars arrive and depart to and from Way Key. If I had a rifled cannon I could soon put a stop to that business. I am so shorthanded I dare not risk a boat expedition ashore on Way Key.

Very truly, your obedient servant,

JOS. WINN,
Acting Volunteer Lieutenant, Commanding, U. S. Navy.

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

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P. S.—Since writing the above the U. S. gunboat *Tahoma* has returned with orders from Flag-Officer W. W. McKean for me to proceed immediately to Key West. Shall sail to-morrow at high water, if there is sufficient on the bar.

J. W.

Report of Acting Volunteer Lieutenant Winn, U. S. Navy, commanding U. S. bark James L. Davis, regarding the capture of a schooner at sea.

U. S. BARK JAMES L. DAVIS,
At Sea, March 10, 1862.

SIR: I have to report that at 10:40 a. m. this day weather fine, wind S. S. E., steering on a wind with port tacks aboard, saw a schooner veering about S. E. Tacked ship and stood for her. She was steering N. N. E. to N. E.; 11:30 a. m. set our ensign. The schooner set an English ensign, but not till we fired a shot across her bow, she being less than a mile distant from us.

At noon spoke her. Reported from Havana bound to Matamoras. She had no name on her stern. Had on it "Nassau, New Providence," and name painted over black. Ordered the captain to come aboard with his papers. He replied his boat was stove. I then sent a boat with my executive officer, Alex. Waugh, one master's mate, and boat's crew to bring the captain and papers. The boat returned at 1 p. m. I examined the captain and his papers and felt justified in taking him to Key West, as it was evident from the course she was steering she was bound to some port on the Florida coast between Apalachicola and Cedar Keys, and not to Matamoras. Her cargo consists, as per invoice, of 250 bags of coffee, soda ash, soap, spool cotton, hoop skirts, and dry goods assorted; amount of invoice, about $15,000. At 2 p. m. took from her her officers and crew, 8 in all. Put a prize crew on board with orders to keep in company. I perceive she has a British provisional register for six months, given at Havana. The captain says he left Havana the 6th instant. Some of the crew say they left the 8th.

I also notice her charter party is signed and dated 6th March, which is the date of all her clearance papers. I never yet knew of a chartered vessel taking aboard all her cargo prior to the charter party being consummated, and I feel assured such a thing is never done in any legitimate transaction. *Florida* is the schooner's name, as per her papers.

Latitude observed at noon, 27° 56′ N.
Longitude chronometer at noon, 84° 25′ W.

Very respectfully, your obedient servant,

JOS. WINN,
Acting Volunteer Lieutenant, Commanding, U. S. Navy.

Flag-Officer W. W. McKEAN,
Eastern Division Gulf Blockading Squadron,
U. S. Steamer Niagara, Key West.

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Report of Flag-Officer McKean, U. S. Navy, regarding general matters, and announcing the transfer of the western division of his command to Flag-Officer Farragut, U. S. Navy.

No. 19.] U. S. FLAGSHIP NIAGARA,
Key West, March 11, 1862.

SIR: I have the honor to report my arrival at this place on the morning of the 10th instant. I transferred to Flag-Officer Farragut the command of the western division of the Gulf Blockading Squadron on the 21st ultimo, and on the 3d instant left Ship Island, with the *Water Witch* in company, and proceeded to the anchorage off Mobile, where I was joined by the steamer *Huntsville*, and from thence proceeded to Apalachicola, at which place the U. S. S. *Mercedita* and the prize steamer *Calhoun* were to have been ordered by Flag-Officer Farragut to meet me, but they failing to arrive, after remaining two days, I came on to this place. I have since learned that Flag-Officer Farragut was unable to leave Ship Island for the Mississippi, where the *Mercedita* and *Calhoun* were stationed, at the time he expected.

I was desirous of looking in at St. Marks and Cedar Keys on my way here, but owing to the nonarrival of the *Calhoun* was prevented from doing so, the great draft of water of this ship making it impossible to get nearer than 15 or 18 miles to either place.

Previous to leaving Ship Island I dispatched the steamer *Cuyler* to examine St. Andrew's and St. Joseph's bays, and a thorough examination of both harbors was made by Lieutenant Commanding Winslow, but no vessels were discovered in either.

When off Mobile I dispatched the *Water Witch*, with instructions to her commander to run down the coast from St. Andrew's and join me off Apalachicola, and I am happy to inform you that near St. Andrew's Bay he fell in with and captured the schooner *William Mallory*, of Mobile, from Havana, with an assorted cargo, bound to a Confederate port. Shortly afterwards meeting with a severe gale, she parted company with her prize, and for some hours was in great danger of being lost, but fortunately succeeded in reaching this place, where I found her on my arrival. The prize schooner has not yet arrived.

I forward by this mail a copy of a report received from Commander Walker, containing the information that a laden steamer succeeded in escaping from his vessel and entered Barataria. Had the *De Soto* been provided with a large boat mounting a howitzer she might have been captured or destroyed.

When in communication with the gunboat *Sagamore*, off Apalachicola, learning from Lieutenant Commanding Drake that his launch would carry it, I furnished him with a 12-pounder boat howitzer from this ship; and I also furnished Lieutenant Commanding Howell, of the *Tahoma*, stationed at Cedar Keys, with a small prize schooner, mounting a howitzer.

I have received communications from Lieutenant Commanding Eaton, commanding the bark *Ethan Allen* at Tampa Bay, from which I learn that several Union men residing in that vicinity have come off and claimed the protection of the Government, having been driven from their homes and families by the rebels; also that a boat expedition from his ship, sent to Clearwater Harbor, resulted in the capture of the schooner *Spitfire* and the sloops *Atlanta* and *Caroline*. The *Spitfire* and *Caroline*, being old and leaky, and not worth sending in

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for adjudication, he proposes to sink them in a small 8-foot channel, on the south side of the bay. The *Atlanta* will be useful to him as a tender, and I shall authorize his keeping her for that purpose.

The steamers *South Carolina*, *Huntsville*, and *Water Witch* are now at this place, engaged in making such repairs as are necessary to enable them to make the passage to the north, and I am hourly expecting the arrival of the *Mohawk*, which vessel I have ordered here for a similar purpose. I deeply regret the necessity of reducing so largely the steam force of this squadron, but it is unavoidable, as, if these vessels are kept longer on the station, they would in all probability, in a short time, be unable to reach a Northern port. As it is, I shall detain the *Water Witch* until about the 1st of April, as I do not consider her fit to encounter a gale of wind.

The steamer *Cuyler* is now here making some slight repairs to her engines, but will, I hope, be in readiness for sea to-morrow. I shall dispatch her to Havana, to take in a supply of water, as there is none to be had here. From thence she will proceed to cruise near Cape San Antonio, in order to intercept any vessel that may attempt to return from Havana to a Confederate port, or that may have run the blockade bound to Havana.

The crew of the privateer *Beauregard*, now in prison at this place, I shall send to the North in the steamer *Rhode Island*. The crews of the various prize vessels have been disposed of in accordance with the instructions contained in your letter of January 15, 1862.

I transmit herewith a list showing the stations of the vessels composing the Eastern Gulf Squadron.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer Commanding Eastern Gulf Squadron.

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

[Enclosure.]

Stations of vessels composing the East Gulf Blockading Squadron.

U. S. FLAGSHIP NIAGARA,
Key West, March 12, 1862.

Niagara and *Wanderer*, at Key West.
Cuyler, ordered to cruise near Cape San Antonio.
Ethan Allen, blockading Tampa Bay.
Tahoma, blockading Cedar Keys.
Kingfisher, ordered to St. Marks, to relieve the *Mohawk*.
Mohawk ordered to Key West, to repair to go north.
Sagamore, blockading Apalachicola, Middle and East passes.
Mercedita, ordered to Apalachicola, to relieve the *Marion* at the West Pass.
Marion, ordered to Key West, to repair and receive new gun carriages.
Pursuit, blockading St. Andrew's and Joseph's bays.
Bainbridge, *J. S. Chambers*, and *J. L. Davis*, will be stationed on Atlantic coast, between Key West and Cape Canaveral.
National Guard (coal ship), ordered to Key West: not arrived as yet.
Santiago de Cuba, absent, supposed at Havana.

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Calhoun (prize steamer), ordered to Key West, but has not arrived.
Beauregard, Key West, fitting for service.
South Carolina, *Huntsville*, and *Water Witch*, Key West, preparing to go north.

Order of the Secretary of the Navy to Flag-Officers McKean and Farragut, U. S. Navy, urging greater vigilance in view of the escape of vessels from New Orleans.

NAVY DEPARTMENT, *March 12, 1862.*

SIR: The Department learns of the arrival at Havana on the 23d ultimo of the steamer *Colonel J. Whitmore*, 430 tons, and the steamer *Florida*, 429 tons, from New Orleans with a thousand bales of cotton, and also of the escape from New Orleans of the steamers *Magnolia*, *Tennessee*, and *Vanderbilt*.

The hope and belief had been indulged that the Passes of the Mississippi were effectually blockaded against the entrance and departure of vessels, and therefore the recent escape of so many steamers of such size and importance fills the Department with surprise and regret.

The Gulf Squadron having recently been so much enlarged and divided, the Department trusts that in future it may have no occasion to refer to the fact of vessels having run the blockade or to urge greater vigilance and the importance of cutting off communication with the rebel ports.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer W. W. MCKEAN,
Commanding East Gulf Blockading Squadron,
Key West, Fla.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron,
Ship Island.

Order of Flag-Officer McKean, U. S. Navy, to Lieutenant Winslow, U. S. Navy, commanding U. S. S. R. R. Cuyler, to cruise in pursuit of blockade runners to or from Havana, Cuba.

U. S. FLAGSHIP NIAGARA,
Key West, March 14, 1862.

SIR: You will proceed in the U. S. S. *Cuyler* under your command to Havana and take in a supply of water and obtain from the U. S. consul at that place any information he may be possessed of that can be of service to you in the prosecution of your duty. From thence you will proceed to cruise near Cape San Antonio for the purpose of intercepting vessels that may leave Havana bound for a Southern port or that may run the blockade bound to Havana.

I have received information that two steamers, the *Florida* and *Tennessee*, have escaped from New Orleans and arrived in Havana. They will most likely attempt to return to a Southern port, probably under provisional registers. Should you meet with them you will capture and send them in for adjudication.

You will be particular in instructing your boarding officer not to give unnecessary offense, to be courteous but firm in making a thorough examination.

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I herewith transmit a memorandum on the subject of provisional registers.

When in need of supplies you will return to this place and procure them.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

Lieutenant Commanding FRANCIS WINSLOW,
Commanding U. S. S. Cuyler,
Key West, Fla.

Report of Flag-Officer McKean, U. S. Navy, of the disposition of the prize steamer Magnolia and transmitting information regarding the forwarding of supplies to Texas.

No. 20.] U. S. FLAGSHIP NIAGARA,
Key West, Fla., March 19, 1862.

SIR: I have the honor to report that the prize steamer *Magnolia*, whose capture I reported on the 21st ultimo, has been condemned as prize of war and the judge has decreed that she be sent with her cargo to New York for sale.

This decree was made at my suggestion, as the cargo is too large to sell here and in my opinion the steamer will make an admirable gunboat. She requires to be coppered (as otherwise the worms would soon destroy her) and one new boiler, and therefore could not be fitted at this place. She is remarkably fast, having run 10 knots on one boiler; draws but 8 feet water, with 1,000 bales of cotton and 90 tons of coal on board; is well found in every respect, and our chief engineer reports her engines to be of the first quality. I shall dispatch her as soon as the necessary arrangements are completed, in charge of Acting Lieutenant James Parker, of the *South Carolina*, with a crew detailed from that vessel. The U. S. marshal will take passage in her to attend to the sale.

Since my last report three schooners, prizes to vessels of the Eastern Squadron, have arrived at this place, viz, the *Lion*, captured by U. S. bark *Kingfisher; Anna Belle*, captured by the U. S. bark *Pursuit*, and the *Florida*, captured by U. S. bark *J. L. Davis*.

The schooner *William Mallory*, whose capture by the *Water Witch* I reported in my communication of the 11th instant, put into Tortugas in distress. I have dispatched the *Water Witch* to tow her up inside of the reef.

I desire to bring to the notice of the Department the necessity of adopting means to secure a supply of water at this place, as owing to the large number or troops upon the island the commanding general has laid a restriction upon the water tanks and what little the naval storekeeper is able to procure is by purchase from private citizens, and at considerable expense, as it has to be carted down to the dock.

Lieutenant Commanding Couthouy, commanding U. S. bark *Kingfisher*, having stated to me verbally several facts which I deemed it desirable to bring to the notice of the Department, I directed him to make me a written report, a copy of which I herewith transmit. It seems rather remarkable that vessels should be cleared from New York

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for Matamoras, as I learn that the collector at this place has instructions not to clear vessels for that port.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

[Enclosure.]

U. S. BARK KINGFISHER,
Key West, March 19, 1862.

SIR: I have the honor to report that on Sunday, 16th instant, at 8:45 a. m., in latitude 25° 14′ N., longitude 83° 27′ W., boarded the schooner *Hannah M. Johnson*, of Baltimore, of 94 tons burden, Captain James A. Thomsen, Supercargo L. Bebeau fils, of Tampico, with an assorted cargo of dry goods, provisions, spirits, wines, silks, cutlery, etc., invoiced at $18,000, in round numbers, regularly cleared at New York for Matamoras, and also from this port, which she left on the 14th, having sailed from New York February 25 and touched here for water.

The information I obtained from the supercargo of this vessel in regard to the manner in which supplies are being sent into Texas from the North appeared to me of such importance that I made note of it in full for transmission to you by the earliest opportunity. Mr. Bebeau stated that about two weeks prior to his sailing from New York, J. & N. Smith, commission merchants, 29 Burling Slip, New York, cleared at that port for Matamoras the bark *Alice Tainter*, burden about 679 tons, Hutton, master, with a cargo valued at $80,000 and upward, consisting of 700 bags coffee, 1,700 barrels flour, 400 boxes crushed sugar, 400 barrels ship bread, a large quantity of assorted provisions, and several thousand gunny bags. She took out as passenger for Matamoras, nominally, but in fact as supercargo and joint owner, a person named Jerry Galvan, of Brownsville, well known to me as a partner in the house of Jas. H. Phelps & Co., established and doing business in that city. A Captain John Woodhouse, also well known to me as having been long the confidential clerk, and later the partner of Charles Stillman, merchant, of Brownsville, and now doing business there and in Matamoras on his own account, was, at the time the *Hannah M. Johnson* sailed, loading a schooner at New York with provisions, etc., for Matamoras. The schooner *Mystic Valley* also cleared recently at New York with a cargo entirely of assorted provisions by King & Devine, who have a house in Brownsville, Mr. Devine going out in her as passenger and supercargo. Mr. Bebeau had no hesitation in expressing his conviction, based on a knowledge of the facts, that all these cargoes are destined to supply the wants of Texas. He avowed his own intention to dispose of the *H. M. Johnson's* cargo to the best offerer for it in Matamoras, without troubling himself what became of it afterwards. I presume there can be slight doubt that the whole of her cargo, and the others also, will be sold on board and landed directly on the levee at Brownsville in order to save the expense of cartage to and from Matamoras.

A letter to Charles Stillman, of Brownsville, found on board the schooner, from James Smith, of the firm of J. & N. Smith, above mentioned, who are the agents for said Stillman in New York, dated the 21st of February, had this passage: "I hope next vessel from there

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you will send us sales of the *Kibby* cargo." The *Kibby*, according to Mr. Bebeau, was cleared at New York two or three months ago for some ports on the Spanish Main, he thought Cartagena, by this same concern of J. & N. Smith, clearances being at that time refused for Matamoras, but from this letter it seems she went there nevertheless, or rather to Brownsville, and her cargo, consigned to Stillman's house, went to supply Texas. I do not presume to point out how such gross abuse of the privilege of a neutral port, and that by vessels under our own flag, sailing with regular clearances from our own custom-houses, can be prevented, if at all; but in submitting these facts for your consideration, I can not refrain, even at the hazard of being regarded as transcending my proper sphere, from suggesting that the most absolute blockade and closure of every port on the coast of Texas must be a comparatively ineffectual measure, and all hope of crushing the rebellion by cutting off the resources of those who are waging war against our Government and country be utterly vain, so long as unlimited supplies are allowed to be poured from our Northern ports into the heart of the State, through the Rio Grande and Matamoras, which is but another name for Brownsville, there being hardly a firm of any note in the first city that has not a branch house in the latter also.

It may not be considered out of place to add that in the letter above referred to from James Smith, merchant, of New York, to Charles Stillman, merchant, of Brownsville, and who claims to own the fee of the land on which it is built, the writer expresses his conviction that this war will be at an end within six months, and in view of it, proposes to Stillman to join with him in building a steamer to ply between New York, Galveston, and other ports in Texas, which could touch at Key West. Mr. Smith is of opinion that after the war is over there will be a great demand in Texas for goods from the North, and therefore such a steamer could not fail to be a profitable investment. It would take four months to get her ready, and in case the war should not be over within six, he, Stillman, would be able to take her off their hands (the Smiths) at a great bargain. It may be that all this correspondence and trading with and consigning cargoes to so notorious a partisan of the rebels as Charles Stillman is perfectly legitimate, honorable, and eminently patriotic, but it still somewhere conflicts with my preconceived ideas of what should be regarded by every loyal citizen and honest man as illegal, dishonorable, and traitorous to the last degree, and as such to be sternly rebuked by those who have the power to enforce reproof by punishment at need.

Very respectfully, your obedient servant,

JOS. P. COUTHOUY,
Acting Lieutenant, Commanding.

Flag-Officer WM. W. MCKEAN,
Cmdg. Eastern Gulf Blkdg. Squadron, U. S. Flagship Niagara.

Order of Flag-Officer McKean, U. S. Navy, to Acting Master Hays, U. S. Navy, to assume command of the U. S. storeship National Guard.

U. S. FLAGSHIP NIAGARA,
Key West, Fla., March 20, 1862.

SIR: You are hereby detached from this ship and appointed to relieve Acting Master J. H. Hodgdon, in command of the U. S. storeship

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National Guard. Acting Master Hodgdon has been instructed to make the necessary transfers.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

Acting Master WILLIAM HAYS,
U. S. Steam Frigate Niagara, Key West, Fla.

[Order of same date to Acting Master David Stearns, U. S. Navy, to assume command of U. S. schooner *Beauregard.*]

Report of Commander Stellwagen, U. S. Navy, transmitting order and report regarding reconnoissance of Apalachicola, Fla., in view of its reported abandonment.

U. S. S. MERCEDITA,
Off Apalachicola City, March 25, 1862.

SIR: I have to report that in consequence of information from two intelligent contrabands that the town had been abandoned, two days after our coming in, by all the soldiers (some 650), followed in a few days by nearly all the inhabitants, and having seen the steamboats busy on the river, either reinforcing or preparing to evacuate, I determined to send to the city and ascertain the true state of the case.

The report proves strictly correct; not a soldier, a cannon, or apparently any weapon of war remains, and persons claiming to be the influential men of the place say emphatically that everybody has been peremptorily ordered away by Governor Milton, of Florida; that the city is entirely at our mercy; they have no means of defense and can not resist one of our boats, but that no one remains having any authority to surrender the city or to ask for any terms.

There are still left parts of about a dozen white families, a few slaves, and some Spanish fishermen, altogether numbering from 500 to 600 souls, many of whom are women and children. The prominent men in the conference were strong secessionists, petty officeholders; many of the others are inclined for the Union, but are not at liberty to speak. Threats have often been made to hang or to starve them as damn Yankees, traitors to the South. In this category stand also many of the fishermen who have not enlisted in their army. Threats are also made to burn the whole town if they hold intercourse with us. For these considerations I have abstained from hoisting the American flag, or giving any show of reason for them to destroy the houses or maltreat the persons remaining under pretense of operating against us or our friends until I shall receive your instructions, as this vessel can not lie near enough to prevent their carrying out their inhuman threats by stealth at night.

The exodus of the poor frightened women and children is represented by the negroes as heartrending. Taken away at the shortest notice, in a storm, thrown ashore on the low bluffs many miles up the river, with their household goods, furniture, and everything they could snatch up in their flight, and left all night in a deluge of rain, the river rising and threatening to carry them away, with scarcely any shelter for the weak and sick, they most of them laid in the mud,

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almost perishing with cold, until the latter part of the next day, when they were taken away by rafts and flats over the deluged country.

The batteries at town appear to be entirely of sand, not finished with sodding, except a small portion. The one at St. Vincent's I have entirely destroyed, burning the platforms for the guns, etc. Some few soldiers are at Rickol's Bluff, 90 miles up the river, the rest at Johnson's, 240 miles. At this latter place they have been five months building a fine steam gunboat, not yet planked in. The soldiers are disheartened and dissatisfied; some 300 will leave soon, their time being up. Annexed please find copy of orders to Lieutenant Abbot for the expedition, marked "A," and his report, marked "B."

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

Flag-Officer W. W. McKEAN,
Commanding Eastern Division, Gulf Squadron.

[Enclosures.]

U. S. S. MERCEDITA,
Apalachicola, March 23, 1862.

SIR: You will fit out an expedition, to proceed at daylight to the city of Apalachicola, consisting of the first cutter and the whaleboat, their crews and such officers as may be selected to be all well armed. On approaching the place you will display the flag of truce, and on its being met you will request to see the military commander, the civil authorities of the city, or the leading citizens, some of whom now there are Mr. Dodge, Mr. Brooks, Thomas Mitchell, Mr. Reman, Mr. Porter, Henry R. Taylor, Dr. Chapman, Mr. Benezet, Mr. Hancock.

Say to them that, understanding the soldiers have been withdrawn or have evacuated the place since we came in, and being anxious to soften the evils of war as much as its due prosecution will permit, I have sent you to ask if the city capitulated without being subjected to damage from the fire of the guns of the large naval force in the neighborhood, which it is only reasonable it should do. Also say that anyone taking the oath of allegiance to the U. S. Government, and binding himself not to act in hostility to it or its forces, can remain securely in the town, and his property will be safe as long as he remains faithful to the oath.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

Lieutenant T. ABBOT, U. S. Navy.

U. S. S. MERCEDITA,
Apalachicola Bay, March 25, 1862.

SIR: In obedience to your order of 23d instant, I proceeded on the morning of the 24th under a flag of truce to the city of Apalachicola, accompanied in the whaleboat by Acting Master C. B. Wilder and Acting Assistant Surgeon C. H. Mason, with the first cutter, in charge of Acting Master's Mate G. A. Steins, both boats fully armed. Arriving off the city, I directed Mr. Steins to keep in sight of the whaleboat, about 500 yards distant, prepared to come up at once should I dip our colors twice. I then proceeded to within 150 yards of the lower

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wharf and came to anchor, tossed my oars, keeping them up as a signal I wished to communicate with the authorities of the place.

After remaining in that position about half an hour, seeing that no one showed any disposition to come off to us, I lifted the anchor and pulled in toward the lower wharf, where I found four of the inhabitants waiting to meet me—Mr. Hancock (mayor), Mr. Benezet, Mr. Porter, and Mr. Miller, who represented themselves as the principal citizens of the place. I immediately made known to them the object of my mission.

They informed me the troops had been withdrawn from the city and sent up the river, with all their arms and ammunition, by the order of the Government, but whether they were to return or not they could not say. Also all the inhabitants had left, excepting themselves and a few men, women, and children; that they themselves had remained to protect their own property from incendiarism on shore; that the town was in a defenseless state, but that they had no authority to act in any disposition of it; that should the place ever be attacked and any of their property destroyed the Confederate Government would make them ample remuneration; that there was no one in the place willing, under any circumstances, to take the oath of allegiance to the U. S. Government, excepting perhaps (to use their own expression) a few miserable foreigners. I would here state that the incendiaries spoken of by them, in my opinion, are people on shore of doubtful loyalty to the so-called Confederate Government. I noticed that everyone in the place except the four leading citizens stayed back a considerable distance from the wharf, which led me to believe there are such men and that they are closely watched.

Being convinced I was talking to rank secessionists, and believing any peaceable attempt on my part to ascertain the true sentiment of the people in the place would be thwarted by their leading men, I concluded to close the interview and return to the ship. We carried 7 feet of water in the channel in the strength of the stream. The fortifications are made of sand, extending in a northeasterly direction and southwesterly about 500 yards, at equal distances from each other, the one in the center being covered with turf. Guns to be mounted "en barbette;" we could not see any guns, however. I think a few heavy guns, mounted on these fortifications, would effectually guard the channel against any ordinary fleet.

I am, very respectfully, your obedient servant,

TREVETT ABBOT,
Lieutenant.

Commander H. S. STELLWAGEN,
Commanding U. S. S. Mercedita.

Order of Flag-Officer McKean, U. S. Navy, to Commander Stellwagen, U. S. Navy, commanding U. S. S. Mercedita, relieving him from the blockade of Apalachicola.

U. S. FLAGSHIP NIAGARA,
Key West, March 25, 1862.

SIR: Upon the reporting of Lieutenant Commanding Winn, commanding U. S. bark *Davis*, to relieve you in the blockade of Apalachicola, you will transfer to him all unexecuted orders, give him any information you may be possessed of that can be useful to him,

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and, if necessary, tow the *Davis* into a position where she can command both the West Pass and the New Inlet, after which you will proceed in the steamer under your command to this place and report to me.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

Commander H. S. STELLWAGEN,
Commanding U. S. S. Mercedita, off Apalachicola.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Goodwin, U. S. Navy, commanding U. S. bark Amanda, to proceed to duty in the East Gulf Blockading Squadron.

NAVY DEPARTMENT, *March 27, 1862.*

SIR: Proceed with all practicable dispatch with the U. S. bark *Amanda*, under your command, to Key West, Fla., and report to Flag-Officer W. W. McKean for duty as a part of the Eastern Gulf Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Actg. Vol. Lieut. NATHANIEL GOODWIN, U. S. Navy,
Commanding U. S. Bark Amanda, Baltimore, Md.

Order of the Secretary of the Navy to Acting Master Rogers, U. S. Navy, commanding U. S. schooner Samuel Rotan, to proceed to duty in the East Gulf Blockading Squadron.

NAVY DEPARTMENT, *March 28, 1862.*

SIR: As soon as the U. S. schooner *Samuel Rotan* is ready for sea, proceed with her, with all practicable dispatch to Key West, Fla., and report to Flag-Officer McKean for duty as a part of the Eastern Gulf Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Master JOHN A. ROGERS, U. S. NAVY,
Commanding U. S. Schooner Saml. Rotan, Philadelphia.

Report of Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, regarding the cruise of that vessel in pursuit of steamers Vanderbilt and Whitney.

U. S. S. SANTIAGO DE CUBA,
Key West, March 28, 1862.

SIR: I sailed from Havana on the 13th instant in pursuit of steamers *Vanderbilt* and *Whitney*, which I had reason to believe from information received at Havana were bound to Galveston, Tex., or the Sabine River.

I went to Galveston in sixty-five hours, and communicated with the *Santee* to put them on their guard, and arrived off the Sabine in five hours after leaving Galveston. As we came in sight of the river we

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made a river steamer coming out of the harbor loaded with cotton and made chase, but she was so near the river that she made her escape. I remained off the river four days, and seeing nothing of the steamers I was looking for, was satisfied they had gone to some other place.

Standing off the land in a southerly direction, when out of sight of the land I changed the course along the coast of Louisiana toward Calcasieu. In four hours we saw the smoke of a steamer coming to the eastward from the Sabine River. We made chase after her and in three hours came up with a large river steamer loaded with cotton. We opened on her with the rifle and 32-pounders, when she ran in shoal water, was fired and abandoned. In a few minutes she was enveloped in flames and burned for twelve hours.

I saw in the Sabine River four schooners and several river steamers, arriving and departing up and down the river. At Calcasieu I saw three schooners and one river steamer.

On my return cruise I touched at Ship Island to communicate with Flag-Officer Farragut the result of my observations at Sabine and Calcasieu.

I think it proper to state that eighteen hours out from Havana this ship encountered a heavy gale from S. and S. S. W. and the steamers I was looking after could scarcely have weathered the gale.

I am, respectfully, your obedient servant,

DAN. B. RIDGELY,
Commander, U. S. Navy.

Flag-Officer W. W. McKEAN,
U. S. Gulf Squadron, Key West.

Order of Flag-Officer McKean, U. S. Navy, to Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, to cruise for the interception of vessels from Nassau, New Providence.

U. S. FLAGSHIP NIAGARA,
Key West, March 28, 1862.

SIR: You will proceed in the U. S. S. *Santiago de Cuba* under your command to Havana and take in a full supply of coal with all possible dispatch, after which you will proceed to cruise between the Providence Channel and Cape Canaveral for the purpose of intercepting vessels from Nassau, New Providence, that may attempt to run the blockade.

I have information of large quantities of arms and munitions of war having been shipped from Europe for Nassau, New Providence; these will most likely be reshipped for Charleston on board the steamers *Ella Warley* (formerly *Isabel*) and *Cecil*. Should you fall in with either of these vessels, or with the steamer *Bermuda*, you will capture and send them to a Northern port for adjudication.

I am, respectfully, your obedient servant,

WM. W. McKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

Commander D. B. RIDGELY,
Comdg. U. S. S. Santiago de Cuba, Key West, Fla.

[Order 29th inst., to Lieutenant Doty, U. S. Navy, commanding U. S. S. *Marion*, to cruise between Tortugas and Cuba.]

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Order of Flag-Officer McKean, U. S. Navy, to Lieutenant Howell, U. S. Navy, commanding U. S. S. Tahoma, regarding the service of the U. S. schooner Beauregard.

U. S. FLAGSHIP NIAGARA,
Key West, March 29, 1862.

SIR: I dispatch the U. S. schooner *Beauregard*, with orders to her commander to report to you. If, with the assistance of the *Beauregard*, you can operate against the enemy in any way that you deem advisable, you may detain her a few days for that purpose, otherwise you will dispatch her immediately to carry out the further instructions her commander has received, unless you have information which you consider very important I should receive without delay, in which case you may dispatch her with it. You will be pleased to forward to me by the *Connecticut* a report of the quantity of coal you have on board, also requisitions for anything you may be in need of.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

Lieutenant-Commanding J. C. HOWELL,
Commanding U. S. Gunboat Tahoma, Cedar Keys, Fla.

[Order of same date and like tenor to Lieutenant A. J. Drake, U. S. Navy, commanding U. S. S. *Sagamore*, off Apalachicola.]

Letter from Flag-Officer McKean, U. S. Navy, to Brigadier-General Brannan, U. S. Army, proposing a combined movement for the occupation of Apalachicola.

U. S. FLAGSHIP NIAGARA,
Key West, March 31, 1862.

SIR: From information received by the papers, I am disposed to think it possible that a portion of the rebel forces may retire upon Apalachicola, and am of opinion that it would be well for us to occupy that place. Should you agree with me, I shall be most happy to cooperate with the naval force under my command in taking possession of it.

If you can spare 600 or 800 men to be landed at St. Joseph's Bay, so as to take the town in the rear, I think that force, in connection with the boats of the squadron, operating in the Bay of Apalachicola, would be sufficient.

Should you concur in my suggestion, I shall be pleased to hear from you as early as possible, that I may make the necessary arrangements.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

Brigadier-General BRANNAN,
Commanding Department of Key West.

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Report of Commander Woodhull, U. S. Navy, commanding U. S. supply steamer Connecticut, giving information obtained regarding affairs in west Florida.

U. S. S. CONNECTICUT,
Ship Island, March 31, 1862.

SIR: I have executed all your orders and have visited and supplied all the vessels of your squadron, save the bark *Pursuit*, which vessel I cruised for nearly thirty hours without finding; consequently was obliged to proceed without communicating.

Her prize officer and crew I brought to this port, and through the advice of the senior officer commanding I send them back to Key West in the ship *Pampero*, rather than keeping them with me all the way to Texas. At Key West there may be an earlier opportunity to send them to their ship than through the means of the *Connecticut*.

All the places of importance in west Florida are evacuated. St. Marks, Apalachicola, and St. Joseph's are without the presence of hostile troops. Captain Stellwagen has visited Apalachicola and found the town deserted save by a few noncombatant citizens. The rebels have also almost abandoned Pensacola, and have carried away the greater portion of the guns. It is supposed there can not be over 600 men left. The Barrancas and Fort McRee are also abandoned. General Arnold proposes making this week a grand attack, which all believe will be successful.

It is understood that all the vessels of Flag-Officer Farragut have passed the bar of the Mississippi, save the *Colorado*, her draft, notwithstanding the lightening process she has gone through, being too great to venture it.

I believe this is all the news reliable, sifted from an immense quantity of flying rumors.

I am using great dispatch, as Flag-Officer Farragut's operations, I understand, depend upon the dispatches intrusted to my care.

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

M. WOODHULL,
Commander, U. S. Navy.

Flag-Officer WM. W. MCKEAN,
Commanding Eastern Division Gulf Squadron,
Flagship Niagara, Key West.

Order of the Secretary of the Navy to Lieutenant English, U. S. Navy, commanding U. S. S. Somerset, to proceed to duty in the East Gulf Blockading Squadron.

NAVY DEPARTMENT, *April 1, 1862.*

SIR: Proceed with the U. S. S. *Somerset* with all practicable dispatch to Key West, Fla., and report to Flag-Officer William W. McKean, for duty as a part of the Eastern Gulf Blockading Squadron.

Transmit to the Department before sailing from New York a complete muster roll of the crew and a separate list of the officers of the *Somerset*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant EARL ENGLISH,
Commanding U. S. S. Somerset, New York.

[Order of same date and like tenor to Acting Lieutenant J. C. Walsh, U. S. Navy, commanding U. S. S. *Fort Henry*.]

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Report of Lieutenant Winslow, U. S. Navy, commanding U. S. S. R. R. Cuyler, regarding the seizure by that vessel of the schooner Grace E. Baker.

U. S. S. R. R. CUYLER,
Key West, April 2, 1862.

SIR: A list of the officers and men entitled to share the proceeds of the prize schooner, *Grace E. Baker* and cargo, is herewith enclosed.

The *Grace E. Baker* was seized by the U. S. S. *R. R. Cuyler*, under my command, on the 29th March last, at sea, within sight of the coast of Cuba, then some 10 or 12 miles distant; the schooner had English colors flying, but on being visited for examination no papers were found on board, the master averring that his papers had been lost overboard from a boat, which statement, in connection with the fact that the schooner was loaded with cotton, afforded a reasonable presumption she had left a blockaded port. I decided to bring her into Key West and place her in custody of the United States marshal. Though at first claiming to have sailed from Matamoras the owner has subsequently admitted the vessel came from New Orleans, with a cargo owned principally in that vicinity, and disclaimed any intention to defend the case, which is now before the United States court for this district.

I am, sir, respectfully, your obedient servant,

FRANCIS WINSLOW,
Lieutenant, Commanding.

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

Report of Flag-Officer McKean, U. S. Navy, regarding the U. S. steamers Water Witch and Mohawk.

U. S. FLAGSHIP NIAGARA,
Key West, April 2, 1862.

SIR: I dispatch the *Water Witch* to Philadelphia, with instructions to Lieutenant Commanding Hughes to report to you, by letter, immediately upon his arrival.

The *Mohawk*, Commander Strong, left yesterday for New York.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

Report of Flag-Officer McKean, U. S. Navy, expressing regret at the escape of the steamer Magnolia.

U. S. FLAGSHIP NIAGARA,
Key West, April 3, 1862.

SIR: I have the honor to acknowledge the receipt, this day, of your communication of the 12th ultimo.

No one can share more deeply than myself in the regret expressed by the Department, but I can not say that I am surprised, as at the time of the escape of the *Magnolia* from the river the fog was so dense that she, though obliged to pass close to the blockading vessels,

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was only discovered by her mastheads showing above the fog. I am by no means sure, however, that the other steamers came out through the Pass à l'Outre, though it was certainly a grave error for both blockading steamers to leave in chase of the *Magnolia*.

Since my arrival here I have been informed that a small passage near the fort, opening into Oyster Bay, has been dredged out sufficiently to allow the passage of a vessel of 6 or 7 feet draft, and from telegraphic dispatches captured in the *Magnolia* I learn that a new 8-foot channel has been discovered at Berwick, which it was impossible for the *Hatteras* to guard. Even had I known of these channels at the time, I had no steamers of sufficiently light draft to blockade them; and it is to the want of steamers drawing not over 6 feet that the escape of so many vessels is chiefly to be attributed. Judging by the draft of the *Calhoun*, whose outward cargo from Berwick I am informed was 600 bales of cotton, it is more than probable that the majority of these steamers escaped through one of the channels I have mentioned, while the *Magnolia*, drawing 8 feet of water, was compelled to try the Pass à l'Outre.

In Mississippi Sound and Mobile Harbor the rebels had several gunboats, some of which I knew to be heavily armed, and I had information of others building, said to be ironclad, and almost ready for service; this rendered it necessary to keep a force of gunboats in the sound and off Mobile, and in connection with the fact that several of the new boats arrived in a crippled condition placed it out of my power to concentrate a sufficient steam force to reoccupy the Head of the Passes. My arrangements for that purpose had just been completed, and I was about to send the *Brooklyn* and several gunboats up the river when the arrival of Flag-Officer Farragut relieved me from the control of that part of the blockade.

I will here mention that I would take possession of Tampa, Cedar Keys, and Apalachicola (which can be done at any moment) were it not that I think it would be impolitic to do so, unless a force sufficient to protect the Union people is left to hold possession, and General Brannan informs me that he has not men to spare for that purpose.

In conclusion, I can only say that no exertion has been wanting on my part to make the blockade as effective as possible with the force at my disposal, but I have never had a sufficient force of suitable vessels—sailing vessels being of little value to blockade steamers, especially when their draft of water is such as to prevent their lying close in, and in places where the current runs at the rate of three or four knots an hour, as it does off Mobile and the Mississippi River.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron

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

Occupation of Apalachicola by U. S. Naval force, April 3, 1862.

Report of Commander Stellwagen, U. S. Navy, commanding U. S. S. Mercedita.

U. S. S. MERCEDITA,
Off Apalachicola, April 4, 1862.

SIR: I have the honor to report the capture, without resistance, of the city of Apalachicola and all the vessels in the vicinity by an expe-

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dition of eight armed boats from this ship and the U. S. gunboat *Sagamore*, Lieutenant Commanding A. J. Drake, on the 3d instant.

On the 30th ultimo I heard that the sloop *Octavia* had run into St. Joseph's Bay from Havana and sent a sailboat, under Acting Master Wilder, to that place, 35 miles via the Haul Over, or Portage, across the narrow strip of land connecting Cape San Blas with the mainland. It was found that she had left, but indications from wheel tracks, grains of spilled coffee, etc., showed she had landed her freight and carted it away.

On the same day my boats chased a small sloop from Indian Pass to the city, and at night I sent the gig down 30 miles to East Pass directing the *Sagamore* to join me at the earliest convenience. She arrived on the 1st and the next day the boats were fully prepared for an armed expedition to the city and Old Woman's Bluff, 7 miles up the river. The six boats started at 9 p. m. under command of Lieutenant Abbot, of this ship, and Lieutenant Bigelow, of the *Sagamore*, intending to pass the town in the night, and Lieutenant Commanding Drake and myself followed in our gigs to support them. On arriving at the city early in the morning we found the *Octavia* and all the small vessels in possession of our men, and in due time the party came down the river towing the pilot boats *Cygnet* and *Mary Olivia*, schooners *New Island*, *Floyd*, and *Rose*, the latter loaded with cotton. A considerable time was spent in trying to get the two pilot boats and *New Island* over the bar, but without success; they grounded in 7 feet water.

Late in the afternoon I pulled in with all the boats to the landing place and had an interview with the people of the town, the details of which accompany this. I gave them up their fish boats and two or three schooners, very old and only fit for lighters. Told them they could fish and oyster so long as they were friendly, as I knew there was great distress for the necessaries of life.

After trying again to get off the three schooners without success, I ordered them to be set afire, which was effectually done. The sloop *Octavia* and the schooner *Rose*, with her cotton, I determined to send to Key West for adjudication.

I think the demonstration will be very salutary to the people and will be of service to the cause. I hope you will approve the course pursued. The men deserve great credit; the boats were gone from twenty-four to thirty-six hours, with almost constant heavy work, which was borne very cheerfully.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

Flag-Officer WM. W. MCKEAN,
Commanding East Division Gulf Squadron.

[Enclosure.]

Memorandum of an interview with the people of Apalachicola, April 3, 1862.

Late in the afternoon I pulled into the landing place with all the eight boats ready for action, and was met by nearly all the population. It was really affecting to see the crowd, principally women and children, who had been told we were ruthless Hessians bent on burning, pillage, and destruction, pressing down to see our large and well-armed force, without any fear of maltreatment; on the contrary, with every confidence in our humanity and discipline.

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I look on it as one of the greatest compliments that could be paid to our civilization, to our honored Navy, and to our sacred cause. The men nearly all took off their hats and I addressed them as follows: "My countrymen, for even you who are engaged in this unholy, unnatural war against our Government are my fellow-countrymen, we come not to injure the defenseless, or women and children; I like the people of the South, though I hate secession and rebellion, which have brought such calamities and misery upon all parts of our late happy land." (Cries of "We have had no part in it." "The innocent suffer with the guilty.") "That is true," I replied, "here and everywhere; it is the result always of civil war and your leaders should have thought of it.

"I sent up some days ago to demand the surrender of the town, and to say that all persons who would take the oath of allegiance or bind themselves not to engage in any act of hostility against the United States could remain here securely, and that their property would be safe as long as they would keep faithfully their oaths.

"This kindness was met by your self-constituted authorities, Messrs. Hancock, Benezet, Porter, and Father Miller, by saying, 'The city is defenseless; there are no soldiers or any arms, but there is no one having authority to surrender it. That there was no one here who would take any oath to the United States except it might be some ——— foreigners. And as to property, if destroyed, the Southern Confederacy would pay all loss.' Since then they have allowed the sloop *Octavia* to come in and aided her evading the blockade. We have come here to show you how easily we can retaliate, but that we wish to be merciful; I know there is great distress here." ("We are almost starving," from some of the women.) "Well, now, listen to what I have to say. I will spare all the fishing and oyster boats ('Thanks! Thanks!') and you may fish and oyster in the bay in safety, as long as no hostile act is committed by the town, but any direct or indirect act, such as firing on our boats, helping a vessel to run the blockade, bringing soldiers to town, or anything of the sort will be severely punished.

If your boats go near the men-of-war, they must go alongside and report themselves and meet any boat sent to examine them. (Answers, "Yes, sir; we will.")

Pointing to their batteries, I said: "See what protectors your soldiers are; look at the fort built in the midst of your houses, so that a few shells even from boat guns at them would be sure to burn your town. (Laughter and cries, "Oh, they're no great soldiers; there's no engineers amongst them!") Well, I suppose you have heard Pensacola is evacuated ("Yes!"); Fernandina taken? ("Yes.") You know of our victories at Roanoke, Spring Mills [Ky.], Fort Henry, Donelson; and Columbus fallen without a blow ("Yes, yes!"); Manassas taken without firing a gun (this appeared to surprise them); Nashville taken ("Yes," from crowd), and Florence, Ala.? Well, I think secession is nearly played out. (Great clapping of hands and cries of "God send peace may come soon.") Now, remember, do not be led or forced into hostilities against us, unless you desire to be severely dealt with. We don't require your help, if it will get you into trouble; but do not act against us. We are strong enough; keep quiet."

I then gave them up the old lighters, *Floyd* and the others unfit for use, and repeated permission to catch fish, etc. A man came forward,

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saying: "Captain, some of my boys (slaves) have gone on your ships. Will they be given up?" "No." "Will the Government pay for them?" "No; they have been used to assist in carrying soldiers and arms; in building forts and a gunboat to act against the United States. You will never get relief."

Another asked: "Will the United States Government oblige Florida to redeem her notes when peace comes?" "No; they were issued to carry on the war, and Florida will have no means." "Why, there's the public lands; can't we get Florida lands for our notes?" "No; the United States will take the lands and public property." "Won't you give up the pilot boats?" "No." "What will you do with them?" "Burn them."

As I was on the point of leaving, Messrs. Benezet, Miller, and others came forward and asked me to land and speak with them in private. I asked if they had any authorized communication to make. They said no, but they wished to hear my commands. I told them I would hold no secret conference; I had just told the people what I had to say, and they could hear it all from them.

We then pulled in line past them, turned, and stood out the river, firing a shrapnel from the boat-gun of the *Sagamore's* launch away from the people, to show them its effect. The populace were evidently pleased with the interview, and, if free from compulsion, I am sure would be in favor of the Union.

We found it impracticable to get the grounded vessels off, and I ordered the *Cygnet*, *Mary Olivia*, and the *New Island* set on fire, which was effectually done, and the *Rose* and *Octavia* taken to our anchorage.

The boats were gone from twenty-four to thirty-six hours. The men behaved admirably.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

Flag-Officer W. W. McKEAN,
Commanding East Division Gulf Squadron.

Report of Lieutenant Drake, U. S. Navy, commanding U. S. S. Sagamore.

U. S. GUNBOAT SAGAMORE,
East Pass, Apalachicola Bay, April 8, 1862.

SIR: I have the honor to inform you that in obedience to an order from Commander H. S. Stellwagen, of the *Mercedita*, received March 31 and dated March 30, I got underway at 8 a. m. April 1, and, after having towed the *Kuhn* outside the bar, steamed up to West Pass, and arrived inside of Sand Island at 4 p. m.

On Wednesday, the 2d, I got out my launch, with the 12-pounder howitzer, and my first and second cutters, and sent them, under command of Lieutenant George A. Bigelow, on an expedition to Apalachicola, in connection with three boats from the *Mercedita*, the whole party being under command of Lieutenant Abbot of that ship. The results of the expedition you have no doubt learned from the report of Commander Stellwagen.

On Saturday, the 5th instant, I got underway at 6 a. m., and after buoying out the channel took the bark *J. L. Davis* in tow and brought

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her safely in, arriving inside Sand Island at 3 p. m. On Sunday, the 6th, got underway at 9:30 a. m. and arrived off Marsh Point Buoy, East Pass, at 5 p. m.

I have the honor to enclose to you the report of Lieutenant George A. Bigelow, in command of the boats of this ship and the expedition to Apalachicola.

Very respectfully, your obedient servant,

A. J. DRAKE,
Lieutenant, Commanding.

Flag-Officer WM. W. MCKEAN,
Commanding U. S. Blockading Squadron, Gulf Mexico,
U. S. Flagship Niagara, Key West.

Report of Lieutenant Bigelow, U. S. Navy, of the U. S. S. Sagamore.

U. S. GUNBOAT SAGAMORE, *April 5, 1862.*

SIR: In obedience to your orders I proceeded in charge of the launch, first and second cutters, in company with Lieutenant Abbot, of the *Mercedita*, to Apalachicola for the purpose of seizing some schooners said to be anchored some 5 miles up the river. We left the ship at 9 p. m. on the night of the 2d instant, but losing our way, owing to the strong current and darkness of the night, we were obliged to anchor and wait for daylight. In the morning we found ourselves to the eastward of the city, but succeeded in arriving there about sunrise.

Acting Master Fales was dispatched to seize a sloop fastened to the wharf, which duty he performed and anchored her in the stream.

This vessel proved to be the *Mary Olivia*, which had run the blockade. A rebel flag was found on board, together with a quantity of stores.

The current in the river was so strong that the single-banked boats could not stem it, so that Lieutenant Abbot remained off the city whilst I proceeded up the river in the launch, accompanied by the second cutter of this ship and one of the boats of the *Mercedita*. At a distance of about 7 miles we discovered the schooner *New Island* lying at anchor in a small creek. This vessel was at once gotten underway and anchored in the stream. Some distance beyond we found the schooner *Floyd*, together with the schooner *Rose* and two pilot boats.

These vessels were gotten out and towed down the river. The schooner *Rose* was found to contain a quantity of cotton on board. We met with no opposition.

Very respectfully, your obedient servant,

GEO. A. BIGELOW,
Lieutenant.

Lieutenant Commanding A. J. DRAKE,
U. S. Gunboat Sagamore.

Capture of the steamer Florida and sloop Lafayette, April 4, 1862.

Report of Acting Volunteer Lieutenant Cate, U. S. Navy, commanding U. S. bark Pursuit.

U. S. BARK PURSUIT,
St. Joseph's Bay, April 11, 1862.

SIR: Having received information that the rebel steamer *Florida* had run our blockade and was lying about 20 miles above St. Andrew's

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town, about 30 miles from the bar, I determined to make the attempt to cut her out. When we asked for volunteers all wanted to go. Mr. Elnathan Lewis, executive officer, John C. Hamlin and James H. Barry, acting master's mates, also Acting Assistant Surgeon Jeffrey T. Adams, together with 27 men and 1 boy, left this vessel at 1 p. m. on Friday, 4th instant. On their way up the bay captured the sloop *Lafayette*, with 15 bales of cotton on board; on questioning the captain, found he was a pilot, and volunteered his services. On Sunday, [April 6], about 4 a. m., they boarded the steamer *Florida* so suddenly that those on board had not time to set fire to her, as was their intention from all appearances. After capturing the steamer Mr. Lewis discovered that it was impossible to bring her out without the assistance of the engineers, pilot, and mate, so rather than burn her he considered it prudent to bargain with them, and gave his word that they (engineers, pilot, and mate) would receive $500 each. They were faithful. I therefore hope the Government will be pleased with the arrangement and see that Mr. Lewis's word is made good.

Mr. Lewis received a wound from a pistol shot while boarding on the forehead, blowing powder into his right eye and upper part of the face; he feels anxious about it, and wishes to get somewhere where he can get better attendance than it is possible on board; I therefore send him as prize master of the steamer. I also send John C. Hamlin, acting master's mate, prize master of the sloop *Lafayette*, to be taken in tow by the steamer.

I regret to state that on the way from the bay Mr. Lewis was induced by a flag of truce to send a boat on shore in charge of Mr. Barry. When within gunshot there arose from the bushes a party of about 30 or 40 men and fired on the boat, killing instantly Samuel Lawrence, seamen, wounding Mr. Barry in the wrist, and James Finney (seaman) received two wounds, in the thigh and calf of the leg, and the captain of the sloop, who was in the boat, received a slight wound on the right hand.

Great praise is due both officers and men for the manner in which they carried out my orders.

Jacob F. Wendt (seaman) was accidently wounded in the groin by the accidental discharge of his own musket; his recovery is doubtful. Enclosed please find a copy of my orders to Mr. Lewis, who commanded the expedition, also a list of articles taken from the prize for ship's use.

Very respectfully,

DAVID CATE,
Acting Lieutenant, Commanding.

Flag-Officer W. W. MCKEAN,
Commanding U. S. Gulf Blockading Squadron.

Report of Acting Master Lewis, U. S. Navy, executive officer of the U. S. bark Pursuit.

STEAMER FLORIDA, PRIZE TO THE U. S. BARK PURSUIT,
St. Joseph's Bay, April 10, 1862.

SIR: I have to report that, in obedience to your order of the 4th instant, I proceeded with the boats under my command to St. Andrew's Bay to endeavor to capture any vessel or vessels that might be found loading or lying in that vicinity. We arrived at the mouth of the pass

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and landed at 12:30 a. m. and camped on the beach. Having been informed that a sloop loaded with cotton bound to Havana was lying 5 miles up Crooked Island Sound [St. Andrew's Sound?], I dispatched the launch, with 12 men in charge of Sailing Master John C. Hamlin, with orders to capture her if possible. Mr. Hamlin proceeded up the sound and took possession of the sloop, which proved to be the sloop *Lafayette*, of Pensacola, which ran the blockade by East Pass, Pensacola, March 1, and had been lying there since, having abandoned his voyage. Found the captain on board, who expressed strong Union sentiments; got sloop underway and brought her to the pass, and anchored her. We found Captain Harrison, of the sloop, was acquainted with bay and volunteered his services to pilot us to the steamer *Florida*, then loading at head of North Bay, mouth of Bear Creek. At 1 p. m. started sloop with boats in tow, at 4 passed St. Andrew's town and proceeded up North Bay until 9 p. m.; wind died away, when we anchored the sloop and one boat, leaving 5 men in charge, under the command of James H. Barry, master's mate. We then proceeded cautiously with launch and first cutter and 25 men; also Captain Harrison as pilot. At 2 a. m. we succeeded in passing the picket guard without any alarm being given; at 3 discerned the lights of the steamer in the distance. We then laid on our oars, and drifted up with the tide until we came within hail. We were then hailed by the watch, who gave the alarm. We then boarded her in both boats, on both sides. We met with but little resistance, they being taken completely by surprise. On gaining the deck of the steamer I received a pistol shot in the forehead. We then took charge of the steamer, putting the crew under guard. She proved to be the steamship *Florida*, loading with cotton for the purpose of running the blockade. Found the boilers empty, and immediately pumped them up, and proceeded to get the steamer in working order. Finding the engineers to be Union men, we prevailed on them to assist in getting the steamer down. At 11 a. m. got underway, and steamed slowly down the bay. After proceeding about 5 miles we grounded on an oyster bank in mid-channel; used every effort to get her off without success; laid there all night. At 9 a. m., tide veering, succeeded in getting her afloat, and had scarcely gone a mile when we grounded again on another bar. Finding [we] could not get her afloat and provisions getting scarce, held a consultation with the officers and crew, and concluded to set those on shore who did not wish to take the oath of allegiance to the United States, which we did, sending 9 men and chief engineer. I then deemed it advisable to lighten the ship, which I did by throwing overboard 30 bales of cotton. Considering the ship in a critical situation, I offered to the pilot, William H. Harrison, Samuel Dayton, chief mate, and Robert Davison, first engineer, $500 each, likewise to Henry Jones, second engineer, $250, also to each of the greasers $50, to induce them to make every effort to get the boat to sea. Next morning, 9 a. m., got the steamer afloat and proceeded down the bay. On arriving abreast of St. Andrew's town we found it impossible to cross the bar, owing to the heavy gale then blowing from the southwest; came to an anchor. Finding provisions getting scarce, and having previously been informed by the pilot that the two families then living there were Unionists, I was induced to send sloop *Lafayette*, in charge of James H. Barry, with 5 men and the pilot, with flag of truce, to try and procure some. Seeing a flag of truce on shore, Mr. Barry and pilot landed, and were met by a woman, who told them they could get provisions at another place. As

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they were going to the boat an alarm was given that a body of armed men to the number of 40 or 50 were running toward them from the woods. They jumped into the boat and made for the sloop, but had scarcely got 20 yards from the shore when they were fired at by the rebels. They succeeded in getting on board the sloop, and in getting on board another volley was fired, instantly killing Samuel Lawrence, badly wounding James Finney, also wounding James H. Barry and the pilot. They returned the fire and succeeded in driving them back, got sloop underway, and reached the steamer. We then fired 6 shell into the town from our small rifled 12-pounder, which we had taken from our boat and mounted on the steamer. The gale increasing, let go the other anchor and kept ship under steam during the night. At 9 a. m. Jacob F. F. Wendt accidentally shot himself in the groin. At 1 p. m. next day, wind abating, got underway and proceeded to East Pass. On reaching the pass, and finding the sea running very heavy on the bar and impossible to cross without great risk, came to anchor at 8 a. m. Next morning got underway, crossed the bar, and proceeded to St. Joseph's Bay, arriving at 11 a. m. In conclusion, I have to express my entire satisfaction with the conduct of the officers and men it was my good fortune to command, and furthermore wish to recommend to your notice the gallant conduct of Captain Harrison, our pilot, in bravely assisting to defend our men in the sloop against the tremendous odds against them; and furthermore I wish to express my heartfelt thanks to Sailing Master John C. Hamlin and Master's Mate James H. Barry for their conduct during the expedition.

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

ELNATHAN LEWIS,
Acting Master and Executive Officer.

Acting Volunteer Lieutenant CATE,
U. S. Bark Pursuit.

[Enclosure.]

U. S. BARK PURSUIT,
St. Joseph's Bay, April 15, 1862.

We, the undersigned, acknowledge that it is understood between David Cate, acting volunteer lieutenant, commanding United States bark *Pursuit*, and Engineer Robert H. Davison and Henry Jones, on board the steamer *Florida*, captured by the boats of this vessel, that said engineers to act as first and second, and for their services they are to receive at the rate of, 1st, $250 per month, 2d, $125 per month.

DAVID CATE,
Lieutenant, Commanding.
R. H. DAVISON.
HENRY JONES.

Witness:
GEO. C. TAYLOR,
Acting Assistant Paymaster.

Report of Acting Volunteer Lieutenant Cate, U. S. Navy, commanding U. S. bark Pursuit, regarding the loss of the sloop Lafayette.

U. S. BARK PURSUIT,
Key West, April 19, 1862.

SIR: I regret to report the loss of the sloop *Lafayette*, which sprung a leak and foundered at sea, while in tow of the prize steamer *Florida*

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from St. Joseph's Bay, bound to this place. Said sloop was captured in St. Andrew's Bay on the 4th instant by the boats of this vessel.

Very respectfully, etc.,

DAVID CATE,
Acting Volunteer Lieutenant, Commanding.

Flag-Officer W. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Report of Captain Smith, C. S. Army, regarding an attempt to recapture the steamer Florida.

BLUE SPRING CAMP, *April 16, 1862.*

SIR: In compliance with a telegraphic order (a copy of which is herewith enclosed) from Colonel Dilworth, then commanding, and received at my camp, 6 miles east of Marianna, at 12 o'clock m. on the 7th instant, I started at 3 p. m. of the same day with my command, and arrived at 3:02 p. m. the next day at Saint Andrew's Bay, having been in the saddle twenty-four hours, with only a rest of two hours to feed our horses. I found that the enemy had succeeded in getting the steamer *Florida* from her anchorage up North Bay, and was then opposite the town of Saint Andrew's. When about 3 miles from the town we heard a gun from the steamer, and riding then at half speed, I met one of my advance guard just before reaching the town, who informed me that the enemy was landing from a small sloop about a mile from us. I then dismounted my command and advanced rapidly through the woods, hoping to capture them. But the enemy saw us when 200 yards off, and took to their boats. I then caused my command to open fire upon them. They were out of shot-gun reach, but a portion of my command, who were armed with Maynard rifles, killed or disabled four or five of the seven. Having only five cartridges to the rifle, our ammunition was soon exhausted. Had I had sufficient cartridges I am sure that I could have taken the sloop, and probably have retaken the steamer, or at least burned her. The enemy fired on us with a long-range gun, carrying round balls, which passed over our heads at a distance of half a mile. They also sent a few shell after us, but no one was hurt on our side. The steamer then left the bay, and after remaining some days I returned with my command to camp.

Yours, obediently,

R. L. SMITH,
Captain, Commanding Marianna Dragoons.

Brigadier-General JOSEPH FINEGAN,
Commanding Department.

[Enclosure.]

HEADQUARTERS PROVISIONAL FORCES,
DEPARTMENT EAST AND MIDDLE FLORIDA,
Tallahassee, Fla., April 7, 1862.

CAPTAIN: You will immediately proceed in the direction of Saint Andrew's Bay with your troops, and, if possible, recapture the steamer *Florida*, prevent all unnecessary communication with the enemy, and

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arrest any person whom you may have found grounds to suspect of treason.

Yours, etc.,

W. S. DILWORTH,
Colonel, Commanding District.

Captain R. L. SMITH,
Commanding Marianna Dragoons, Marianna, Fla.

Order of the Secretary of the Navy to Flag-Officer McKean, U. S. Navy, granting permission to come north.

NAVY DEPARTMENT, *April 5, 1862.*

SIR: Owing to the state of affairs about Hampton Roads the *San Jacinto* was ordered to report for temporary service under Flag-Officer Goldsborough. It is thought that the emergency requiring her presence at that point will soon be over, when she can proceed to her station. If, however, you do not feel able to remain a month or two longer on the station, the Department authorizes you to leave the affairs of the squadron in charge of the senior officer thereof, and return to Boston in the *Niagara* if she is in a condition to reach that port.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Commanding East Gulf Blockading Squadron, Key West, Fla.

Report of Acting Volunteer Lieutenant Condry, U. S. Navy, regarding the boarding of British bark Southport, April 7, 1862.

PHILADELPHIA, *July 10, 1862.*

SIR: I have the honor to acknowledge the receipt of your letter of the 9th instant, with a copy of memorandum left with the Secretary of State by Lord Lyons relative to the boarding of the British bark *Southport*, etc.

On the morning of the 7th of April, 1862, being then about 6 miles from the light-house on Cape San Antonio, the United States ensign and pennant flying, a bark was seen standing down the coast showing no colors. I directed a shot to be fired across her stem, to which she paid no attention; a second shot was fired, when she hoisted the British ensign, but made no preparation to heave to by shortening sail.

I then directed a third shot to be fired near the stem of the bark, when she hove to, and a boat was sent to board her.

I herewith enclose copy of the boarding officer's report. I beg leave to add that my instructions to the boarding officer (in writing) have been to be careful not to give offense or to cause unnecessary delay.

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

DENNIS CONDRY,
Actg. Vol. Lieut., Commanding U. S. Schooner J. S. Chambers.

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

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[Enclosure.]

U. S. SCHOONER J. S. CHAMBERS,
Navy Yard, Philadelphia, July 10, 1862.

SIR: In obedience to your order, on the morning of the 7th April, 1862, I boarded the English bark *Southport*, of and from North Shields, bound to Havana. On going over her gangway I enquired for the captain. I found him standing aft nearly under his ensign, which was flying at the mizzen peak. He accosted me in a very ungracious manner, and, pointing to his flag, enquired: "By what right do you stop me on the high seas?" I replied (pointing to the American ensign flying at the mizzenmast head of this vessel): "By the right of nations." "What nation?" he asked me in a contemptuous tone. "The nation of the United States," I replied. I then asked to see his papers, manifest, clearance, and crew list. He turned, and going down into his cabin, I followed, and seating myself he exhibited to me his papers, which were all correct. He then produced a chart of the Cuban coast and requested information, which I gave him. I then went on deck, and wishing him a pleasant passage, shoved off and returned to this vessel.

Throughout the interview I treated him with the greatest politeness, and studiously avoided any words or action which could give offense.

Very respectfully, your obedient servant,

OLIVER B. WARREN,
Acting Master, U. S. Navy.

Acting Volunteer Lieutenant DENNIS CONDRY,
Commanding U. S. Schooner J. S. Chambers.

Report of Flag-Officer McKean, U. S. Navy, regarding the arrival at Havana of the Confederate steamer Austin from Berwick, La.

U. S. FLAGSHIP NIAGARA,
Key West, April 8, 1862.

SIR: I have received from Mr. Shufeldt, U. S. consul at Havana, a communication, dated the 5th instant, informing me of the arrival at that port of the Confederate steamer *Austin* with 1,160 bales of cotton, cleared from New Orleans, but actually from Berwick or some other point in that vicinity.

This confirms me in the opinion, expressed in my letter of the 3d instant, that the majority of the steamers mentioned in your communication to me of the 12th ultimo did not escape through the mouths of the Mississippi River.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

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Report of Flag-Officer McKean, U. S. Navy, transmitting reports regarding the evacuation of Apalachicola, and urging the need of light-draft steamers.

No. 21.] U. S. FLAGSHIP NIAGARA,
Key West, April 11, 1862.

SIR: I have the honor to transmit herewith copies of reports* received from Commander Stellwagen, commanding U. S. S. *Mercedita*, in reference to the evacuation of Apalachicola by the rebel forces, and also memorandum of conversation held by him with the inhabitants of that place.

Two or three steamers of very light draft are essential in this squadron for entering the bays and ascending the rivers. There are steamers up the river, at Apalachicola and St. Marks, which might be taken if we had any way to get at them, but the distance from our vessels is so great and the current so strong as to render it impossible to capture them with boats. Should the *Magnolia* have been fitted as a gunboat I beg that she may be attached to this squadron.

The prize steamer *Calhoun* I consider as belonging to the Eastern Squadron, and Flag-Officer Farragut was to have dispatched her to join me immediately upon his arrival at the river, but he has failed to do so, and consequently I have no steamer of light draft.

The schooner *Beauregard* has been fitted as a gunboat, and sailed on the 29th ultimo on a cruise. Being of light draft, I instructed her commander to examine the coast from Charlotte Harbor to St. Andrew's Bay. She is commanded by Acting Master David Stearns, with 1 acting master and 2 master's mates and a crew, in all, of 19 men. Her armament consists of one 30-pounder Parrott rifle and two 12-pounder howitzers.

The steamer *Santiago de Cuba* is cruising in the vicinity of the Providence Channel, and I shall immediately dispatch the *Mercedita* to that locality, as I learn that the *Nashville* and several other steamers are at Nassau.

Upon the arrival of the *Rhode Island*, should I receive no intelligence in regard to the *San Jacinto* (the arrival of which vessel I have been expecting for some time), I shall take a short cruise in this ship under canvas, as her boilers are in such a condition that I fear they will hardly answer for the passage to the north.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

Order of Flag-Officer McKean, U. S. Navy, to Commander Stellwagen, U. S. Navy, commanding U. S. S. Mercedita, to cruise in pursuit of the C. S. S. Nashville, and transmitting list of blockade runners.

U. S. FLAGSHIP NIAGARA,
Key West, April 12, 1862.

SIR: I have just received information that the Confederate privateer steamer *Nashville* has arrived at Nassau, New Providence, from Beau-

* See pp. 201, 202.

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fort, and also that several steamers and other vessels have arrived at that place from European ports loaded with contraband of war for the use of the rebels. You will therefore proceed in the U. S. S. *Mercedita*, under your command, to cruise off the North East Providence Channel for the purpose of intercepting the *Nashville* and any vessels that may leave Nassau having on board contraband of war for the Confederate States.

The cargoes of the larger European vessels will probably be reshipped in small schooners or by the steamers *Herald*, *Ella Warley*, and *Nellie*, which are of light draft and said to be very fast. The two latter have repeatedly run the blockade at Charleston, S. C.

I herewith transmit a memorandum describing a British provisional register; also a communication giving names and information in regard to numerous vessels from foreign ports, some of which are known to be loaded with munitions of war for the use of the rebels.

When in need of supplies you will return to this port.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

Commander H. S. STELLWAGEN,
Commanding U. S. S. Mercedita, Key West, Fla.

[Enclosure.]

Memorandum of vessels that have run the blockade and reached Havana with cotton, and will probably attempt to take return cargoes.

Confederate steamers *Austin*, *Florida; Miramon*, changed to *Elizabeth; Fox; Victoria*, under British colors; *William G. Hawes*, Smith, 767 tons, cotton; *Arizona*, Forbes, 670 tons, cotton; *Atlantic*, Smith, 660 tons, cotton; *Matagorda*, Cole, cotton; *California*, Porter, cotton; *Cuba*, McConnell, cotton.

English steamer *Nellie*.

Schooners *Gino*, Tortesi, master; *Independence*, *Cuba*, *Eagle*, *Mary Ellen*, *Mary*, *Harriet*, *Wide Awake*, *G. Garibaldi; Lilley*, 65 tons, New Orleans, cotton; *Cora*, cotton; *I. C. Action*, Mobile, cotton; *Princeton*, Barnes, master, cotton.

Sloop *R. Burroughs*, Mobile, cotton.

Orders of Flag-Officer McKean regarding blockade runners.

U. S. FLAGSHIP NIAGARA,
Key West, April 12, 1862.

SIR: From information received from the Department I have reason to suppose that the following-named vessels will attempt to enter some of the Southern ports. You are therefore enjoined to exercise the utmost vigilance to intercept them:

Ship *Wurtemburg*.

Schooners *Loanno*, *Success*, and *Fair Play*.

Ships *Emily St. Pierre*, *Philanthropist*, *Picayune*, *Elizabeth Schades*, *Jenny and Herwick*, and *Amelia*.

Barks *Mary Ellen* and *Windward*.

Bark *Liebnitz*, probably cleared for Baltimore.

Bark *Rosina Claypole*, 184 tons, Captain Vickers.

Bark *Dazzler*, Captain Dugall, cleared for Nassua.

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Ship *Ella*, cleared for Bermuda.

Ship (French) *Meturin Cor*, with army cloths, cleared for Havana.*

Ship *Knoyer Augustus*, 510 tons, Captain Schaull, will clear for Havana.

Bark *Fannie*, probably *Annie Laurie*, for Nassau.

Bark *Robert Bruce*, 350 tons, Captain Muir.

Brig *Intended*, for Nassau.

Brig *Simonita*.

Brig *Fannie Lewis*, for Nassau, nominally commanded by an English Captain Mitchell, but really by Captain Walker, of Charleston, S. C., who will hide himself below, if boarded.

Brig *Gambia*.

Bark *Boadicea*.

Bark *Mary of Liverpool*, square stern, hull green, full-length female painted white for figurehead, lower masts white.

Ship *Consul*, of Liverpool.

Schooners *Lycurgus*, for Nassau; *Rowena* and *Lucy*.

Sloops *R. Burroughs*, *Amanda*, *Alexander*, *Naomi*, *Cecile*, *Perthshire*, *Perfecta*, *Modern Greece*, *Eagle's Wing*, 176 tons.

Gunboat *Oreto*, or *Oretis*.

Steamers *Economist*, *Battalion*, *Etta*, *Rechid*, and *Rangoon*.

Steamer *Southwick*, an iron screw of 600 tons, painted entirely red outside except a white stripe under the rail; has bowsprit and jib boom, two masts with topmast shipping into a cap, without tops or crosstrees.

Steamer *Herald*, a fast steamer of light draft, will probably attempt Charleston, cleared for Bermuda; nominal commander Atwell, but real captain Coxetter, formerly of the Union service and at one time in command of privateer *Jeff Davis*.

Steamer *Minna*, iron screw, black hull, red bottom, three masts, square rigged forward, red portholes, figurehead a shield of red, white, and blue, cabin on deck well aft; captain's name, Upton.

Steamer *Pacific*, side wheels, hull black, two masts, square rigged forward, two smokestacks painted black.

Steamer *Annie Childs*, named changed to *Julia Usher*, 618 tons, Captain Harmer, schooner rigged.

Steamer *Melita*, Captain Burroughs, with a cargo of arms in bales; bales are marked H & A, F. W. L., N. I. & Co., and E. Bringel & Co.

Steamer *Bohinina*, screw, 245 feet long, 1,530 tons.

Steamer *Bahama*, a new screw of 1,000 tons, painted black, with a narrow red stripe, yellow houses and boats, much gilt work, three masts, two of them square rigged, carrying topgallant sails. One item of her cargo is 64 brass cannon.

Steamer *Sophia*, of Liverpool.

Steamer *Adelaide*, 273 tons, Captain Swan, hull painted black, with narrow red stripe, barkentine rig, masthead, topmast head, yards, jib-boom, spanker boom, and crosstrees painted black, spread eagle with white carvings on the stern.

Steamer *Stettin*, iron screw, arrived at Bermuda with a cargo for the rebels.

Steamer *Minho*, three-masted propeller of 250 tons, square-rigged forward, figurehead a woman, cleared for Nassau.

Steamers *Conqueror*, side-wheel; *Cambria*, propeller.

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* Marks omitted.

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On the 9th of May steamers *Nashville*, *Kate*, *Theodora*, and *Nellie* were at Nassau; also the brig *Fannie Lewis*.

The gunboat *Oreto* is reported to have been built in England for the Confederate States. On the 9th instant she was in Nassau, receiving her armament on board; bark rigged, with two smoke pipes in line fore and aft.

Ship *Shooting Star*, 1,500 tons, built in Baltimore, under British colors, having fallen when on the ways and broke her back, which gives her a peculiar appearance like a rainbow. Cargo for the rebels.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

Commander J. M. FRAILEY,
Commanding U. S. S. Quaker City.

Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, regarding the arrival of U. S. schooner Beauregard for cooperation in Tampa Bay.

U. S. BARK ETHAN ALLEN,
Tampa Bay, April 13, 1863[*2*].

SIR: I have the honor to report the arrival on the 8th instant of the U. S. schooner *Beauregard* with orders to cooperate with me if I should deem it advisable to make a demonstration at this point. In coming into the bay the *Beauregard* grounded and I sent two boats to her assistance, so that they were enabled to get her off without difficulty.

* * * * * * *

Yesterday I sent the *Beauregard* over to Point Pliney [Piney Point?] to shell out a company of soldiers who were stationed there to watch our movements and signal to the town. A few shells drove them away and a force was landed, and the barracks, consisting of log huts, destroyed.

Very respectfully, your obedient servant,

WM. B. EATON,
Acting Volunteer Lieutenant, Commanding.

Flag-Officer W. W. MCKEAN,
Commanding Eastern Gulf Squadron.

Naval demonstration at Tampa, Fla., April 13, 1862.

Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. Bark Ethan Allen, transmitting correspondence.

U. S. BARK ETHAN ALLEN,
Tampa Bay, April 14, 1862.

SIR: Yesterday I went on board the *Beauregard* with my boat's crew and proceeded up the bay to within 1½ miles of Tampa, sounding out the channel and laying down a few buoys, and finding plenty of water to float the ship.

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I sent a flag of truce in charge of Acting Master G. B. Stephenson inshore with the following communication to the commander of the forces there.

Mr. Stephenson met Major Thomas, the commander, who came off in a boat and who gave him a reply, with which he returned to the schooner, and I got underway and returned on board my vessel. I enclose full copies of the correspondence.

Very respectfully, your obedient servant,

WM. B. EATON,
Acting Volunteer Lieutenant, Commanding.

Flag-Officer McKEAN.

[Enclosures.]

U. S. SCHOONER OF WAR,
April 13, 1862.

SIR: I demand in the name of the United States the unconditional surrender of the town of Tampa, Fla., together with all munitions of war and ordnance stores contained therein.

If these terms are not complied with I will give you twenty-four hours to remove all women and children to a proper distance and then proceed to bombard the town.

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

WM. B. EATON,
Lieutenant, Commanding, U. S. Navy.

To the COMMANDING OFFICER OF FORCES
STATIONED AT TAMPA, FLA.

APRIL 13, 1862.

Your note of to-day's date, demanding the surrender of the fort at Tampa, I have the honor to acknowledge. In reply I would respectfully state that I can not accept the proposition to surrender, though, for the sake of humanity, I accept your terms in regard to the removal of the women and children.

Lieutenant [Acting Master G. B.] Stephenson will express my apology for this manner of replying to your note. I left the shore without preparing for such an occasion.

Respectfully, your obedient servant,

R. B. THOMAS,
Major, Commanding.

Lieutenant WM. B. EATON,
U. S. Navy, Commanding.

Additional report of Acting Volunteer Lieutenant Eaton, U. S. Navy.

U. S. BARK ETHAN ALLEN,
Tampa Bay, May 6, 1862.

SIR: I have the honor to acknowledge the receipt per *Rhode Island* of your favor* of the 23d ultimo, and regret that my design of commencing an attack on Tampa did not meet your approval, but I would

*Not found.

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say in justification of my course that the threat to bombard the town was an inadvertence and should have read "fort" or "battery," which, however, laid directly in front of and afforded protection to the town. I had the best of information from parties who had but a short time before been there and had made their escape that the women and children had all been removed from the town and that most if not all the property holders were strong secessionists.

You will, I have no doubt, overlook the error in judgment which I made, on taking into consideration the fact that I have been here with my vessel nearly six months, and after a long period of necessary inaction I was naturally anxious of giving my officers and men an opportunity of showing their mettle, and affording them the chance which they so much desired of doing something, if ever so little, toward crippling the enemy, and

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

WM. B. EATON,
Acting Volunteer Lieutenant, Commanding.

Flag-Officer W. W. MCKEAN,
Commanding Eastern Gulf Squadron.

Report of Flag-Officer McKean, U. S. Navy, regarding affairs of the squadron.

U. S. FLAGSHIP NIAGARA,
Key West, April 19, 1862.

SIR: I have the honor to inform you of the arrival at this place, on the 17th instant, of the schooner *Thomas P. Holcombe*, having on board Mr. Francis McDermott, master machinist, and twenty-five mechanics, with materials for a machine shop, machinery, etc.

* * * * * * *

I am happy to inform you of the capture of the Confederate steamer *Florida*, another of the steamers mentioned in your communication of the 12th ultimo, as having escaped from New Orleans. She was taken in St. Andrew's Bay by the boats of the bark *Pursuit*. A copy of the report* of Lieutenant Commanding David Cate, with a copy of his orders to Acting Master Lewis, in command of the expedition, are herewith transmitted. The report† of Acting Master Lewis I have not yet received; if received in time, I will forward a copy; if not, I will send it by the next mail.

The *Florida*, when taken, was loading with cotton. She had on board 211 bales; her cargo, if completed, would have been about 800. She is now taking in coal and provisions preparatory to leaving for Philadelphia, to which port she is ordered for adjudication. I have examined her, and find that her upper deck is too light to carry guns of any weight. I have not the means to strengthen her sufficiently, or I should retain and convert her into a gunboat.

The bark *Amanda*, Acting Volunteer Lieutenant Commanding Goodwin, arrived last night from Baltimore. I shall dispatch her immediately on a cruise.

I am anxiously awaiting the arrival of the *San Jacinto*, as my position now is most mortifying, the manner in which the squadron is

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*See p. 205. †See p. 206.

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divided being such as to leave me neither means nor opportunity to operate against the enemy, as New Orleans, Mobile, and Pensacola, the only points of importance, have all been included in the command of Flag-Officer Farragut.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

Order of Flag-Officer McKean, U. S. Navy, to Acting Volunteer Lieutenant Goodwin, U. S. Navy, to cruise in search of blockade runners from Havana.

U. S. FLAGSHIP NIAGARA,
Key West, April 19, 1862.

SIR: You will proceed in the U. S. bark *Amanda* under your command to cruise between Tortugas and the coast of Cuba, keeping nearest to the Cuban shores, for the purpose of intercepting vessels from Havana bound to Southern ports and vessels which may have run the blockade bound to Havana.

* * * * * * *

At the expiration of six weeks you will return off this port and signal for instructions.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

[Acting Volunteer] Lieutenant Commanding N. GOODWIN,
Commanding U. S. Bark Amanda, Key West, Fla.

Report of Flag-Officer McKean, U. S. Navy, proposing measures for the occupation of various points in Florida.

No. 22.] U. S. FLAGSHIP NIAGARA,
Key West, April 23, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of the 5th instant, authorizing me to leave the affairs of the squadron in charge of the senior officer and return to Boston in this ship in the event of my feeling unable to remain a month or two longer.

Although my position (for reasons stated in my letter of the 19th instant) is a painful one, I shall not, in the present situation of our country, avail myself of your permission to leave my station, unless compelled to do so by physical inability to perform its duties. I hope, however, that the *San Jacinto* will be dispatched at the earliest moment the exigencies of the service will permit.

I have received, by the *Rhode Island*, your communication of the 31st ultimo in reference to the violation of the blockade at Charleston and the constant trade between that place and Nassau; also your communication of the 26th ultimo, enclosing copy of a letter from J. Cunningham & Co. in reference to small vessels from Mobile and New Orleans. Although no longer responsible for the blockade west of St. Andrew's Bay, yet should you comply with my request for three

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or four fast steamers to replace those sent home for repairs, I am of opinion that many, if not most, of the vessels which escape from the westward could be intercepted before reaching Havana and that the traffic between Charleston and Havana and Nassau would not be carried on with quite so much impunity as it is at present.

I will here state that I have received a communication from the commander of the gunboat *Huron*, requesting that I will cause the mails for that vessel to be returned to Port Royal, as Flag-Officer Du Pont has decided to attach her to the squadron under his command.

From reports received from the commanders of the various blockading vessels and from deserters who have come over, I learn there is a strong Union feeling in west Florida, kept under only by want of arms and means of resistance to the secession party. In my communication of the 3d instant I informed you that I had applied to General Brannan for men to occupy Apalachicola, Cedar Keys, and Tampa, and could he have furnished them I would have immediately taken possession of those points. One thousand men would, I think, be sufficient to occupy those places, and, in my opinion, their occupation would have a good moral effect, and would also enable us to protect the Union inhabitants, who have been shamefully illtreated by the rebels in several instances. The commander of the *Ethan Allen*, at Tampa Bay, has now upward of 25 men, women, and children (who have been driven from their homes) under the protection of his guns upon Egmont Key, and has been obliged to ration them from his ship to prevent starvation. The officers and crew of this ship, the *Kensington*, and other vessels in the harbor have taken up a subscription for their benefit, and I shall dispatch a vessel in a day or two with supplies for their relief, as I understand that the women and children are in a very suffering condition, not only from want of proper food, but clothing.

I transmit herewith a copy of a communication, received this day from Brigadier-General Arnold, at Fort Pickens, requesting my cooperation to take possession of Pensacola, with a copy of my reply thereto.

Acting Master Holbrook has reported and will be assigned to duty as captain of the port, in compliance with your order of the 22d ultimo, which was received by the *Rhode Island*. As he will require a boat and boat's crew, I shall fit up one of the prize schooners as a guard vessel for his accommodation, and this arrangement when completed will enable me to dispatch the *Wanderer* as a cruising vessel. I therefore request that a paymaster and assistant surgeon may be ordered to her by the earliest opportunity. I have also to request that six master's mates may be sent out for duty in the squadron.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

[Enclosures.]

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, April 13, 1862.

DEAR SIR: Our recent victories in Tennessee, North Carolina, etc., having caused the rebels to remove most of their best troops from the

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navy yard and their whole defensive line from Fort McRee to Pensacola, I am confident (although they apparently present a bold front as respects their forts and batteries) that if you will cooperate with me, by furnishing one or two gunboats, I can land a sufficient force, with your aid, to retake Pensacola, the navy yard, and their entire line of forts and batteries; moreover, you can capture four of their steamers and several schooners.

I have under my command from 1,800 to 2,000 available troops on this island, but I am perfectly helpless for any offensive movement off the island without naval cooperation and water transportation. Flag-Officer Farragut writes to me that he can not assist me against Pensacola till he has taken New Orleans; then the opportune moment may have passed. I am in hopes you will come here immediately and bring one or two gunboats, for I would be most happy to cooperate with Flag-Officer McKean. The Navy has not a single vessel off Pensacola Harbor.

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

L. G. Arnold,
Brigadier-General, U. S. A., Commanding.

Flag-Officer Wm. W. McKean,
Commanding Eastern Division, U. S. Gulf Squadron.

U. S. Flagship Niagara,
Key West, April 23, 1862.

Dear Sir: I have to acknowledge the receipt this day of your communication of the 13th instant.

It would afford me great pleasure to comply with your request to cooperate with you in taking Pensacola, and I most deeply regret that it is not in my power to do so, as Pensacola is not within the limits of my command, but is included in that of Flag-Officer Farragut. I have no right to operate within the limits of his command, and if I had, I have not an available force, having been compelled to send home five steamers for repairs, which so reduces my force that it is barely sufficient to enforce the blockade which I am instructed to maintain.

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

Wm. W. McKean,
Flag-Officer, Commanding Eastern Gulf Squadron.

Brigadier-General L. G. Arnold,
Commanding Department of Florida, Fort Pickens.

Report of Commander Stellwagen, U. S. Navy, commanding U. S. S. Mercedita, regarding the capture by that vessel of the steamer Bermuda, April 27, 1862.

U. S. S. Mercedita,
Key West, May 3, 1862.

Sir: I have to report my return to this port after an absence of nineteen days of most active cruising, and the expenditure of all my coal.

Accompanying this please receive a tabular statement of vessels boarded, a report of the circumstances of boarding the Spanish steamer

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Isla de Cuba, and of the threat of her commander to report to his Government the stoppage of his vessel engaged in carrying the Government mail, and of a collision with the French barkentine *Tage*.

I have also to inform you that on the 27th ultimo I fell in with, chased, and boarded the steamer *Bermuda* about 20 miles N. E. by E. ½ E. from Abaco light. She proved to be loaded with about 1,000 tons of contraband goods, among which a battery of 7 fieldpieces (rifled), with carriages and everything complete, a number of heavier rifled cannon, 42,720 pounds of powder in barrels, and one-half and one-fourth barrels; 70 barrels of cartridges, over 600 cases of shells, etc. (See extract from manifest.)

They are represented as shipped by and on account of Fraser, Trenholm & Co., Liverpool. I believe the senior partner is a Mr. Fraser, of Charleston, S. C. Her log books show her to have run the blockade before. The mate and several of [her] crew were in her at the time. She had two manifests showing some discrepancies. I found letters and orders from Charleston, S. C., for goods. Some of her lading is directed to Georgia. The captain admits the goods were intended finally to reach the rebel States, but were free from liability of capture in going to Nassau. The engineer said if they had known who we were we would not have caught them, and I understand that a large lot of papers were thrown overboard and sunk with the grindstone, and another package burned.

Under these circumstances I considered it my duty to send her in for adjudication, and put a prize crew of nearly 30 persons under Lieutenant T. Abbot, U. S. Navy, and sent her to Philadelphia, the port designated by you to send prizes to.

I remain, very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

Flag-Officer W. W. McKEAN,
Commanding East Division Gulf Blockading Squadron.

Stations of vessels composing the East Gulf Blockading Squadron.

FLAGSHIP NIAGARA,
Key West, April 28, 1862.

Names.	Station.	Remarks.
Niagara	Key West	
Santiago de Cuba		Cruising between Providence Channel and Cape Canaveral.
Mercedita		Cruising off S. E. Providence Channel.
Cuyler		Cruising between Cape San Antonio, and Tortugas, and Havana
Marion		Do.
Bainbridge		Do.
Amanda		Do.
Pursuit		Do.
Wanderer		Do.
Ethan Allen	Tampa Bay	Blockading.
Tahoma	Cedar Keys	Do.
Kingfisher	St. Marks	Do.
Sagamore	Apalachicola, East Pass	Do.
J. L. Davis	Apalachicola, West Pass	Do.
Chambers	St. Joseph's Bay	Do.
Beauregard	St. Andrew's Bay	Do.
Samuel Rotan		Will sail to-morrow for Indian River.
Somerset		Arrived yesterday, is taking in coal and will leave immediately for St. Marks.

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Order of Flag-Officer McKean, U. S. Navy, to Acting Master Crocker, U. S. Navy, commanding U. S. S. Kensington.

U. S. FLAGSHIP NIAGARA,
Key West, April 29, 1862.

SIR: You will proceed in the U. S. S. *Kensington* under your command without delay to the Pass à l'Outre, mouth of the Mississippi, and report to Flag-Officer D. G. Farragut, commanding Western Gulf Squadron.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

Acting Master FREDERICK CROCKER,
Commanding U. S. S. Kensington, Key West, Fla.

General Order of Flag-Officer McKean.

FLAGSHIP NIAGARA, *May 1, 1862.*

Officers and crews of vessels captured by the Eastern Gulf Squadron, for violation of the blockade, are not to be separated or removed from the prize, unless deemed necessary for her security.

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

Report of Lieutenant Howell, U. S. Navy, commanding U. S. S. Tahoma, transmitting reports regarding expeditions in search of suspicious schooner off Cedar Keys.

U. S. GUNBOAT TAHOMA,
Cedar Keys, May 1, 1862.

SIR: I have the honor to report that on the 24th ultimo a sail was reported from the masthead standing in. I was in the midst of hauling off the *Ezilda*, fast on shore on a sand bank, had two anchors ahead, and was heaving at the capstan and making 60 revolutions with the engines. I succeeded in getting her off, and about thirty minutes after the sail was reported commenced getting underway, having previously dispatched a boat to sound the bar between the buoys, as the tides were unusually low. Upon the return of the boat, stood down for the bar, and at 1:50 grounded in 9 feet 9 inches water, precisely what the ship draws according to her marks. I immediately fitted out the *Ezilda*, and sent her with seven good and thoroughly armed men and the first cutter of this vessel, in charge of Acting Master Hurley, to either pilot in or bring in the strange sail. I supposed the schooner was either a coal or provision vessel from her boldness in standing in (she was never in sight from deck, however), but I think now that the captain had gotten out of his reckoning and was looking for some land mark. At 7 p. m. the ship floated off. I had laid out the port bower in readiness to heave her off, but she floated at less than half tide. No one felt when she grounded—I only knew it by seeing her stop. I can only cross the bar at high tide; I am satisfied of that. At 1:50 o'clock p. m. of the 25th ultimo the tender returned. I enclose

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Mr. Hurley's report. It was certainly extraordinary that Mr. Hurley should have shown his colors to and fired a gun at a vessel distant 1½ miles, standing toward him. Of course, the stranger immediately ran for the beach. As soon as I heard Mr. Hurley's report I dispatched Lieutenant Crosman, with Mr. Hurley as pilot—sent the launch and 15 men. I have the honor to enclose Lieutenant Crosman's report, which I think you will find interesting.

At 2:45 of the 26th ultimo Lieutenant Crosman returned from the wreck and was again dispatched to her.

On the 27th ultimo chased the *Beauregard*.

On the 28th the tender again returned. Dispatched both tender and *Beauregard* to the wreck as soon as the tender was discharged. May 1 tender and *Beauregard* returned. From the reports made by both officers, I have thought it my duty to let you know as soon as possible that there was a place where vessels could get in and discharge, unblockaded. The report of the schooner or schooners seen off there on the 30th ultimo, of course, had a great deal to do with my determination. I am at work calking the upper works of the *Ezilda*, and she will sail for the reefs this afternoon in charge of Acting Master Higbee. There is no doubt in my mind that many of the schooners from Havana have gone in to St. Martin's Reef.

* * * * * * *

I am, very respectfully, your obedient servant,

J. C. HOWELL,
Lieutenant, Commanding.

Flag-Officer W. W. McKEAN, etc.

P. S.—No papers nor anything by which the wreck could be recognized were found. I send burgee.

[Enclosures.]

U. S. GUNBOAT TAHOMA,
Off Cedar Keys, April 29, [1862].

SIR: In compliance with your order of the 24th instant, I stood out to sea in the *Tahoma's* tender in quest of a suspicious sail then seen at 8 p. m. off the beacon on Sea Horse Reef; saw lights bearing S. E.; followed them until midnight; finding vessel in shoal water, came to anchor, vessel's light having disappeared. At daylight found ourselves close to beacon off St. Martin's Reef. Saw the schooner inshore of us standing out to sea; ran down for her, and when distant about one-half mile fired a shell athwart her bows and set our colors, whereupon she wore round and stood in for the land; followed her in until, finding our vessel touching bottom, hove to and commenced to shell her; finding our shell falling short and judging her to be ashore, we were forced to haul off in deeper water; having only 6 men and a small boat,* did not deem it judicious to board her; made all haste back to your vessel to report for further orders.

Respectfully, your obedient servant,

HENRY A. HURLEY,
Acting Master.

J. C. HOWELL,
Lieutenant, Commanding U. S. Gunboat Tahoma.

* This vessel's first cutter, a 24-foot boat.

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U. S. GUNBOAT TAHOMA,
Off Sea Horse Key, May 1, 1862.

SIR: In obedience to your order, on the afternoon of the 25th ultimo I started in the tender, taking with me Acting Master Hurley and the launch, in pursuit of a schooner seen that morning off St. Martin's Keys. I ran down some 14 miles E. S. E. and anchored. At daylight of the 26th I discovered the sail on shore and, going as near as the tender's draft of water permitted, put the howitzer in the launch and pulled toward her. It was a fore-and-aft schooner with topmasts down, a French flag flying at the forestay.

One man was seen leaving over the bows, and a column of black smoke commenced to pour up from her stern. I pulled in, anxious to put out the fire, pausing from the chase to pursue two sailboats which were escaping in among the keys, but seeing them rapidly leave me, hastened toward the burning schooner. When within about 800 yards she blew up with a loud, heavy report. I went alongside the wreck and saw, from what remained, that it had been of some 130 tons, if not more, built of pitch pine entirely, I suppose in a Southern port; had a center board, and a very flat floor, making her draft of water not more than five or six feet when deep.

The tremendous force of the explosion, which in a moment reduced the schooner to a floating mass of timber, leaving not a vestige of decks, upper works, mainmast, gaff, or boom, literally tearing the bow apart from the stern, leads me to conclude that the bulk of her cargo was gunpowder. Smoking still upon the wreck, which now only consisted of knightheads, bowsprit, counter, and a few floor timbers, were several bundles of corn brooms, and upon opening two large barrels I discovered in each two kegs of cannon powder carefully packed in oakum. Quantities of saltpeter, pearl ash, sulphur, still lay partially immersed in the water, and being without facilities for removing all of them I staved the barrels and emptied them. Great numbers of boxes, marked "calidad superine," containing soap, were among the ruins, and for an area of 200 yards the bottom is paved with loose bars. A few oranges and pineapples floating about, and the Spanish labels on a few small articles lead me to conclude she came from some Spanish port in the West Indies, probably Havana.

On the morning of the 27th I revisited the wreck, [also] on the 28th, 29th, and 30th. The two last days I was accompanied by the U. S. schooner *Beauregard*.

The afternoon of the 30th, at about 2 o'clock, I took the launch and gun, one boat from the *Beauregard*, and two additional men, making in all 19 men, and pulled down between the keys to the southward. A schooner had been seen that morning to seaward, standing in, and it was for the purpose of discovering and capturing her, as well as to reconnoiter and observe carefully the character of the channel, find out if possible the mouth of the Homosassa River, examine the little keys in the vicinity of the wreck for portions of her cargo which might have been hurriedly landed, and look for beacons, that I organized the boat expedition.

I found nothing landed on the keys I visited, and upon the others, near there, none but a very small boat of light draft could have reached, convincing me that no bulky or weighty articles had been taken there at least. Beacons, large stakes, painted, one black rock with a white-washed top, make the channel of the easiest, and it is only strange

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how, with so conspicuous marks, the wrecked schooner could have mistaken the northern side of the keys for the southern and struck upon a reef, dry at low water. Carefully examining everything like an entrance deep enough among the keys for a vessel I met with no success (I speak of the small keys next the mainland), and conjecture the mouth of that river to be more to the northward than we pulled, although at several places openings of some size would occur. After pulling and sailing about 14 miles from the two schooners and discovering nothing of the chase, no signs of a habitation or human being, and daylight being exhausted, I returned, reaching them at about 9 p. m. Then I learned that another schooner had been seen at about ten minutes before sundown from the *Beauregard's* masthead, bearing S. W. by W. and standing in from sea. In the morning at daylight both vessels got underway, beat down to the southward and westward and kept a careful lookout for the stranger who, I thought, ought to be just about that time running in toward us, as I did not think he could have run in at night.

Bad weather coming up, and the sky having every appearance of blowy, thick weather, the launch in tow preventing the schooner being as seaworthy in a gale as she might be, and plenty of rocks being about, I concluded to return to Cedar Keys, where I had the honor to report my arrival to-day at about 1:30 p. m.

Upon the next page is an inventory of all articles saved from the wreck, including also some which were picked up by the *Beauregard* on the 29th.

It is my opinion that St. Martin's Keys are an oft-visited port, easy of entrance to just such vessels as that wrecked, and that facilities are there for discharging, though to the southward of the wreck.

Very respectfully,

A. F. CROSMAN,
Lieutenant, U. S. Navy.

Lieutenant Commanding J. C. HOWELL, U. S. Navy.

List of articles saved from wreck.

1 anchor of 400 pounds, on board of *Tahoma.*
1 anchor of 300 pounds, on board of *Tahoma.*
60 fathoms ½-inch iron chain, on board of *Tahoma.*
45 fathoms ¾-inch iron chain, on board of *Beauregard.*
32 boxes of soap, on board of *Tahoma* and *Guard.*
2 cork fenders, on board of *Tahoma.*
50 pounds borax, on board of *Beauregard.*
10 pounds black paint, on board of *Tahoma.*
40 pounds gum shellac, on board of *Beauregard.*
25 pounds lead pipe, on board of *Tahoma.*
125 fathoms 2-inch manila, on board of *Tahoma.*
124 corn brooms, 70 to *Beauregard*, *Tahoma*, and *Guard*, for *Niagara.*
300 pounds junk, on board of *Tahoma.*
15 blocks, on board of *Tahoma.*
50 fathoms 4½-inch manila, on board of *Tahoma.*
1 pair of can hooks, on board of *Tahoma.*
1 pair of box hooks, on board of *Tahoma.*
40 pounds 12-thread manila, on board of *Tahoma.*
Old mainsail, foresail, and flying jib, on board of *Tahoma.*

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90 india rubber car springs, 25 *Tahoma*, 65 *Beauregard*, for boats, fenders, and for coaling.

1 galvanic battery with a coil of wire, perhaps to be used as a military telegraph, on board of *Beauregard*.

About 50 boxes of English musket percussion caps (12,000), ruined, however, by salt water, on board of *Beaurgard*.

80 bottles of iodide of potassium, on board of *Beauregard*.

I found one French, one Sardinian, and one American ensign, a burgee with red field and white letters, and a flag whose nationality I am unable to decide upon. From the eagle, cactus, and cross, I am of the opinion it is intended for Mexican. I brought away the figure-head, an eagle's head and neck, but could discover nothing by which to get at the vessel's name. No papers, charts, or letters, save those in the burgee, were found.

Boarding of the Spanish steamer Isla de Cuba May 1, 1862.

Report of Flag-Officer McKean, U. S. Navy, transmitting reports.

U. S. FLAGSHIP NIAGARA,
Key West, May 7, 1862.

SIR: I herewith transmit a copy of a report (marked A) from Commander Stellwagen, commanding U. S. S. *Mercedita*, also a copy of a report (marked B) from Acting Master F. J. Gover, of the *Mercedita*, addressed to Commander Stellwagen, in reference to boarding a Spanish steamer called the *Isla de Cuba*.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

Report of Commander Stellwagen, U. S. Navy, commanding U. S. S. Mercedita.

A.

U. S. S. MERCEDITA,
Near Sal. Cay, May 1, 1862.

SIR: I have to report that I this day fell in with a large steamer standing to the northeast and gave chase; as I neared her hoisted our colors and fired a 32-pounder gun with a blank cartridge. She hoisted a Spanish ensign, but stood on. In ten or fifteen minutes fired the same gun a second time; she still paid no attention. I examined with a glass several times, but could see no pennant, and after a long interval I fired a shell from the rifled gun well astern of her, as I saw she was full of men, and supposed she might be some vessel on transport duty with sick and wounded soldiers. She then stopped, and I felt pretty certain my conjecture was right, and sent a boat with some newspapers, and to say I was sorry to have detained them a little, and offered usual services, etc., from one Government vessel to another.

Just as the boat was lowered I saw for the first time her pennant, apparently just run close up to the truck, either just then hoisted or

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if up before it must have been foul of mast or rigging so as not to show.

On the return of my boat I was much surprised to hear the Spanish commander was offended at being boarded, and said he intended to report it to his Government. The officers understood him to refuse to give his name. The steamer is called *La Isla de Cuba* and the captain proclaimed her to be a Government mail steamer. Of course there was no intention to search as soon as we discovered she was not one of the large vessels carrying arms to our enemies, and the boat, papers, offers of services, etc., were truly courtesies to her national character.

I will send statement of the boarding officer with this.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

Flag-Officer WM. W. MCKEAN,
Commanding Eastern Division, Gulf Squadron.

Statement of Acting Master Gover, U. S. Navy, boarding officer.

B.

U. S. S. MERCEDITA, *May 1, 1862.*

SIR: In obedience to your orders I boarded the Spanish screw steamer, which proved to be the *Isla de Cuba*, conveying mails and passengers from Havana to Spain, but to what port I was unable to ascertain. The commander appeared to be very indignant at being stopped. I explained to him, through Acting Gunner Amee (who accompanied me as interpreter) that vessels were constantly attempting to run into Havana and other ports with arms and munitions of war for the use of the rebels, and also that if likely to be overhauled by one of our cruisers they did not hesitate to hoist the Spanish or any other flag to evade being boarded. I also, in obedience to your orders, stated that you were sorry for the slight delay occasioned, and tendered any assistance in case it was needed by them. The commander of the *Isla de Cuba* then demanded the name of the American cruiser and of the commander, which I gave him, on which he stated that he intended representing the matter to the Spanish Government on his arrival in Spain, after which I left the vessel and returned on board this ship.

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

F. J. GOVER,
Acting Master, U. S. Navy.

Commander H. S. STELLWAGEN,
Commanding U. S. S. Mercedita.

Order of the Secretary of the Navy to Commander Schenck, U. S. Navy, commanding U. S. ship St. Lawrence, to proceed to duty in the East Gulf Blockading Squadron.

NAVY DEPARTMENT, *May 1, 1862.*

SIR: Proceed with the U. S. frigate *St. Lawrence* under your command to Key West, Fla., and report to Flag-Officer McKean or the

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senior commanding officer present for duty in the Eastern Gulf Blockading Squadron.

You will receive on board such ordnance stores as the Bureau may give directions to be sent to Key West.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander J. F. SCHENCK,
Commanding U. S. Frigate St. Lawrence,
Hampton Roads.

Order of the Secretary of the Navy to Flag-Officer McKean, U. S. Navy, requesting information for the British minister regarding the capture of the schooner Florida and the affair of the Southport.

NAVY DEPARTMENT, *May 2, 1862.*

SIR: Enclosed herewith is a memorandum (copy) left at the Department of State by Lord Lyons in relation to the capture of the British schooner *Florida* by the U. S. bark *James L. Davis* and the boarding of the British bark *Southport* by a vessel supposed to have been an American cruiser near the coast of Cuba.

You will be pleased to furnish the Department with a detailed report of the capture of the *Florida* and with any information you possess or can obtain in relation to the affair of the *Southport.*

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN, etc.

Order of the Secretary of the Navy to Acting Lieutenant McCauley, U. S. Navy, commanding U. S. S. Fort Henry, to proceed to duty in the East Gulf Squadron.

NAVY DEPARTMENT, *May 2, 1862.*

SIR: So soon as the repairs and transfers are completed on board the vessel under your command, you will proceed to Key West and report for duty in the East Gulf Blockading Squadron, Flag-Officer William W. McKean, commanding. You will use great caution in running down the coast to avoid being at sea in heavy weather, touching at every point in our possession, if necessary, to escape severe weather.

I am, respectfully, etc.,

GIDEON WELLES.

Acting Lieutenant E. Y. MCCAULEY,
Commanding Fort Henry, etc., Baltimore, Md.

Report of Lieutenant Winslow, U. S. Navy, commanding U. S. S. R. R. Cuyler, regarding the capture of the schooner Jane, May 3, 1862.

U. S. S. R. R. CUYLER,
Tampa Bay, Fla., Sunday, May 4, 1862.

SIR: I have the honor to report the arrival of the *Cuyler* at this place this afternoon. The court will convene on board to-morrow morning,

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and its proceedings be brought to a close at the earliest practicable date.

A small schooner of 26 tons (the *Jane*, of Nassau) was captured yesterday about 40 miles S. S. W. of Tampa Bay, having left Nassau the 24th ultimo bound to Matamoras; her proximity to the coast in connection with the fact of a quantity of pig lead on board afforded strong presumption of an intent to violate the blockade, while the recently acquired register with other papers indicated a merely collusive and fictitious transfer of the vessel, formerly the *José Tom*, of New Orleans. She will be dispatched to Key West to-morrow in charge of Acting Master T. Wright, who is instructed to report to you on his arrival. As the schooner had scarcely accommodations for the prize crew it was fortunately in my power to send all the party found on board down to Key West to-day on board the *Beauregard*, which was accidentally met just off this place under orders to proceed to Key West.

On Thursday we chased a large side-wheel steamer four hours along the coast of Cuba, but she succeeded in slipping into Bahia Honda under English colors. Just as we were getting within the range of our Parrott gun a few projectiles were thrown ahead of the steamer, but a due regard to the neutral jurisdiction of the Spanish Government as we approached the coast obliged us to cease firing.

With much respect, I am, your obedient servant,

FRANCIS WINSLOW,
Lieutenant, Commanding.

Flag-Officer WILLIAM W. MCKEAN,
Comdg. E. Gulf Squad., U. S. Frigate Niagara, Key West, Fla.

P. S.—The usual monthly reports are herewith enclosed.

Second report of Lieutenant Winslow, U. S. Navy, commanding U. S. S. R. R. Cuyler, regarding the capture of the schooner Jane, May 3, 1862.

U. S. S. R. R. CUYLER,
At Sea, May 8, 1862.

SIR: Herewith is transmitted a list of the officers and men entitled to a share of the proceeds of the schooner *Jane* and cargo, recently captured by the steamer under my command in latitude 26° 52′ N., longitude 83 08′ W., about 40 miles S. S. W. of Tampa Bay.

When first discovered the schooner was steering to the northward (toward the coast of Florida) with the wind about W. N. W., but on the approach of the *Cuyler* her course was changed to the southward and westward and an English ensign hoisted. On examination, an English register, recently issued at Nassau, was produced with a clearance from that port for Matamoras. The crew list describing the nationality of the party on board was not officially authenticated by any port officer, and there was no manifest of the cargo. The name of James Lyons, the nominal owner, was inscribed on the crew list as mate. The supercargo, and probably real owner of the vessel and cargo, acknowledged himself an American by birth with a family residing at Montgomery, Ala., and the master is believed to have a family at Tampa. There was therefore every probability of a collusive transfer of the vessel, formerly the *José Tom*, a New Orleans

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centerboard schooner, of about 26 tons. Her proximity to the coast of Florida (about 200 miles from her natural course to Matamoras), in connection with the pig lead composing part of her cargo, afforded the strongest presumption of an intent to violate the blockade, and is believed to justify the seizure of the vessel, which has been sent to Key West for adjudication.

With much respect, I have the honor to remain, your obedient servant,

FRANCIS WINSLOW,
Lieutenant, Commanding.

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

Report of Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, regarding capture of the steamer Ella Warley (formerly Isabel) and schooners Mersey and Maria (formerly Sallie Rose).

U. S. S. SANTIAGO DE CUBA,
New York, May 4, 1862.

SIR: I sailed from Havana on the 5th of April in obedience to your order of March 28.

I cruised between Cape Canaveral and N. E. Providence Channel, boarding three steamers, five barks, eight brigs, and five schooners, and, seeing only vessels engaged in honest trade, thought I would be justified in cruising on a line between the eastern end of Abaco and Charleston, S. C., about 100 miles from the land and keeping the eastern end of Abaco bearing from S. to S. S. W.

On the day after my arrival at that position, the 23d of April, we saw a steamer that answered the description of the *Nashville*, burning hard coal and steering north. We made chase and used all exertions to overhaul her, but she ran away from us at the rate of 2 miles an hour or more, and after five hours' chase was out of sight.

On the same day at 6 p. m. we overhauled a schooner without name, papers, or flag, three days from Charleston and loaded with cotton. I put a prize crew on board and sent her to Key West.

On the 25th of April, 120 miles from the land, we made a steamer standing to the N. W.; chased and overhauled her. She proved to be the *Ella Warley* (formerly *Isabel*), loaded with contraband and such articles as the rebels are most in need of. I put on board a prize crew of 2 officers, 2 engineers, 15 men, and 8 marines, and, the prize wanting coal and water to take her to New York, I stood for Port Royal, the nearest place, for supplies.

On the 26th April I spoke a schooner named *Mersey* (formerly *Elizabeth*, of Charleston), with English flag and register just issued from Nassau, bound to Baltimore, and loaded with the usual blockade cargo—salt, drugs, leather, coffee, etc.—a cargo incompatible with her destination. When I made her, she was standing N. W. with a S. E. wind, the bearing of Charleston. When I was close enough to be made out, she altered her course to N. E. I seized her as a prize, and, as I was convoying the *Isabel*, took the schooner in tow to Port Royal, put a prize crew on board, and sent her to New York.

On my arrival at Port Royal I found the cargo of the *Isabel* was composed in great part of rifles, swords, and other munitions and

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supplies of vital importance to the rebels at this time, and that she had 35 persons on board, most of them desperate and wily characters, residents of Charleston and well-known men on the coast, who had eluded the vigilance of the blockade for so many months.

At the same time, I had only one master, a master's mate, and gunner left on board, and 59 men of the ship away on prizes, and would have been inefficient had I returned to Key West. Under these circumstances, I decided to convoy the steamer to New York, and moreover, the prize was of such a character, and had accomplished so much for the rebels, I thought it my duty to see her safe into port where she could be adjudicated.

I left Port Royal on the 30th of April, having the *Isabel* in convoy, and the same morning overhauled the schooner *Maria* (formerly *Sallie Rose*, of Charleston), Charleston bearing N. N. W. distant 15 miles. She was also from Nassau, under English flag and new register, with salt, cotton, cards, and cigars, bound to New York.

The character of her cargo, position, and suspicious behavior seemed to justify seizure, and I put my remaining master's mate and a prize crew on board and sent her to New York.

I hope my conduct, under the circumstances detailed, will meet your approbation.

I am, very respectfully, your obedient servant,

DANL. B. RIDGELY,
Commander, U. S. Navy.

Flag-Officer W. W. McKEAN,
Commanding Squadron, Key West, Fla.

P. S.—I send by the *Baltic* the master and mate of the cotton schooner, captured on the 23d of April, without name or papers, and sent to Key [West] under charge of Acting Master Muldaur.

D. B. R.

Report of Lieutenant English, U. S. Navy, commanding U. S. S. Somerset, regarding the capture by that vessel of the steamer Circassian.

U. S. S. SOMERSET,
Off Coast of Cuba, Sunday, May 4, 1862.

SIR: I have the honor to inform the Department, whilst cruising off the coast of Cuba (in obedience to instructions from Flag-Officer William W. McKean), between Matanzas and Havana, distant from the coast about 10 miles, I discovered a steamer, which proved to be the *Circassian*, standing to the westward.

I stood down for her, crossed her bow, rounded to, and hailed, having hoisted the American ensign. She had an English ensign flying.

Ordered her to heave to, so as to allow me to send a boat alongside, to which he made no audible reply, but proceeded directly on his course. As she was much faster than this vessel, I fired a blank cartridge, then a shell to the right of her. Still he continued on his course, evidently endeavoring to escape me. I then fired a shell over, which exploded beyond him. Still he continued on his course, when I ordered a shell to be fired into him, which took effect in his fore rigging. He then stopped. I boarded, and finding (so far as I am able to judge) his papers not in accordance with the customary forms, and from statements made by some of his crew, I felt justified in taking possession

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of her, which I did, and placed her in charge of Acting Master William A. Arthur, and ordered him to proceed with her to Key West, Fla., for adjudication.

I find the *Circassian* among a list of vessels furnished me by Flag-Officer William W. McKean that I was to be particularly on the lookout for.

Hoping I have not exceeded my instructions,

I am, very respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant, Commanding.

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

Report of Flag-Officer McKean, U. S. Navy, transmitting copy of request from Commander Porter, U. S. Navy, for assistance at New Orleans.

U. S. FLAGSHIP NIAGARA,
Key West, May 6, 1862.

SIR: I have the honor to transmit herewith a copy of a communication from Commander Porter which I received on the afternoon of the 1st instant.

A few hours previously I had dispatched the *Somerset* to cruise for a short time near Havana previous to her proceeding to St. Marks. Important as her services are to me, I considered them of still more importance in the river, and therefore got underway in this ship and went out for the purpose of dispatching her to the assistance of Commander Porter; but after cruising four days without meeting with her, and three of our boilers having given out, I decided to return to this place, where on my arrival this morning I found the *Somerset* in company with the prize steamer *Circassian*, and also received the glorious intelligence of the capture of New Orleans, which obviates the necessity for dispatching her to the river.

My instructions to Lieutenant Commanding English were to send his prizes, if seaworthy, to the port of Boston for adjudication (if steamers and in want of coal, touching at this place to procure it); but the engineers of the *Circassian* having refused duty immediately upon her capture, and the engineer force of the *Somerset* being insufficient to work both steamers, he was obliged to tow her in. As she would require a large engineer force to work her to the North, which can not be spared without impairing the efficiency of the squadron, and it is not certain that she has contraband on board, although I have little doubt of it, I have deemed it best to have her adjudicated in this port, and should she be condemned will request the judge to make a decree that she be sent to the North for sale.

On the evening of the 2d instant I fell in with the *Mercedita* on her way to Key West for coal. Commander Stellwagen reported having captured the English steamer *Bermuda* and chased two others, which escaped by their superior speed. *Bermuda* is loaded with arms, ordnance stores, and munitions of war. She was dispatched to the port of Philadelphia for adjudication; a report of her capture was made to you by Commander Stellwagen.

Commander Stellwagen also reports an accidental collision between the *Mercedita* and a French merchant steamer on the evening of the 1st instant. A copy of this report is herewith transmitted.

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Owing to the condition of the boilers and the foulness of this ship's bottom, the greatest speed that we could obtain during our cruise, with a moderate topgallant breeze, all sail, and as much steam as the boilers would bear, was 6½ knots.

Two steamers, supposed to be Confederate, have been chased by the sailing vessels now cruising in the Gulf. In order to break up the trade between Southern ports and Havana and Nassau the addition of four or five fast steamers to this squadron is essential. The season for light winds has now commenced, and sailing vessels are of little or no use.

The duty of the engineer department in a hot climate is always severe. I therefore request that four additional engineers may be sent out for duty in the squadron, that their services may be available in the event of making captures.

I also request that the officers and crew in charge of the prize steamer *Bermuda* may be ordered to rejoin the *Mercedita* at the earliest moment practicable.

I had contemplated looking in at Havana, but learning that it would take at least a week to patch the boilers I deemed it best to return direct to this place.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

[Enclosure.]

U. S. S. HARRIET LANE,
Mississippi River, April 25, 1862.

SIR: Our fleet passed the forts on the night of the 24th under a terrible fire, and are by this time in New Orleans. All got through but the *Varuna*, which vessel was sunk in a butting encounter with the *Webster*,* which was set on fire and destroyed by the broadside of the *Varuna*. The captain of the *Dan Smith* will give you the particulars of the engagement. The forts still hold out. Eleven steamers were destroyed and the celebrated ram. The squadron, in the dark, left behind them an enemy that is going to give us some trouble here, and we have not, I fear, force enough to contend with it—I mean a powerful ironclad battery of 10 or 16 guns. The enemy are working night and day to get it underway. I ask all the assistance you can give us in the shape of steamers with heavy guns and solid shot. There is no time for delay; we may otherwise meet with disaster.

I received a letter from Flag-Officer Farragut to-day. They had a rough time of it, but lost, killed and wounded, not over 100 men. We on this side of the fort lost, killed and wounded, but 14. The flag-officer was bound direct to New Orleans, and will meet with no obstructions.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Commanding Flotilla.

[Flag-Officer WM. W. MCKEAN],
Commanding Officer at Key West.

*The *Varuna* was rammed by the *Governor Moore* and *Stonewall Jackson*.

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Letter from the Vice-Consul-General at Havana to Flag-Officer McKean, U. S. Navy, giving arrivals and clearances of vessels at that port.

U. S. CONSULATE-GENERAL,
Havana, May 7, 1862.

SIR: Since the date of my last dispatch the following arrivals and clearances of vessels in trade with the blockaded ports have occurred:

Arrivals.

May 2. Mobile, Confederate schooner *Princeton*, Barnes, master; cotton.
May 6. Mobile, Confederate steamer *California*, Porter, master; cotton.
May 7. Mobile, Confederate steamer *Cuba*, McConnell, master; cotton.

Cleared.

April 30. English steamer *Fox*, for Matamoras.
May 3. English sloop *R. Burroughs*, Nassau.
May 5. English schooner *Rovena*, Nassau.
May 5. English schooner *Lucy*, Nassau.
May 6. English steamer *Minho*, Nassau.

The *Elizabeth*, steamer, formerly the *General Miramon*, went to sea day before yesterday morning, but she must have seen something, for she was back at noon reporting damage in her machinery. To-day she has gone again to some Southern port.

The English steamer *Fox* was chased on the 1st by the *Cuyler*, and she found refuge in Bahia Honda, of this island. We have not heard if she has again sailed. It appears she was hit in one of her paddle boxes by a shot. The *Wanderer* was in the neighborhood.

New Orleans and the forts are in possession of our naval and land forces.

Very respectfully, your obedient servant,
THOMAS SAVAGE,
Vice-Consul-General.

The SENIOR OFFICER, U. S. Navy,
Commanding at Key West.

Report of Acting Volunteer Lieutenant Winn, U. S. Navy, transmitting copy of order issued to the authorities of Apalachicola.

U. S. BARK JAS. L. DAVIS,
Apalachicola Bay, May 10, 1862.

SIR: In consequence of the almost starving condition of the inhabitants remaining at town (who, I have no doubt, are loyal to the Union, as they prefer to take the risk of starvation rather than submit to the orders of the governor and military usurpers to abandon the place and proceed to Rickoe's Bluff, 80 miles up [Apalachicola] River, where they, the rebels, are building fortifications), I was induced to issue and send to the authorities of the town the annexed order.

On the islands of St. Vincent's and St. George's there are many cattle, sheep, goats, hogs, and fowls, which the inhabitants at town

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require to subsist on, hence the order aforementioned. Hoping it will meet your approval, I am, dear sir, your obedient servant,

JOS. WINN,
Acting Volunteer Lieutenant, Commanding, U. S. Navy.

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

[Enclosure.]

U. S. BARK JAS. L. DAVIS,
Apalachicola Bay, May 2, 1862.

GENTLEMEN: From and after this date no boats will be allowed on St. George's, St. Vincent's, and other islands in this bay, except between sunrise and sunset. No boats will be allowed to remain on or at either of the islands after sunset. All boats going to or returning from the islands must come under a flag of truce within a half mile of this ship to be examined. No boat will be allowed to visit the islands with more than 5 men and 2 muskets or fowling pieces, and but 1 boat per day will be allowed on either island.

Fishing and oystering may be pursued on the banks between this ship and Apalachicola without complying with the above order or without fear of being molested by my orders.

The above orders to remain in force until further advised.

By yours, respectfully,

JOS. WINN,
Acting Volunteer Lieutenant, Commanding, U. S. Navy.

To the AUTHORITIES OF APALACHICOLA, FLA.

Report of Flag-Officer McKean, U. S. Navy, regarding general matters of interest pertaining to his command.

U. S. FLAGSHIP NIAGARA,
Key West, May 10, 1862.

SIR: I have the honor to transmit a copy of a communication received from the U. S. consul in Havana. Lieutenant Commanding Spotts, who has just returned in the *Wanderer* for supplies, also reports that several steamers have been chased by our cruising vessels. A few days since the *Wanderer*, *Marion*, *Bainbridge*, and *Amanda* were all in pursuit of a steamer, which hoisted secession colors and ran into Havana. I mention these facts to show you the necessity for several fast steamers.

The *Marion* and *Bainbridge*, owing to the foulness of their bottoms, are both dull, especially the latter, and as they are much in need of repairs, and have many men on board whose term of service expires shortly, I would strongly recommend that they should be relieved. The bottom of the *Wanderer* is also very foul, but I can have her hauled upon the ways at this place and cleared. She requires a suit of sails, for which I will forward a requisition to the Chief of the Bureau of Construction, etc.

A schooner with 150 bales of cotton, prize to the steamer *Santiago de Cuba*, has arrived and been condemned. She was from Charleston,

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bound to Nassau. A small schooner of 26 tons, called the *Jane*, with an assorted cargo, has also been sent in for adjudication by the *Cuyler*.

Lieutenant Commanding Howell, of the *Tahoma*, blockading Cedar Keys, reports that on the 24th ultimo a large schooner was discovered standing in for that harbor, but upon being pursued by his boats attempted to enter Crystal River and in so doing got ashore. She was abandoned and set on fire by her crew, and when the boat had approached within a few hundred yards blew up. She must have had a considerable quantity of powder on board, as she was literally blown to atoms, a quantity of soap, some corn, brooms, and a quantity of damaged medicine and percussion caps were picked up by the boat. An anchor and chain were saved, which are now in use on board the schooner *Beauregard*. The name of the schooner could not be ascertained.

Your order detaching Lieutenant May and ordering him to report to Commander Dahlgren for ordnance duty has been received, but it is impossible for me to dispense with his services at present. Mr. May is flag lieutenant and signal officer and when at sea does duty as master. In this large ship there is no executive officer (Lieutenant Commanding de Krafft being obliged to perform the duty), but three masters, two young midshipmen, and two master's mates. If one of the masters is sick (which is now the case) it becomes necessary to place the deck in charge of a young midshipman, as it does not answer to put officers in watch and watch in this hot climate, the duty being too severe.

In a former communication I reported having detached two acting masters from this ship—one to command the U. S. storeship *National Guard* and the other to command the U. S. schooner *Beauregard*. I should have immediately applied for officers to replace them had I not supposed the ship was about to be relieved.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

Order of Flag-Officer McKean, U. S. Navy, to Lieutenant Howell, U. S. Navy, regarding the services of the schooners Ezilda and Beauregard.

U. S. FLAGSHIP NIAGARA,
Key West, May 10, 1862.

SIR: Your orders of the 28th January, 1862, are so far modified that you are authorized to chase at discretion.

You are also authorized to make such use of the schooner *Ezilda* as you may deem for the best interest of the public service. Acting Master David Stearns, commanding schooner *Beauregard*, is instructed to report to you. You will station the *Beauregard* where she can best guard St. Martin's Reef. In regard to the lumber that I instructed you to guard, I was anxious to preserve it, thinking it would be needed to build quarters for troops, but as I see no prospect of the place being occupied by a military force it must now take its chance. I

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send by the *Beauregard* a set of Rogers' signals and book, also a light 12-pounder howitzer for your boat, with a full supply of ammunition.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

Lieutenant Commanding J. C. HOWELL,
Commanding U. S. Gunboat Tahoma, Cedar Keys, Fla.

P. S.—I send the Hotchkiss shell fitted. It is not intended to be used with a plunger, but with wooden plug and paper-case fuze, a supply of which are sent by the *Beauregard.*

Report of Flag-Officer McKean, U. S. Navy, in response to request for information regarding the prize schooner Florida and British bark Southport.

U. S. FLAGSHIP NIAGARA,
Key West, May 12, 1862.

SIR: Your communication of the 2d instant, in reference to the prize schooner *Florida* and the British bark *Southport*, was received this day.

The *Florida* was captured by the bark *J. L. Davis*, sent to this port for adjudication, and has been condemned. I transmit a copy of the report* of Volunteer Lieutenant Joseph Winn, giving the particulars of her capture, by which you will perceive that she was captured in latitude 27° 56′ N. and longitude 84° 25′ W., steering at the time N. N. E. or N. E., which was about 90 miles from Tampa, and heading for Cedar Keys, a very singular position for a vessel bound from Havana to Matamoras.

I have no knowledge whatever of the boarding of the *Southport.* The only three-masted schooner attached to the squadron is the *J. S. Chambers*, and she is not painted green, nor has she been since she joined the squadron.

I am, very respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding East Gulf Squadron.

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

Letter from the Secretary of the Navy to Flag-Officer McKean, U. S. Navy, regarding the arrival at Nassau, New Providence, of steamers from England.

NAVY DEPARTMENT, *May 13, 1862.*

SIR: I transmit herewith an extract from a dispatch dated the 30th ultimo from the consul at Nassau, New Providence, reporting the arrival there of the steamers *Oreto*, *Minna*, and *Stettin*, from England.

The Department has to-day ordered the *Santiago de Cuba*, which arrived at New York with the prize *Isabel*, to proceed without delay to Nassau.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer W. W. MCKEAN,
Commanding East Gulf Blockading Squadron, Key West.

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*See report Winn to McKean, March 10, p. 186.

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Report of Captain Brasher, U. S. Navy, commanding U. S. brig Bainbridge, regarding the seizure by that vessel of the schooner Newcastle.

U. S. BRIG BAINBRIDGE,
Key West, May 14, 1862.

SIR: On the 11th May, in latitude 23° 14′, longitude 83° 09′ we boarded the schooner *Newcastle*, freighted with spirits of turpentine and cotton, avowing herself to be from Matamoras.

On examining her papers she proved to have an English provisional register and a pseudo clearance from Mobile, without log book; but her chart track, her invoice, or what purported to be her invoice, and Mobile newspaper dated May 3, a crew of seven men and a master, all lead me to send her in to Key West for adjudication, as a vessel from Mobile and incomplete and defective papers.

Very respectfully, your obedient servant,

T. M. BRASHER,
Commanding Bainbridge.

Flag-Officer WM. W. MCKEAN,
Commanding Eastern Gulf Squadron.

Report of Flag-Officer McKean, U. S. Navy, transmitting statement giving stations of vessels under his command.

U. S. FLAGSHIP NIAGARA.
Key West, May 14, 1862.

SIR: In compliance with your order of March 31, I herewith transmit a statement of the present stations of the vessels composing this squadron.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

[Enclosure.]

Stations of vessels composing the East Gulf Blockading Squadron.

FLAGSHIP NIAGARA, *Key West, May 14, 1862.*

Name.	Station.	Remarks.
Niagara	Key West	
Marion		Cruising off Cuban coast west of Havana.
Bainbridge		Do.
Wanderer		Do.
Amanda		Do.
Somerset		Do.
R. R. Cuyler		Off Cape San Antonio, cruising.
Pursuit		Cruising between Mariel and Cape San Antonio.
Ethan Allen	Tampa Bay	Blockading.
Tahoma	Cedar Keys	Do.
Kingfisher	St. Marks	Do.
Sagamore	Apalachicola, East Pass	Do.
J. L Davis	Apalachicola, West Pass	Do.
Chambers	St. Joseph's Bay	Do.
Mercedita		Cruising off N. E. Providence Channel.
Santiago de Cuba		Gone to New York convoying prize.
Beauregard		Ordered to blockade St. Martin's Reef.
Samuel Rotan		Ordered to blockade St. Andrew's Bay.
National Guard		Storeship, absent supplying squadron.

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Report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, announcing arrival at Key West from St. Thomas, West Indies.

U. S. S. QUAKER CITY,
Key West, May 14, 1862.

SIR: I have the honor to report to you the arrival in this port to-day of the U. S. S. *Quaker City*, under my command, from the port of St. Thomas, which place I left on the 6th instant.

Since my arrival here Flag-Officer McKean has, under your order of the 14th of December, attached this vessel to the squadron under his command and given me orders to prepare the *Quaker City* for sea with all possible dispatch, with which order it will be my pleasure to promptly comply.

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

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

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

Report of Flag-Officer McKean, U. S. Navy, giving consular information from Nassau, New Providence, regarding blockade runners in that port.

U. S. FLAGSHIP NIAGARA,
Key West, May 14, 1862.

SIR: I have the honor to report the arrival of the steam bark *Young Rover* on the evening of the 12th instant. As she has on board a quantity of loaded shells for Flag-Officer Farragut, which I have no means of sending, and can not store here, I am compelled to dispatch her to Ship Island to deliver them, after which (not being fit for a cruiser) she will relieve the gunboat *Sagamore* in the blockade of Apalachicola, which vessel I shall employ as a cruiser in the Gulf.

The *Quaker City* arrived this morning. As I observed by the papers that the *Sumter* has been sold at Gibraltar, and that her officers had arrived at Southampton, England, I shall attach the *Quaker City* to this squadron, and having just received information from the U. S. consul at Nassau, New Providence, that the gunboat *Oreto*, the steamers *Nashville*, *Kate*, *Theodora*, and *Nellie*, and brig *Fannie Lewis* are all at that port, I have ordered her coaled and provisioned with all possible dispatch, and shall send her to cruise in that vicinity.

I received by the *Baltic* a communication from Commander Ridgely, commanding the *Santiago de Cuba*, dated New York, May 4, in which he reports having captured the steamer *Ella Warley* and two schooners, the *Mersey* and *Maria*, and gives his reasons for conveying them to New York, which I presume he has reported to the Department. I beg that the *Santiago* may be ordered to return immediately to her station, her services just at this time being of vital importance.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag Officer, Commanding Eastern Gulf Squadron.

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

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Order of the Acting Secretary of the Navy to Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, to proceed to Key West, Fla., via Havana.

NAVY DEPARTMENT, *May 16, 1862.*

SIR: Your communication* of the 30th ultimo has reached the Department.

Proceed with the *Quaker City* to Key West and report to Flag-Officer McKean for duty in the Eastern Gulf Blockading Squadron.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary.

Commander JAMES MADISON FRAILEY, U. S. Navy,
Comdg. U. S. S. Quaker City, St. Thomas, West Indies.

[Duplicate sent to Key West.]

Order of Flag-Officer McKean, U. S. Navy, to Lieutenant English, U. S. Navy, commanding U. S. S. Somerset, to proceed to relieve the U. S. S. Tahoma at Cedar Keys.

U. S. FLAGSHIP NIAGARA,
Key West, May 16, 1862.

SIR: You will proceed in the U. S. gunboat *Somerset* under your command to Cedar Keys and relieve Lieutenant Commanding J. C. Howell, commanding U. S. gunboat *Tahoma* in the blockade of that place.

Lieutenant Commanding Howell will be instructed to transfer to you his tender, the schooner *Ezilda*, and to give you any information he may be possessed of that can be useful; also to furnish you with all the coal he can spare.

Supplies will be sent to you when necessary, and you will be particular to keep me informed of your wants by every opportunity. I have reason to believe that vessels have recently succeeded in landing cargoes at Crystal River, in consequence of which the schooner *Beauregard* has been dispatched to aid in the blockade in that vicinity. She will be subject to your orders. In the event of anything occurring which you consider it important that I should be immediately informed of, you may dispatch the *Ezilda* to this place. I send on board the *Somerset* the quarter-deck and forecastle awnings for the *Beauregard*; the main-deck awning will be forwarded by the *Connecticut*.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

Lieutenant Commanding EARL ENGLISH,
Commanding U. S. Gunboat Somerset, Key West, Fla.

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*See Series I, volume 1, p. 384.

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Order of Flag-Officer McKean, U. S. Navy, to Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, to cruise for the interception of blockade runners from Nassau, New Providence.

U. S. FLAGSHIP NIAGARA,
Key West, May 17, 1862.

SIR: I have received information that the steamer *Oreto* (said to be Confederate privateer) and the Confederate steamers *Nashville*, *Kate*, *Theodora*, and *Nellie* are at Nassau, New Providence; also a large English steamer called the *Minna*, and the brig *Fannie Lewis*, both loaded with contraband of war for the use of the rebels. You will therefore proceed in the U. S. S. *Quaker City*, under your command, to cruise between the Providence Channel and Cape Canaveral, for the purpose of intercepting the *Oreto*, or any vessels that may leave Nassau having on board contraband of war for the Confederate States.

The cargo of the *Minna* will probably be reshipped in small schooners, or by the steamers *Kate* and *Nellie*, which are said to be very fast and have repeatedly run the blockade at Charleston, S. C., and other Atlantic ports.

It will be your duty to board and carefully examine all vessels you may meet with, but you will be particular to instruct your boarding officers not to give unnecessary offense, to be courteous but firm in the execution of their duty.

In the event of making prizes, you will send them to this port for adjudication.

The vessels mentioned in the memorandum herewith transmitted as having run the blockade and arrived in Havana will probably sail thence under English colors and provided with provisional registers, but should you meet with any of them you will capture and send them in.

I herewith transmit a copy of Upton's Maritime Warfare and Prize, printed forms of instructions to prize masters, general orders, and a number of circulars and other documents, to which I call your particular attention. I also transmit a communication giving information in regard to suspicious vessels from various European ports. When in need of supplies you will return to this place.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

Commander J. M. FRAILEY,
Commanding U. S. S. Quaker City, Key West, Fla.

Order of Flag-Officer McKean, U. S. Navy, to Commander Brasher, U. S. Navy, commanding U. S. brig Bainbridge, regarding the cruising ground of that vessel.

U. S. FLAGSHIP NIAGARA,
Key West, May 17, 1862.

SIR: Your orders of the 16th ultimo are so far modified that your cruising ground will be between Cape San Antonio and Tortugas, being particular not to approach within the territorial jurisdiction of

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the island of Cuba or to fire on any vessel within a marine league of the Cuban coast.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

Commander T. M. BRASHER,
Commanding U. S. brig Bainbridge, Key West, Fla.

[Orders of same date and like tenor to Lieutenant David Cate, U. S. Navy, commanding U. S. bark *Pursuit*, and to Lieutenant N. Goodwin, U. S. Navy, commanding U. S. bark *Amanda*. Order of 20th instant to Lieutenant J. H. Spotts, U. S. Navy, to proceed to Havana, thence to cruise between Cape San Antonio and Tortugas.]

Order of the Secretary of the Navy to Flag-Officer McKean, U. S. Navy, detaching him from the command of the East Gulf Squadron.

NAVY DEPARTMENT, *May 19, 1862.*

SIR: Upon the reporting of your relief, Captain James L. Lardner, you will transfer to that officer all papers, instructions, etc., pertaining to your command, and you will proceed in the *Niagara* to carry out the instructions of the Department by returning to Boston, Mass.

I am, respectfully,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

Order of the Secretary of the Navy to Captain Lardner, U. S. Navy, to assume command of the East Gulf Blockading Squadron.

NAVY DEPARTMENT, *May 19, 1862.*

SIR: You are hereby detached from the command of the *Susquehanna* and you will proceed to Key West, Fla., in the U. S. steam sloop of war *San Jacinto* and report to Flag-Officer William W. McKean to relieve him from the command of the Eastern Gulf Blockading Squadron.

Having relieved that officer, you are authorized to hoist your flag on board the *San Jacinto*, as the commander of that squadron.

I am, respectfully,

GIDEON WELLES.

Captain J. L. LARDNER, U. S. Navy,
Hampton Roads, Virginia.

Report of Lieutenant Howell, U. S. Navy, regarding a reconnoissance at Way Key, Florida.

U. S. GUNBOAT TAHOMA,
At Sea, off Cape Roman, May 22, 1862.

SIR: I have the honor to report that the U. S. ship *Guard* arrived at Cedar Keys on the 15th instant. I took from her 42½ tons of coal, filled up with provisions, and supplied her with 850 gallons water.

On the afternoon of the 16th instant the U. S. S. *Somerset* arrived. After consulting with Lieutenant Commanding English (who I discovered had assisted in surveying the channels of Cedar Keys) and

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finding that the *Somerset* could go up to Way Key, I determined to make a reconnoissance of the key for the purpose of affording you more exact information than I had heretofore been able to gain.

Taking 3 boats and some 20 men from the *Guard*, under command of Acting Master Hays, 4 boats and 40 men from this vessel, in charge of Lieutenant Crosman and Acting Masters Higbee and Hurley, we got underway in the *Somerset* and succeeded in reaching the anchorage off Way Key, having touched only once, and that lightly; the boats of the *Tahoma* sounded the channel in advance.

On anchoring we discovered the four men to whom I have alluded in my communications to you as being the only persons (with the exception of two women) seen on Way Key, lounging unconcernedly in front of a dilapidated house. Through our glasses we made three of them out to be negroes.

It was determined that a boat should be sent to the party to notify them of our intention to land and to warn them that any shot fired at our people would be followed by the immediate destruction of all the property within reach of our guns.

Lieutenant Crosman's report of his conversation with the rebels (who were white men) accompanies this. To our (more particularly to my) astonishment, as soon as the flag of truce shoved off about 30 armed men appeared from behind the house and commenced walking up the railway track. The usages of war would not permit us to fire until the flag of truce returned. At the instant she returned fire was opened on the track, and the chaparral and house behind which the rebels were hidden, shelled. We then landed about 100 men, threw out the *Tahoma's* crew as skirmishers, and marched up to the village. On searching the house, nothing was discovered and no evidences of the continued occupation of the house were seen. No provisions were found and I immediately came to the conclusion that the men we saw were the advanced guard of the rebel regiment which the contraband Henderson told me was stationed about 3 miles back of Way Key.

I gave orders that neither skirmishers nor any part of the force should cross the trestlework. We had come simply to make a reconnoissance, not to occupy and hold the key, and I thought it would be a useless expenditure of life to send sailors in pursuit of a probably superior force of soldiers who knew every foot of the ground, and who, protected by dense woods, would be able to pick our people off with perhaps no loss to themselves.

Lieutenant Commanding English and myself, accompanied by Lieutenant Crosman, Mr. Potter, and the marines of the *Somerset*, crossed the trestlework and inspected it thoroughly. It is a very substantial piece of work, and should our troops at Fernandina hold military possession of all East Florida and be able to defend the line of road, it might prove very useful for the transportation of troops and munitions of war, but if a military force should occupy Depot and Sea Horse keys as a hospital station only (and they would be invaluable for such a purpose should the war continue during the summer), then it should certainly be burned, as it is the only bridge by which the rebels could transport heavy ordnance to Way Key. Lieutenant Commanding English and myself determined to await further orders on the subject. He can shell the key and burn the work at any time, under cover of his guns. After remaining an hour on the key and examining it thoroughly the men were reembarked.

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Later in the afternoon we visited Depot Key and found every house open. In one, belonging apparently to a Mr. C. P. Chaives, there was a quantity of handsome furniture and some books. Everything was topsy-turvy, giving evidence of a hasty flitting. At the house of a Mr. Cottrel was an old negro, the only inhabitant of the key. He told us that Mr. Cottrel had given him the property (which, of course, was a fiction) and he had no inclination to leave. We did not disturb him. At sunset we returned to our vessels, Lieutenant Commanding English remaining at Depot Key. He came down next morning and coaled from the *Guard*. During the reconnoissance no property (except the houses occupied by the rebels, which had several shots through them) was injured.

At 2 o'clock a. m. of the 21st I sailed for Key West. In the morning, at daylight, boarded smack *Wanderer*, John Park, master. Her pass was endorsed by the boarding officer. In the afternoon, 20 miles north of Tampa, boarded the *Beauregard* and received the articles you were kind enough to send me. Off Cape Romano [Roman], boarded smack *Grorer G. King*. I had both boats thoroughly overhauled, notwithstanding the pass.

* * * * * * *

Very respectfully, your obedient servant,

J. C. HOWELL,
Lieutenant, Commanding.

Flag-Officer W. W. MCKEAN,
Commanding Eastern Division Gulf Squadron.

Capture of the Confederate steamer Swan, May 24, 1862.

Report of Flag-Officer McKean, U. S. Navy.

U. S. FLAGSHIP NIAGARA,
Key West, May 26, 1862.

SIR: I have the honor to report the capture (in latitude 23° 48′ and longitude 82° 57′) of the Confederate steamer *Swan*, on the 24th instant, by the U. S. bark *Amanda* and U. S. brig *Bainbridge*.

The *Swan* was taken under the Confederate flag and a Confederate register was found on board. She is river boat, of and from Mobile; her cargo consists of upward of 900 bales of cotton and about 200 barrels of resin. She is now at this place, awaiting adjudication.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

Report of Lieutenant Goodwin, U. S. Navy, commanding U. S. bark Amanda.

U. S. BARK AMANDA,
At Sea, May 24, 1862.

SIR: I have to report the capture of the Confederate steamer *Swan*, from Mobile bound to Havana, by the *Amanda*, under my command, this day at 11:30 a. m., 35 miles south by west from Tortugas.

Her cargo consists of 900 bales of cotton and 200 barrels of resin.

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I have placed her under command of Acting Master Joseph E. Jones, with a prize crew, with orders to proceed to Key West for adjudication.

The U. S. brig *Bainbridge* was in sight, distant about 3 miles, at the time of capture.

I am, respectfully, your obedient servant,

N. GOODWIN,
Acting Volunteer Lieutenant, U. S. Navy,
Comdg. U. S. Bark Amanda.

Flag-Officer WM. W. MCKEAN,
Commanding Eastern Division Gulf Blockading Squadron.

Report of Commander Brasher, U. S. Navy, commanding U. S. brig Bainbridge.

U. S. BRIG BAINBRIDGE,
Key West, May 25, 1862.

SIR: I have the honor to report my arrival at this port.

On the 24th, while in company with the U. S. bark *Amanda*, we captured the Confederate steamer *Swan*, of and from Mobile, with a valuable cargo of cotton, resin, etc.

Her large crew and her behavior, even after capture, leads me to accompany her in with both vessels.

I have sent on board some of our best men, machinists and others, to work her, or rather to overlook the work.

Trusting that this will meet with your approval, I am, sir, very respectfully,

T. M. BRASHER,
Commanding Bainbridge.

Flag-Officer WM. W. MCKEAN,
Commanding Eastern Gulf Squadron.

Correspondence regarding infringement of international rights in Cuban waters.

Report of Flag-Officer McKean, U. S. Navy, transmitting correspondence.

U. S. FLAGSHIP NIAGARA,
Key West, May 26, 1862.

SIR: I have the honor to transmit a copy of a communication received from the commander of the Spanish frigate *Petronila*, with translation as made by Paymaster Barry, of this ship (marked A); also a copy of my reply (marked B).

I am disposed to believe that the protest of the Spanish commander originated in a misapprehension, as on the day previous to its delivery to Lieutenant Commanding Doty, of the *Marion*, through whom I received it, the gunboat *Somerset*, having encountered a heavy sea, was somewhat injured, and her commander, hoping to find smooth water, ran close in to the Cuban shore, followed by the sloop *Marion* and steamer *Cuyler*. While boats were passing between them a Spanish frigate hove in sight, and as the *Somerset* at a distance of 3 miles

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might easily be mistaken for a Mississippi River boat, the commander of the frigate doubtless supposed she was a prize to our cruisers and that she had been captured within Spanish jurisdiction. He was probably strengthened in this belief from the fact that the *Marion* remained by the *Somerset* during the night and the following day convoyed her over to the Florida Reef.

I have informed our consul at Havana of this circumstance, that he may explain it should opportunity offer.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

Complaint of the commanding officer of H. C. M. S. Petronila.

A.

FRIGATE OF HER CATHOLIC MAJESTY, PETRONILA,
In the Meridian Sea of Bahia Honda, 14 May, 1862.

SIR: The cruising ground which you maintain on these coasts has been considered by the superior authority of the island of Cuba as an infraction of international right, because carrying it on (the cruising) in the territorial waters of the island appears to constitute a blockade of her ports.

Charged with the duty of making it known to you, I appeal to the friendly relations which subsist between the Government of Washington and that of her Catholic Majesty, and I have no doubt that on being convinced that your cruising ground is not just, in correspondence with the repeated proofs of impartiality which the authorities of the island of Cuba have, up to the present, given in the contest which is now in agitation between the North and South of the American Union, you will be pleased to withdraw your cruising ground from the maritime zone which embraces our coasts, thus giving proofs of the desire which has always animated our respective Governments to maintain unalterable the friendship which unites them.

I have the honor to offer myself, your most respectful and obedient servant,

Captain of line of battleship and commanding sail frigate.

ROM^{NO} MARTZ. VINALET.

SENIOR COMMANDER IN CHIEF OF THE CRUISING GROUND IN THE WATERS OF THE ISLAND OF CUBA.

Letter from Flag-Officer McKean, U. S. Navy, to the commanding officer of H. C. M. S. Petronila.

B.

U. S. FLAGSHIP NIAGARA,
Key West, May 19, 1862.

SIR: I have the honor to acknowledge the receipt, on the 17th instant, at the hands of the commander of the U. S. sloop *Marion*, of your

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communication of the 14th instant, in which you inform me that the cruising ground which you (I) maintain on these coasts has been considered by the superior authorities of the island of Cuba as an infraction of international right, because carrying it on (the cruising) in the territorial waters of the island appears to constitute a blockade of her ports, and in which you request me to "withdraw your (my) cruising ground from the maritime zone which embraces our (your) coasts."

In the absence of treaty stipulations between her Catholic Majesty and the Government of the United States, I consider the territorial waters of the island of Cuba to extend 1 marine league, or 3 geographical miles, from the coast, and therefore have given particular instructions to the commanders of vessels in the squadron under my flag not to chase, board, or fire upon any vessel within that limit; and I am not cognizant of any instance in which this has occurred.

You are aware that vessels bearing the flag of the (so-called) Confederate States, now in rebellion against the Government of the United States, have entered the port of Havana. These vessels, when from the westward, generally make the island of Cuba in the neighborhood of Bahia Honda, and from thence keep close in with the coast until they reach Havana, thus rendering it necessary for the United States cruisers to approach nearer than they otherwise would do.

No one would regret more deeply than myself any interruption of the friendly relations now existing between the Government of her Catholic Majesty and that of the United States, and you may be assured that no act of mine shall intentionally lead to such a result.

A copy of your communication shall be transmitted immediately to my Government.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

Señor ROM^NO. MARTZ. VINALET,
Captain of Line of Battleship and Commanding Her Catholic Majesty's Frigate Petronila.

Letter from the United States Consul-General at Havana, Cuba, to Flag-Officer McKean, U. S. Navy.

CONSULATE-GENERAL OF THE UNITED STATES,
Havana, May 26, 1862.

SIR: I have the honor to acknowledge the receipt, at the hands of Lieutenant Commanding Spotts, of the schooner *Wanderer*, of your communication* of the 20th instant, accompanying a copy of the answer you returned to a letter from Captain Vinalet, commander of her Catholic Majesty's frigate *Petronila*, in respect to the cruising ground you have established in the vicinity of the coast of Cuba.

I had an interview to-day with Admiral Rubalcava, commander in chief of the Spanish station and naval forces here, and communicated to him the contents of your letter to me. The conversation which ensued between us was very frank and friendly in its character. I found that in the absence of Captain Vinalet he had read your letter to this officer. His excellency labors under no misapprehension

*Not found.

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respecting the case of the ferryboat steamer *Somerset*. His objections are altogether to the maintenance of a cruising ground by our naval forces in the neighborhood of the Cuban coasts, which the authorities look upon in the light of a quasi blockade of their coasts, even though the same be carried on without the territorial waters. He acknowledged that he had found nothing in books on international laws defining the extent of the territorial jurisdiction, but understood that several treaties are in existence recognizing the distance of 6 geographical miles, and believed that in time of war this distance was generally admitted. However, he confessed that the authorities did not charge us with violating their jurisdiction, nor with the intention of offending them; that it was more a question of feeling, for the presence of foreign cruisers overhauling vessels in such close proximity to their waters was a source of annoyance, and other nations would find fault with the Spanish Government if it tolerated it. He expressed himself perfectly confident that when this became known our Government would appreciate their feelings, meet them in a spirit of fairness and friendliness, and cause the practice to be forthwith discontinued. His excellency also spoke of several vessels of various nations having been overhauled by our men-of-war, two of which, one a Spanish schooner and the other the French steamer *Tage*, had received damage, and one vessel had been detained by a man-of-war at night without showing lights.

The admiral assured me that his orders to the commander of the *Petronila*, in whose discretion he has the fullest confidence, are to be very careful to do nothing which can in any way disturb the harmony so happily subsisting between the two countries. The matter has been referred to the supreme Government, between which and ours an understanding will doubtless be had, if not immediately, at a day not far distant, to settle definitely the question of the extent of their respective territorial waters. He spoke with evident satisfaction of the appreciation expressed by our Government of the conduct of the superior authority of the island, in his strict observance of the neutrality enjoined by her Catholic Majesty's Government, and which he himself had been very particular to observe, and, concluding, said that, to judge from present appearances, the whole coast of our Southern States would soon be in possession of our forces, which, by putting an end to the contraband trade, will render the employment of men-of-war in putting it down unnecessary.

I assured his excellency that our naval officers were very anxious to respect the rights of Spain and to give her proofs of their consideration. If I may take the liberty of making a suggestion upon the matter, I should say that it is better policy to remove the vessels now employed on this coast to our own and its vicinity, and thus avoid giving offense to the authorities here. You are, however, more competent than I and will act according to your best judgment.

Since my last dispatch I have to report the following arrivals and clearances of vessels engaged in trade with the blockaded ports.

Arrivals.

May 19. Confederate steamer *Atlantic;* nineteen days from New Orleans; cotton.

May 19. Confederate schooner *Lady of the Lake;* eight days from Mobile.

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May 19. Confederate schooner *J. Arthur;* fourteen days from Mobile.

May 20. English schooner *Borgia;* twenty-eight days from New Orleans.

May 25. English schooner *Lucy;* from Nassau.

May 26. English schooner *Lucy;* twenty-five days from New Orleans.

The above are all very small vessels; the *J. Arthur* 61 tons.

Cleared.

May 20. English ship *Albion*, to Matamoras.

May 20. English brig *Sarah*, to Matamoras.

May 22. English schooner *Planet*, to Nassau.

May 24. English steamer *Habana*, to Matamoras.

May 24. Spanish bark *Terisita*, to Matamoras.

I have made particular enquiries respecting the steamer *Habana*, and the result is that she actually came from St. Marks (Fla.). I have the assurance from a reliable person, who obtained the information from another that is supposed to know.

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

THOS. SAVAGE,
Vice-Consul-General.

MAY 28.

Yesterday arrived from Sabine Confederate schooner *Constitution*, 16 tons, Wright, master, in twenty-seven days.

To-day we have news from Mexico by way of Santiago de Cuba by a French steamer. The French were defeated by the Mexicans at Guadalupe on the 5th instant. They lost 300 killed and many prisoners. All communications between Orizaba and Puebla, [Mexico], are cut off, so the French have no means of retreating except by fighting their way through.

THOS. SAVAGE,
Vice-Consul-General.

Flag-Officer WM. W. MCKEAN,
Commanding East Gulf Blockading Squadron, Key West.

Letter from the Secretary of the Navy to the Secretary of State, acknowledging receipt of letter from the Spanish minister to the United States.

NAVY DEPARTMENT, *June 9, 1862.*

SIR: I have the honor to acknowledge the receipt of your letter of the 4th instant, communicating to me a copy of a note * addressed to you by Mr. Tassara, her Catholic Majesty's minister accredited to this Government, in which complaint is made that our cruisers have been chasing vessels within the territorial waters of Cuba.

The Department had previously received from Flag-Officer William W. McKean, commanding the Eastern Gulf Squadron, a communication in reference to the affair witnessed by the commander of the

* See Dip. Corres., 1862, p. 518.

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Spanish frigate *Petronila*—the presence of three of our cruisers very near the coast of Cuba. A copy of this communication and a copy of the protest he received from the commander of the frigate and of his reply thereto are transmitted herewith for your information.

Flag-Officer McKean thinks that the protest of the commander of her Catholic Majesty's frigate must have originated in a misapprehension of the facts of the case, which he explains. He further states that he is not cognizant of an instance in which a vessel under his flag has been guilty of invading the rights of Cuba, and that all of them have particular instructions not to chase, board, or fire upon any vessel within the territorial waters of the island.

The Department, however, will direct the flag-officer who has succeeded Flag-Officer McKean to instruct the commanders of vessels in his squadron to respect the territorial sovereignty of Spain.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

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

Letter from the Secretary of State to the Secretary of the Navy, transmitting note from the Spanish minister at Washington.

DEPARTMENT OF STATE,
Washington, October 10, 1862.

SIR: I have the honor to communicate for your information a copy of a note which has been received at this Department from his Excellency Senor Don Gabriel Garcia y Tassara, minister plenipotentiary of her Catholic Majesty, on the subject of the marine dominion appurtenant to the island of Cuba. You will learn from this paper that Spain claims that this dominion covers 6 miles upon the open sea, instead of 3 miles as it has been understood by this Government. The questions raised by this note are important and by no means easy of solution. The Spanish Government sets forth a true principle of international law when it states that the marine jurisdiction of every sovereign extends the length of a cannon shot from the shore. It has, however, been generally agreed by the acquiescence rather than by the formal consent of nations that this extent is a marine league or 3 miles. Spain now claims that the limit may be extended beyond the 3 miles so however as to be kept within the length of a gunshot as it is extended by modern improvements in the machinery of ordnance, and that each nation may fix the limit of its own marine dominion, with that reservation, for itself, without making general or specific arrangements for the purpose with other states. Spain moreover claims that she has thus fixed the limit for herself at 6 miles. The subject will receive due examination by this Department. As a preliminary to that examination I have the honor to ask you how the allowance of this claim would practically affect the efficiency of the Navy in the exercise of such belligerent rights as the United States have occasion to maintain and exercise in the vicinity of Cuba.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

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[Enclosure.—Translation.]

LEGATION OF SPAIN AT WASHINGTON,
Washington, October 8, 1862.

The undersigned, envoy extraordinary and minister plenipotentiary of her Catholic Majesty, makes known to the honorable Secretary of State that, on his Government being informed of the question recently raised between the commander of the ship *Petronila* and the superior officer of the naval forces of the United States which were cruising in the waters of Cuba, it was surprised at the error of the latter in claiming that the jurisdiction belt of that island did not extend beyond 3 miles. The Government of her Majesty has fixed it at 6 miles on the open sea, and in doing so has conformed to all the rules of the law of nations. The principle generally recognized is that maritime jurisdiction extends to the range of cannon ball; and even abiding by this principle, which each nation has modified at its will, the belt fixed by Spain is very moderate, in view of the modern improvements in artillery. Nor is any international compact required for the determination or recognition of a jurisdiction which is not at all excessive, but a special treaty might be necessary for making an exception in favor of any nation, and between Spain and the United States none such exists. The United States are so much the more obliged to respect this principle since, as is evident to the honorable Secretary of State, the jurisdictional belt claimed by them extends many miles farther than those designated by Spain.

The Government of her Catholic Majesty trusts, therefore, that that of the United States will cause the commanding officers of its naval forces in the Gulf to understand that the jurisdictional belt of the island of Cuba extends to 6 miles on the open sea, and that only beyond that limit is it allowed to them to exercise any act which may be in opposition to the rights of Spanish authority. In this way all misunderstanding will cease and the good relations of the two countries will not be liable to be disturbed by causes which ought entirely to disappear.

The undersigned avails himself of this opportunity to reiterate to the honorable Secretary of State the assurances of his highest consideration.

GABRIEL G. TASSARA.

Hon. WILLIAM H. SEWARD,
Secretary of State of the United States.

Report of Flag-Officer McKean, U. S. Navy, regarding orders issued to the U. S. S. R. R. Cuyler.

U. S. FLAGSHIP NIAGARA,
Key West, May 26, 1862.

SIR: I have the honor to inform you that I have, in compliance with the instructions contained in your communication of the 7th instant, ordered the steamer *Cuyler* to Boston.

The *Cuyler* sailed this morning, having on board a full supply of coals, Lieutenant Commanding Winslow being instructed to cruise off the N. E. Providence Channel until he consumes all his coals with the exception of a sufficient quantity for the passage to Boston, after which

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he will proceed to that place and report to you immediately upon his arrival.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

Report of Flag-Officer McKean, U. S. Navy, requesting instructions from the Department regarding the battery of the U. S. ship St. Lawrence.

U. S. FLAGSHIP NIAGARA,
Key West, May 26, 1862.

SIR: I have the honor to report the arrival at this place of the frigate *St. Lawrence* on the 23d instant.

As there are now a number of Confederate vessels in the port of Havana loading, it is supposed, for Southern ports, I shall dispatch her to cruise in the Gulf for a few weeks, after which I will convert her into a store and hospital ship, in order to do which, however, it will be necessary to remove her main-deck battery and a portion of the weight from her hold, as otherwise when loaded she would draw too much water to be anchored in the harbor. I therefore request instructions from the Department in regard to the battery.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

Stations of vessels composing the East Gulf Blockading Squadron.

FLAGSHIP NIAGARA,
Key West, May 26, 1862.

Name.	Station.	Remarks.
Niagara	Key West	
Mercedita		Cruising off N. E. Providence Channel.
R. R. Cuyler		Do.
Quaker City		Cruising off N. W. Providence Channel.
Wanderer		Cruising between Tortugas and Cape San Antonio.
Pursuit		Do.
Bainbridge		Do.
Ethan Allen	Tampa Bay	Blockading.
Beauregard	St. Martin's Reef and Crystal River.	Do.
Somerset	Cedar Keys	Do.
Kingfisher	St. Marks	Do.
Young Rover	Apalachicola, East Pass	Do.
J. L. Davis	Apalachicola, West Pass	Do.
Chambers	St. Joseph's Bay	Do.
Samuel Rotan	St. Andrew's Bay	Do.
Sagamore		Ordered to Key West.
Tahoma	Key West	Repairing and coaling.
St. Lawrence	do	Taking in water.
Amanda	do	Taking in water and provisions.
National Guard		Storeship, absent supplying squadron.
Marion		Has sailed for Boston for repairs.

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Report of Acting Volunteer Lieutenant Cate, U. S. Navy, regarding the capture of the schooner Andromeda.

U. S. BARK PURSUIT,
Off Mariel, Cuba, May 26, 1862.

SIR: I have the honor to report the capture of the schooner *Andromeda* (by this vessel under my command this afternoon), Mariel, Cuba, bearing south by east 17 miles. Reported from the masthead at 3 p. m. and boarded at 5 p. m. When first seen she was bearing for Havana. When they made us out she kept off N. N. E. and made all sail. We were obliged to fire four shell from our rifled Parrott gun before she would heave to. She is from Sabine Pass, Tex., and has on board 597 bales cotton and some other cargo.

Very respectfully,

DAVID CATE,
Lieutenant, Commanding.

Flag-Officer W. W. MCKEAN,
U. S. Frigate Niagara, Key West, Fla.

Order of Flag-Officer McKean, U. S. Navy, to Commander Schenck, U. S. Navy, commanding U. S. ship St. Lawrence, assigning the cruising ground of that vessel.

U. S. FLAGSHIP NIAGARA,
Key West, May 28, 1862.

SIR: You will proceed in the U. S. frigate *St. Lawrence* under your command to cruise between Tortugas and Cape San Antonio for the purpose of intercepting vessels bound to Confederate ports or vessels that may have run the blockade bound to Havana. You will be particular, however, not to chase, board, or fire upon any vessel within 1 marine league, or 3 geographical miles of the Cuban coast.

The brig *Bainbridge* and schooner *Wanderer* are now cruising between Tortugas and Cape San Antonio, and the bark *Amanda* and gunboat *Tahoma* will be dispatched in a few days.

You will instruct your boarding officers to be careful not to give unnecessary offense, to be courteous, but firm in the execution of their duty.

Herewith enclosed you will find a memorandum of vessels which have run the blockade and reached Havana. They will probably sail from thence with return cargoes, but under the English flag, and furnished with provisional registers. Should you meet with any of them you will capture and send them in.

I transmit herewith a memoradum describing a British provisional register, a communication giving information of a large number of vessels from European ports which are suspected of intention to violate the blockade, a copy of general orders, and a number of circulars, etc., to all of which I call your particular attention.

In the event of making prizes you will send them to this port for adjudication.

At the expiration of one month, if not otherwise instructed, you will return to this place and report to me.

I am, respectfully, your obedient servant,

[WM. W. MCKEAN,]
Flag-Officer, Commanding Eastern Gulf Squadron.

Commander J. F. SCHENCK,
Commanding U. S. Frigate St. Lawrence, Key West, Fla.

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Report of Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, regarding the capture of schooner Lucy C. Holmes.

U. S. S. SANTIAGO DE CUBA,
Off Key West, May 30, 1862.

SIR: I have the honor to report that the *Santiago de Cuba* left New York on the 24th instant under orders of the Secretary of the Navy to proceed to Key West and report to you.

On the morning of the 27th instant, in latitude 32° N., longitude 78° 06′ W., I captured the rebel schooner *Lucy C. Holmes*, from Santee the night previous, bound to Nassau. She was loaded with cotton and had papers from the Confederate custom-house at Charleston. On the same day I sent her to Boston under charge of Acting Master's Mate L. Coggeshall.

Respectfully, your obedient servant,

DANL. B. RIDGELY,
Commander, U. S. Navy.

Flag-Officer W. W. MCKEAN,
Commanding Squadron, Key West.

Capture of watering party in Aucilla River, Florida, June 2, 1862.

Report of Flag-Officer Lardner, U. S. Navy, transmitting report.

FLAGSHIP SAN JACINTO,
Key West, Fla., June 13, 1862.

SIR: I transmit a very lengthened report of Acting Volunteer Lieutenant Commanding Jos. P. Couthouy, of the bark *Kingfisher*, of an unfortunate attempt to procure water. He has been admonished to be more careful in future.

Very respectfully, your obedient servant,

J. L. LARDNER,
Flag-Officer, Commanding Eastern Gulf Blockading Squadron.

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

Report of Acting Volunteer Lieutenant Couthouy, U. S. Navy, commanding U. S. bark Kingfisher.

U. S. BARK KINGFISHER,
Blockading off St. Marks, Fla., June 7, 1862.

SIR: I have to report that on the 2d instant this vessel met with a grave disaster in the capture of two of her boats while watering in the Aucilla River, and of Acting Master Samuel Curtis, with the survivors of his party, 11 in number (2 having been killed in the skirmish), all of whom are now prisoners at Tallahassee.

The river, whose entrance is situated about 4 leagues N. E. by E. of our anchorage, had been reconnoitered by my order a month previous by Master's Mate C. E. Sloan, in consequence of a large quantity of our water being found to be very offensive and the necessity of finding some place where a supply could be procured without danger. He

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reported it as perfectly secure, showing no token of having been inhabited for years. It was long ago a resort of live-oak cutters, and quantities of the timber were yet scattered along the banks. The whole region was covered with undergrowth and jungle, and the pilot, Welles, assured me the place had been deserted since the last Indian war, and was inaccessible by any land route.

On the strength of these representations I sent a wooding party to the river on 5th May, which, between that and 10th, cut and brought off about five cords without having seen or heard the least indication of danger. On the 27th instant, our water running low and being very impure, I considered it important to procure an additional supply and sent in two boats which returned next day with 480 gallons and reported having found everything as left by the wooding party. Three other trips were made that week in all security and without anything being observed to excite the least apprehension. The boats always went armed, and all were charged to be vigilant in guarding against the possibility of a surprise.

On Monday, 2d instant, the first and second cutters with a party of 13 men in charge of Mr. Curtis left the ship about 10 a. m. for the river, accompanied by the pilot and one man in the sailboat in which our contrabands came off.

The next morning the pilot returned and reported having run down to the mouth of the river with the other boats which proceeded immediately to the landing about 2 miles up, while he remained outside for an hour or more to fish. On his following the party in, as he approached the landing, he saw a number of our casks in the river and close to the landing, the second cutter capsized, and surmised at once that our people had been surprised by the enemy. The first cutter was nowhere to be seen. After reconnoitering cautiously, seeing no one, he ventured to right the second cutter and make her fast to a tree, and to roll the casks up on the bank, when he observed several breastworks of heavy logs that had been erected since Saturday, and fearing the enemy might yet be in the vicinity, prudently made the best of his way back to the ship. On receiving this information I determined to send a boat that night to make a further examination and if practicable bring off the second cutter and any other property that could be secured without risk of further loss, and also to try to ascertain if some of our men might not have escaped and been concealed in the vicinity of the river.

Master's Mate Charles E. Sloan, in whose judgment and prudence I had full confidence, having been restored to duty in view of the emergency, was accordingly dispatched with the third cutter for this purpose, under written instructions, of which a copy is hereto appended, together with one of his reports to me on returning next day (4th) at noon, which confirmed my fears that some of our party might have fallen in the skirmish. On the morning of the 5th I sent Mr. Sloan in under a flag of truce to the light-house, with a communication to the commanding officer at St. Marks, requesting a pass for a burying party to go down with a flag of truce and decently inter our slain, and permission to send the survivors their clothing and a small sum of money, asking also that Mr. Curtis might be permitted to communicate briefly the circumstances of his capture, and that if any of our men were wounded and he could not extend needful surgical aid, they might be sent to me on the pledge of my honor that they should, on their recovery, be remanded to be held as prisoners of war until exchanged or released on parole. I append a copy of this letter and

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of one to Acting Master Curtis enclosed with it, together with a letter in reply received the day following from Lieutenant D. W. Gwynn, commanding Confederate forces near St. Marks, complying in the most courteous manner with my requests and enclosing a pass for a flag of truce with a burying party. I also append the report of Mr. Sloan, who was sent last night in charge of the party, returned at noon to-day after having properly interred our late shipmates, by which it appears that they were identified by their clothing as Antoine Faulkner, seaman, and Antonio Euphrates, ordinary seaman. Their graves were marked conformably to the directions given in your squadron orders.

I considered it proper to address a letter of acknowledgment to Lieutenant Gwynn for his courtesy in granting requests, a copy of which will be found annexed. The sum of $50 and a supply of clothing for Mr. Curtis accompanied this letter, and the hammocks and clothing of the men will be sent up on Monday (9th).

The watering party was composed of the following persons: Acting Master Samuel Curtis, in charge; William H. Pierce, seaman; Charles Newton, seaman, arm broken by a ball; Charles Hood, seaman, slightly wounded; Frank Dyckman, seaman; George W. Greenough, ordinary seaman; William Harps, ordinary seaman; W. T. Leach, ordinary seaman; Rienzi J. Brooks, ordinary seaman; Stephen P. Lincoln, ordinary seaman; George F. Eddy, landsman; Nehemiah Sherman, landsman; Antoine Faulkner, seaman, killed; Antonio Euphrates, seaman, killed.

Sunday, 8th.—A flag of truce came down this morning with a communication from Lieutenant Gwynn, replying to mine thanking him for his courtesy, and enclosing one from Brigadier-General Finegan, commanding Department of East and Middle Florida, dated Headquarters Provisional Forces, Tallahassee, June 6, containing proposals for exchange of prisoners, both which are herewith transmitted; also a brief note from Mr. Curtis giving the names of our killed and wounded and stating that himself and party "were treated with every kindness after surrendering, and have been ever since; that all were well except those that were wounded, and those are getting along finely."

A verbal message having been sent that Lieutenant Gwynn would be pleased to hold a personal conference with me, I proceeded to meet him at the inner buoy, about midway between the vessel and the light-house, and had an interview of some fifteen minutes. Our conversation was exclusively on the affair at the Aucilla River. He testified in strong terms to the gallantry of our men, who were, as I apprehended, taken by surprise, and particularly mentioned the conduct of Charles Newton, who fought like a hero, endeavoring after his arm was disabled to use his gun with only one hand. He expressed his regret that the capture had cost the lives of two of our men, but said it was unavoidable from the manner in which our whole party defended themselves against a greatly superior force, and that but for their being taken off their guard the loss of life would have been much greater, without changing the result.

Lieutenant Gwynn stated that the Confederates reached the river by following an old trail through the woods and swamps, but declined stating how they learned that our men were there, whether the troops came from St. Marks or Tallahassee. From some incidental expressions, however, I am led to believe they came from the latter post, and

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that intelligence was conveyed thither from St. Marks on the departure of our boats, having been seen from the light-house.

This edifice and the point of land in which it stands is at present occupied by a company of artillery commanded by Lieutenant Maxwell, whose men and horses appear to be in good condition for service. Mr. Sloan was not allowed to go up far enough to see what was the strength of their battery.

Since this fact has come to my knowledge a full watch is kept at night in all weathers, to be in better readiness for their reception should they be emboldened by our recent loss to run down with a large force on the steamer *Spray* and attempt to surprise and carry us by boarding.

Should it meet your approval, and the interests of the service will permit, I respectfully ask that my action in this unfortunate affair may be duly investigated by a court of enquiry, before which I trust to be able to make it appear that it was not owing to want of reasonable and prudent care on my part for the safety of the persons and property entrusted to my charge.

I enclose Acting Assistant Surgeon E. S. Smith's report of casualties, and remain,

Very respectfully, your obedient servant,

JOS. P. COUTHOUY,
Acting Volunteer Lieutenant, Commanding.

Flag-Officer WM. W. MCKEAN,
Commanding Eastern Gulf Blockading Squadron.

Report of Acting Assistant Surgeon Smith, U. S. Navy, regarding casualties.

U. S. BARK KINGFISHER,
Blockading off St. Marks, Fla., June 7, 1862.

SIR: I have to report the following casualties, resulting from the attack upon our watering party by Confederate troops, in the Aucilla River, June 2.

1. Antoine Faulkner, seamen, born in Germany, killed.

2. Antonio Euphrates, ordinary seaman, born in the Western Islands, killed.

Two other seamen (names unknown) attached to the party are reported by the enemy as slightly wounded. The remains of the deceased, under your directions, have been carefully interred on the left bank of the Aucilla River, about 2½ miles from its mouth, 50 yards back from its margin, and some 200 yards below an old white-oak settlement. A painted headboard marks the site of their graves. Faulkner lying, as you face the inscription, to the left of the board, Euphrates to the right.

Very respectfully, your obedient servant,

EDGAR S. SMITH,
Acting Assistant Surgeon.

JOS. P. COUTHOUY,
Acting Volunteer Lieutenant, Commanding.

P. S.—Since writing the above I have learned that the two men referred to as wounded are Charles Newton, Marquesas Islands, sea-

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man, and Charles Hood, England, seaman. The former is reported as having received a fracture of the arm and the latter some slighter injury.

E. S. SMITH,
Acting Assistant Surgeon.

Letter from Acting Volunteer Lieutenant Couthouy, U. S. Navy, to Lieutenant McGary, C. S. Navy, requesting permission to send clothing to the captured and bury the dead.

U. S. BARK KINGFISHER,
Blockading off St. Marks, Fla., June 5, 1862.

SIR: I presume that it was by a portion of the forces under your command, one of my officers, Acting Master Samuel Curtis, with the survivors of the watering party of 13 men under his charge, were captured in the Aucilla River on the 2d instant, and that they are now held by you as prisoners of war.

I do not permit myself to doubt that they will receive at your hands such treatment as humanity and the civilization of the age claim for persons in their situation, and as your prisoners on board this vessel have received at mine.

As they are without any clothing, I have to request you will allow me to send them their hammocks and clothes bags, that they may be made comfortable as far as these are concerned, without taxing your hospitality for the purpose. I wish, also, to enquire if there would be any objection on your part to my placing a few dollars for each in the hands of Mr. Curtis, to be expended by him at his discretion in the purchase of such minor articles as they may need for their comfort. I have ascertained that some of my men were killed in the skirmish and buried in a hasty manner near the bank of the river, the bodies not being covered by more than a foot of loose earth, and ask that you will be pleased to furnish me with a pass for a burying party to go down with a flag of truce and place the remains of our late shipmates in security from the attacks of beasts of prey and the vultures, and mark their graves so that when peace in God's time shall visit our unhappy country again their friends may be enabled, if they wish it, to remove their bones. Should any of our men in your hands be wounded and require surgical aid, as you may be without the means of affording it, if you will send them to me that they may receive suitable care and attendance, I pledge my honor as an officer and a gentleman that as soon as they are convalescent they shall be remanded to you, to be held as prisoners of war, until exchanged or released on parole.

I enclose a letter for Acting Master Curtis, which I trust you will not deem it inexpedient to deliver, and hope further that you will allow him to forward me an open report of the circumstances of his capture and the loss we have sustained, for transmission to the Department.

I am, respectfully, your obedient servant,

JOS. P. COUTHOUY,
Acting Volunteer Lieutenant, Commanding.

Lieutenant Commanding C. [P.] MCGARY, C. S. Navy,
Or, in his absence, the Commanding Officer at St. Marks.

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Letter from Lieutenant Gwynn, C. S. Army, commanding officer near St. Marks, Fla., acceding to request regarding the captured and dead.

CAMP JACKSON,
Near St. Marks, June 5, 1862.

SIR: Your communication addressed to the commanding officer at St. Marks, etc., is at hand. You are correct in your surmise that Acting Master Samuel Curtis, of the U. S. bark *Kingfisher*, with the survivors of his party, were captured on the banks of the Aucilla River on the 2d instant by a party of Confederate troops, and they are now held as prisoners of war.

I assure you that so long as our countrymen who have been so unfortunate as to fall into your hands shall be treated with humanity and kindness yours shall fare equally well in our custody.

You can deliver such clothing and other articles (including the few dollars mentioned in your communication) which you may desire sent to Mr. Curtis for the use of himself and party to Lieutenant Maxwell at St. Marks light-house, and I will have them safely conveyed to the commander of the Confederate forces at Tallahassee, who will, I have no doubt, dispose of them at your request.

Only two of your men were killed in the skirmish at Aucilla River, and our troops not having the proper appliances at hand entrusted their burial to some citizens in the vicinity. I cheerfully grant your request and send you a pass for a burying party to go down with a flag of truce, and more perfectly secure the remains of your late shipmates. Two of your men were wounded, but not seriously. They are placed in the hospital at Tallahassee, where they have the best medical and other necessary attention. The other matters mentioned in your communication will be referred to the commanding officer at Tallahassee, and you shall receive his reply at an early day.

Very respectfully, yours, etc.,

D. W. GWYNN,
Lieutenant, Commanding Confederate forces near St. Marks.

Memorandum.—The above was received by me under flag of truce at 1:40 p. m. of Friday, June 6, in sealed envelope addressed Joseph P. Couthouy, lieutenant, commanding bark *Kingfisher*.

JOS. P. COUTHOUY,
Acting Volunteer Lieutenant, Commanding.

Letter from Brigadier-General Finegan, C. S. Army, to Acting Volunteer Lieutenant Couthouy, U. S. Navy, regarding the prisoners.

HEADQUARTERS, PROVISIONAL FORCES,
DEPARTMENT EAST AND MIDDLE FLORIDA,
Tallahassee, June 6, 1862.

SIR: I am instructed by the commanding general of this department to say that your communication of the 5th instant, under a flag of truce from U. S. bark *Kingfisher*, to Lieutenant Commanding McGary, C. S. Navy, received by Lieutenant Gwynn, commanding forces at St. Marks light, and the reply of Lieutenant Gwynn, together with your letter to Acting Master Curtis, now prisoner of war at Tallahassee, have been submitted to him. The prisoners of war referred to in

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your communication will be treated with humanity and allowed such privileges as are demanded by the usages of civilized nations. Clothing, money, hammocks, or such other articles as may promote the health or comfort of the prisoners, may be sent by you to the officer commanding at St. Marks light, and shall be delivered to Acting Master Curtis as desired in your communication. Your wounded men have been well provided with medical and other attention, and the dead were ordered to be buried by the officer commanding in the Aucilla. Yet you can, if you so desire, make use of the pass granted by Lieutenant Gwynn, for the purpose of interring them more securely and of marking their graves. The commanding general is not advised that there are any prisoners of war, recognized as such by the usages of war among civilized nations, on board of the U. S. bark *Kingfisher*. The detention of Mr. Butts, a citizen of the Confederate States, a non-combatant and not in the military service, is not in conformity with such usages. There are parts of your letter to Acting Master Curtis which are not proper to be submitted to him. So much of your letter as refers to the maintenance of discipline and the preservation of the men in an efficient condition for future service and in loyalty to the Government of the United States, is not such a communication as is licensed by the rules of war. So much of your letter as contains assurances of a provision for their necessities will be cheerfully communicated to the men.

There are two or three prisoners of Florida, captured by the United States forces on Santa Rosa Island, and now on parole, for whom an exchange of a like number of your men of equal rank will be made.

There are also 12 or 14 of Confederate States soldiers now prisoners of war at Key West, for the exchange of whom a communication has been sent to the United States officer commanding Federal vessels on the St. John's River, for whom an exchange of an equal number of your men of same rank, now prisoners in our hands, will be made.

Your attention is called to the usage of war requiring flags of truce to be sent in charge of a commissioned officer. Also that official reports from prisoners to the late commanding officers, though submitted to the inspection of officers having them in charge, are not allowed.

The commanding general of the department desires to comply with your requests in so far as he is allowed to do so by the usages of war among civilized nations.

By order of Brigadier-General Finegan, commanding.

W. CALL,
A. A. G.

Lieutenant Jos. P. COUTHOUY,
Acting Volunteer Lieutenant, Comdg. U. S. Bark Kingfisher.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. S. Huntsville, to proceed to duty in the East Gulf Squadron.

NAVY DEPARTMENT, *June 3, 1862.*

SIR: When the U. S. S. *Huntsville* shall be ready for sea, proceed with her with all practicable dispatch to Key West and report to Flag-Officer J. L. Lardner for duty as a part of the Eastern Gulf Blockading Squadron.

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Transmit to the Department before leaving New York a muster roll of the crew and a separate list of the officers of the *Huntsville*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Volunteer Lieutenant W. C. ROGERS, U. S. Navy,
Commanding U. S. S. Huntsville, New York.

Stations of vessels composing the East Gulf Blockading Squadron.

FLAGSHIP NIAGARA,
Key West, June 4, 1862.

Names.	Stations.	Remarks.
Niagara	Key West	
San Jacinto	do	
Mercedita	do	Taking in coal; just returned from a cruise.
Quaker City		Cruising off N. W. Providence Channel.
Wanderer		Cruising between Tortugas and Cape San Antonio.
Bainbridge		Do.
Amanda		Do.
Ethan Allen	Tampa Bay	Blockading.
Beauregard	St. Martin's Reef and Crystal River.	Do.
Somerset	Cedar Keys	Do.
Kingfisher	St. Marks	Do.
Young Rover		On her way to Apalachicola, East Pass.
Sagamore		To be relieved by Young Rover and ordered to Key West.
J. L. Davis	Apalachicola, West Pass	Blockading.
Chambers	St. Joseph's Bay	Do.
Samuel Rotan	St. Andrew's Bay	Do.
Tahoma	Key West	Repairing and coaling.
National Guard	do	Storeship; taking in coal and stores.
Eugenie	do	Guard vessel.
St. Lawrence		Sailed this day with orders to cruise between Tortugas and Cape San Antonio.
Pursuit		Sailed this day with orders to cruise between Cape San Antonio and Yucatan Bank.
Santiago de Cuba		Under orders to sail, to cruise between Cape San Antonio and Yucatan Bank.
Fort Henry	Key West	Arrived yesterday.

Report of Flag-Officer Lardner, U. S. Navy, announcing arrival at Key West to assume command of the East Gulf Squadron.

U. S. FLAGSHIP SAN JACINTO,
Key West, Fla., June 4, 1862.

SIR: I have the honor to report that in obedience to your order of the 19th of May I have reported to Flag-Officer McKean to relieve him from the command of the Eastern Gulf Blockading Squadron, and have hoisted my flag on board the *San Jacinto* as commander of that squadron.

I am, very respectfully, your obedient servant,

J. L. LARDNER,
Flag-Officer, Commanding East Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Report of Acting Volunteer Lieutenant Winn, U. S. Navy, regarding the arming of Confederate schooner Cate L. Bruce in Chattahoochee River.

U. S. BARK JAS. L. DAVIS,
Apalachicola Bay, June 8, 1862.

SIR: Enclosed please find muster roll of this ship to 1st instant, since which two more contrabands have come aboard and claimed protection.

I have but two slight cases of sickness on the ship.

The contrabands which arrived this a. m. report that within a few weeks the rebels have taken a large schooner from Rice's [Rickoe's] Bluff to Columbus, [Ga.], for the purpose of putting steam power in her and arming her to come down and drive the "——— Yanks" from Confederate waters. She ran the blockade last winter to Apalachicola under English colors with a valuable cargo from Havana. We are ready for her or any other single vessel the rebels may send. The name of the schooner is *Kate L. Bruce.*

I am, sir, with the highest respect, your obedient servant,

JOS. WINN,
Acting Volunteer Lieutenant, Commanding, U. S. Navy.

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

P. S.—It is reported that the *Kate L. Bruce* is to be commanded by Captain Marr, late of the *Florida*, captured by this vessel last March off Cedar Keys, taken to Key West, and condemned. Captain and crew arrived here last month, where they have families and reside.

J. W.

Report of Lieutenant English, U. S. Navy, regarding the discovery of steamer Havana in Deadman's Bay, Florida.

U. S. S. SOMERSET,
Off Cedar Keys, Fla., June 10, 1862.

SIR: I have the honor to report to the Department that on the morning of the 5th of June the tender (*Ezilda*) to this vessel surprised a steamer named the *Havana*, in Deadman's Bay.

Before she could reach her she was fired and deserted by her crew.

She had about finished discharging her cargo and was taking in cotton.

Nothing was saved but her jib, one anchor, two chain cables, and three pigs of lead. At the time boarded she had on her deck about 10 tons of lead, which melted and sank with the vessel.

I am, very respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant, Commanding.

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

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Order of the Secretary of the Navy to Flag-Officer Lardner, U. S. Navy, calling attention to the need of protection for the inlet to Indian River, Florida.

NAVY DEPARTMENT, *June 10, 1862.*

SIR: Attention should be given to Indian River inlet south of Cape Canaveral. It is possible there is a point of transshipment there, as a road is said to be completed from that vicinity clear up to Volusia.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer JAMES L. LARDNER,
Commanding, etc., Key West, Fla.

Order of the Secretary of the Navy to Flag-Officer Lardner, U. S. Navy, calling attention to the necessity of respecting the territorial sovereignty of Spain in Cuban waters.

NAVY DEPARTMENT, *June 10, 1862.*

SIR: In disposing of your naval force and issuing instructions to the commanding officers in your squadron for intercepting the trade that may be carried on between the ports of Cuba and the insurgent States by vessels fitting out in those ports, or that may use them for convenience, you will impress upon such commanding officers the necessity of respecting the territorial sovereignty of Spain. They should exercise great caution in this respect and should not chase, fire upon, board, or seize vessels within the territorial waters of Cuba.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer JAMES L. LARDNER,
Commanding, etc., Key West, Fla.

Report of Commander Brasher, U. S. Navy, commanding U. S. brig Bainbridge, regarding the capture of the schooner Baigorry.

U. S. BRIG BAINBRIDGE,
Key West, June 11, 1862.

SIR: On the 9th instant, latitude 23° 46′, longitude 83° 16′, we took as a prize the schooner *Baigorry*, from New Orleans, bound to Havana, and have sent her to Key West for adjudication, on the grounds of illegal and defective papers.

The brig accompanies her for the purpose of receiving back the prize crew and delivering over to the authorities the men taken from the Confederate vessel.

Very respectfully, your obedient servant,

T. M. BRASHER,
Commanding Bainbridge.

Flag-Officer JAMES L. LARDNER,
Commanding Eastern Gulf Squadron.

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Report of Captain McKean, U. S. Navy, of arrival at Boston from the East Gulf Squadron.

U. S. STEAM FRIGATE NIAGARA,
Boston, June 12, 1862.

SIR: I have the honor to announce the arrival of the *Niagara* at 1 p. m. this day.

Flag-Officer Lardner arrived at Key West on the 1st instant, and on the 4th instant I transferred to him the command of the Eastern Gulf Blockading Squadron and sailed in the *Niagara* for this port.

I transmit herewith a list of the officers attached to this ship; also a list of the men who are entitled to an honorable discharge. There are about 100 men belonging to the ship whose term of service has expired, and I have also on board about 40 others from various vessels of the squadron. I earnestly request authority to discharge all of the original crew of this ship, as they have been closely confined for more than two years, having had liberty but twice. I feel confident that if now discharged most if not all of them will ship again within a month. I also request authority to grant two months' pay and two or three weeks' liberty to about 45 others, who have nearly two years to serve.

I desire to bring to your favorable notice Lieutenant Commanding de Krafft. He is an intelligent and fine officer, and well worthy of any position to which the Department may deem it proper to appoint him.

As most officers have been in the ship for upward of two years, I trust the Department will grant them leave of absence.

I am, very respectfully, your obedient servant,

WM. W. MCKEAN.

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

Report of Flag-Officer Lardner, U. S. Navy, regarding the destruction of a fort in St. Marks River, Florida, June 15, 1862.

FLAGSHIP SAN JACINTO,
Key West, June 29, 1862.

SIR: I have the honor to report that on the 15th instant Lieutenant Commanding John C. Howell in the gunboat *Tahoma*, accompanied by Lieutenant Commanding Earl English in the *Somerset*, crossed the bar of St. Marks River and drove out a company of artillery with four or five fieldpieces, from a fort near the light-house, afterwards landing and burning the fort with the buildings used as a barracks. This was good service against a nest of rebels that had captured two of the *Kingfisher's* boats and were prepared for other mischief.

Very respectfully, your obedient servant,

J. L. LARDNER,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

Abstract log U. S. S. Tahoma, Lieutenant Howell, U. S. Navy, commanding.

June 15, 1862.—At 1 p. m. stood in toward St. Marks, accompanied by *Somerset*. Got ship ready for action. At 1:50 fired 17 X-inch

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and 14 Parrott shells at the battery and surroundings. At 2:30 ceased firing, called away all boats, made a landing, destroyed battery, and burned barracks.

Report of Lieutenant Commanding English, U. S. Navy, commanding U. S. S. Somerset, regarding the capture by that vessel of the schooner Curlew.

U. S. S. SOMERSET,
Off Cedar Keys, Fla., June 16, 1862.

SIR: I have the honor to report to the Department that I captured the schooner *Curlew* off this port on the afternoon of the 16th instant, under the following circumstances:

Steaming down the coast from St. Marks, Deadman's Point bearing N. E., distant 8 miles, Sea Horse Key, S. E., distant about 30 miles, sighted a schooner standing in toward Deadman's Bay. Stood for her. As soon as she made me out she hauled her wind and stood to the westward. Coming up with her, she hove to. His answer to my hail was "From Havana, bound to Pensacola." Sent a boat with two officers on board and found her to be the *Curlew*, with English colors and a provisional register, signed by the English consul (Crawford) at Havana. She cleared from Havana, bound to Matamoras. Finding her so much out of her position, and on board sufficient evidence to justify me in seizing her, I have sent her into Key West for adjudication.

Enclosed I send a correct list of the officers and crew of the *Somerset*.

I am, very respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant Commanding.

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

Report of Acting Volunteer Lieutenant Goodwin, U. S. Navy, commanding U. S. bark Amanda, regarding the capture of a slave bark.

U. S. BARK AMANDA,
Key West, June 18, 1862.

SIR: I have to inform you that at 8 o'clock on the morning of 17th instant I made a bark and schooner on the lee bow, schooner apparently communicating with bark. The bark had royals and topgallant sails clewed up. We ran for her and brought her to with a blank cartridge. Sent a boat on board. She proved to be the bark ———, a slaver, having discharged over 800 negroes on the 16th and 17th. Sent a prize crew on board in charge of Acting Master Joseph E. Jones, with instructions to proceed to Key West, she having no provisions or water on board. I have on board my vessel the crew of the slaver, 11 men. Our position at time of boarding bark was Tableland of Mariel, bearing S. S. E. 20 miles.

I am, respectfully, your obedient servant,

N. GOODWIN,
U. S. Navy, Acting Volunteer Lieutenant.

Flag-Officer J. L. LARDNER,
Commanding Eastern Division Gulf Squadron.

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Report of Acting Master Jones, U. S. Navy, commanding prize slaver, of arrival at Key West, Fla.

U. S. BARK AMANDA,
Key West, [June 18, 1862].

SIR: I have to report to you the arrival of the slave prize in my charge at this port. When I arrived on board I found everything in utter confusion. Her crew were all intoxicated and inclined to be troublesome. I then made a signal for another armed boat's crew, and immediately commenced a search for any documents that may have been on board. I also sent all the men on board the *Amanda*, and took every precaution to preserve everything of any value. They informed me that she had landed 750 slaves previous to her capture. I then made sail for Key West, according to your instructions. I then set my men to work to clear up her decks, so as to make all snug in case of strong winds, and in throwing some tubs overboard one of our men fell into the water. I instantly tacked ship and stood in for him, and having no boat I was obliged to work to the best advantage. While the ship was in stays two other men jumped overboard to take a line to him, although against my orders. I also made a signal, which you instantly understood, and I am sorry to say that one of our men was drowned, and I sent the body to you for interment. I arrived next morning at this port without any further trouble, and reported to the flag-officer, by your instructions.

I remain, your obedient servant,

JOSEPH E. JONES,
Acting Master.

Lieutenant N. GOODWIN,
Commanding U. S. Bark Amanda.

Report of Flag-Officer Lardner, U. S. Navy, giving list of vessels seized and sent to Key West for adjudication.

FLAGSHIP SAN JACINTO,
Key West, June 18, 1862.

SIR: I have to report the following vessels seized and sent to this port for adjudication.

Schooner *Baigorry*, cotton, by brig *Bainbridge*, June 11.

Schooner *Princeton*, assorted cargo, with Confederate flag, by the *Susquehanna*, June 12.

Bark (no name) engaged in slave trade, by bark *Amanda*, June 18.

The first two vessels were sent in before your order, directing a portion of prizes to be sent to Boston, was received by me, and the third before the order had been received by the officer making the capture.

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

J. L. LARDNER,
Flag-Officer, Comdg., Eastern Gulf Blockdg. Squadron.

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

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Report of Acting Master Stearns, U. S. Navy, commanding U. S. schooner Beauregard, regarding the seizure of the British schooner Lucy, from Havana, Cuba.

U. S. SCHOONER BEAUREGARD,
Off Deadman's Point [Bay], Fla., June 20, 1862.

SIR: I have the honor to state that at 10:30 a. m. this day, in latitude 29° 38′ N., and longitude 83° 45′ W., I boarded the British schooner *Lucy*, from the port of Havana, with clearance for the port of New Orleans. I found her heading north by compass, and over five degrees of longitude out of her track. Owing to the number of vessels running the blockade and the cargo she contained, I saw proper to send her to Key West, in charge of Master's Mate A. K. Jones for adjudication.

Hoping this seizure meets with your approbation,

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

DAVID STEARNS,
Acting Master, Commanding.

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

Report of Acting Volunteer Lieutenant Randall, U. S. Navy, commanding U. S. bark Pursuit, regarding the seizure of the sloop Kate, from Nassau, New Providence.

U. S. BARK PURSUIT,
Off Indian River, East Coast Florida, June 23, 1863.

SIR: I have the honor to inform you that this morning, the 23d instant, at 6 a. m., a sail was discovered in Indian River, 12 miles north of the inlet. Two boats were immediately dispatched, Acting Ensign Peter Heede and Acting Master's Mate James H. Barry in charge. They succeeded in capturing her and arrived at this vessel at 4 p. m. She proved to be the sloop *Kate*, from Nassau, New Providence, with an assorted cargo. She had no colors or papers of any description on board. The captain acknowledged that he left Nassau on the 20th instant for the express purpose of running the blockade.

The vessel leaves for Key West to-morrow for adjudication. I have the honor to enclose a full list of the officers and crew entitled to share in the prize. No other vessels were in sight at the time of the capture.

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

WM. P. RANDALL,
Acting Volunteer Lieutenant, Commanding.

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

[Duplicates of the above were sent to Admiral Bailey and Judge Marvin.]

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Stations of vessels composing the East Gulf Blockading Squadron.

FLAGSHIP SAN JACINTO,
Key West, June 25, 1862.

SIR: I have the honor to report the respective stations of the vessels of this squadron:

Name.	Commander.	Station.
STEAMERS.		
San Jacinto (flagship).....	Commander Wm. Ronckendorff.	Key West.
Mercedita	Commander H. S. Stellwagen ..	Cruising off Providence Channel.
Quaker City	Commander Jas. M. Frailey	Key West; repairing boiler.
Santiago de Cuba.....	Commander D. B. Ridgely.....	Cruising between Cape San Antonio and Yucatan Bank.
Somerset	Lieutenant Commanding Earl English.	Blockading Cedar Keys.
Sagamore.....	Lieutenant Commanding A. J. Drake.	Blockading Tampa Bay.
Tahoma	Lieutenant Commanding Jno. C. Howell.	Key West. Arrived to-day from circuit of the station.
Fort Henry.....	Acting Lieutenant E. Y. McCauley.	Blockading Apalachicola.
Young Rover.....	Acting Master I. B. Studley.....	Blockading St. Marks.
SAILING VESSELS.		
Frigate St. Lawrence.....	Commander J. F. Schenck.....	Cruising between Tortugas and Cape San Antonio.
Brig Bainbridge.....	Commander T. M. Brasher	Ordered to Hampton Roads to report to honorable Secretary of the Navy.
Bark Ethan Allen	Volunteer Lieutenant Commanding W. B. Eaton.	Blockading Tampa Bay, to be relieved by the Sagamore.
Bark Kingfisher.....	Volunteer Lieutenant Commanding Jos. P. Couthouy.	Blockading St. Marks.
Bark Jas. L. Davis	Volunteer Lieutenant Commanding Jos. Winn.	Apalachicola, West Pass.
Bark Pursuit	Volunteer Lieutenant Commanding David Cate.	Cruising off Cape San Antonio and Yucatan Bank.
Bark Amanda.....	Volunteer Lieutenant Commanding N. Goodwin.	Cruising between Tortugas and Cape San Antonio.
Schooner Wanderer	Lieutenant Commanding Jas. H. Spotts.	Key West; repairs of sails.
Schooner Chambers	Volunteer Lieutenant Commanding Dennis Condry.	Sent to Philadelphia for repairs.
Schooner Saml. Rotan.....	Volunteer Lieutenant W. W. Kennison.	St. Andrew's Bay.
Schooner Beauregard	Acting Master David Stearns ...	St. Martin's Reef and Crystal River, Cedar Keys.
Ship National Guard	Acting Master Wm. Lee Hays ..	Key West; about to sail to supply blockading squadron with coal, etc.
Schooner Eugenie.....	Acting Master S. F. Holbrook ...	Guard ship.

I am, very respectfully, your obedient servant,
J. L. LARDNER,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

Report of Flag-Officer Lardner, U. S. Navy, regarding orders issued to the U. S. steamers Huntsville and Quaker City.

FLAGSHIP SAN JACINTO,
Key West, June 29, 1862.

SIR: I have the honor to report the arrival of the steamer *Huntsville* on the 27th, ordered for this squadron. She will be sent to cruise off the entrance of the N. E. Providence Channel as soon as her coal has been replenished.

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The *Quaker City* will leave for the same station this afternoon. Her boilers have been patched up so as to enable her to cruise for a few weeks longer, after which it will be necessary to send her north.

Very respectfully, your obedient servant,

J. L. LARDNER,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

Order of the Secretary of the Navy to Commander Winslow, U. S. Navy, commanding U. S. S. R. R. Cuyler, to proceed to duty in the East Gulf Squadron.

NAVY DEPARTMENT, *June 30, 1862.*

SIR: So soon as the U. S. S. *R. R. Cuyler*, under your command, is ready for sea, proceed with her to Key West, Fla., and report to Flag-Officer J. L. Lardner for duty in the Eastern Gulf Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander FRANCIS WINSLOW,
Commanding U. S. S. R. R. Cuyler, Boston.

Order of the Secretary of the Navy to Flag-Officers Lardner and Farragut, U. S. Navy, regarding enlistment of contrabands.

NAVY DEPARTMENT, *July 2, 1862.*

SIR: To supply your wants you will have to resort to the expediency of enlisting contrabands, as no more men can be sent you. Enlistments do not keep pace with the wants of the service.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer JAMES L. LARDNER,
Commanding, etc., Key West, Fla.

Flag-Officer D. G. FARRAGUT,
Commanding, etc., New Orleans, La.

Report of Flag-Officer Lardner, U. S. Navy, regarding the release of the brig Model, seized by Commander Frailey, U. S. Navy.

FLAGSHIP SAN JACINTO,
Key West, July 2, 1862.

SIR: In forwarding a letter of Commander Frailey, of the *Quaker City*, reporting to you the seizure of the brig *Model*, of Portland, loaded with a cargo of coal for Nassau, New Providence, I take the occasion to state that, not feeling authorized to intercept a cargo of English coal to a British port, whatever use the article may be supposed to be intended for on its arrival, I have allowed the vessel to proceed on her voyage.

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Commander Frailey has orders to send any vessel he may capture to Boston for adjudication.

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

J. L. LARDNER,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

[Enclosure.]

U. S. S. QUAKER CITY,
Off Key West, July 1, 1862.

SIR: I have the honor to report that on yesterday, while under orders from Flag-Officer James L. Lardner to cruise to the eastward, I fell in, in latitude 24° 31′ N., longitude 79° 49′ W., with the American brig *Model*, of Boston, master, Dow, bound from Matanzas to Nassau, New Providence, having on board as cargo 250 tons coal.

Having had official information that numerous large rebel steamers were in that port, and that the coal might be destined for their use, I determined to take her into port for adjudication, under charge of Acting Master's Mate D. H. Daniell, and, being but a short distance from Key West, and the wind light, with a strong current running up the Gulf, I took the brig in tow and stood for this port, off which I cast her, and sent her in accordingly.

Her charter party agrees to give $4 per ton freight, and that for a voyage she would have readily made in three or four days.

The master of the *Model* informs me that quite a number of vessels, under English, French, and Spanish colors, are at Matanzas, receiving cargoes of coal for Nassau.

During my sojourn in Key West, from June 12 to June 29, the four boilers of this vessel underwent quite extensive repairs, but I regret to report that since my leaving there, on the afternoon of the 29th ultimo, they have again given way in other parts and are in very bad condition.

I doubt the probability of their holding out much longer, after having had eight years' extensive use.

Accompanying I send a complete list of the officers and crew now attached to the U. S. S. *Quaker City*. At the time no other vessels of war were in sight.

I trust my action in the premises may meet with the approval of the honorable the Secretary of the Navy.

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

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

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

Report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, of capture and disposition of prize brig Lilla, from Liverpool.

U. S. S. QUAKER CITY,
Off Hole in the Wall, July 3, 1862.

SIR: I have the honor to inform you that while cruising under instructions from Flag-Officer James L. Lardner, when off the Hole in

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the Wall, this day I fell in with the British brig *Lilla*, from Liverpool, bound to Nassau, New Providence, with a cargo of saltpeter, drugs, copper, and other articles, and which I have taken as a prize and sent into Boston, or some other port, as directed by your order of May 15, in charge of Acting Master Tolford Durham and Acting Master's Mate Lindley H. Livingston, whom I have instructed to report to you in writing immediately on their arrival.

I have sent a sworn certificate to the judge of the U. S. district court, setting forth that the witnesses saw someone on board the brig throw a package overboard just previous to my boarding her.

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

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

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

P. S.—There were two passengers aboard the brig, whom I have sent to Boston in her, viz, D. B. Hewetson and Mr. Libby.

I have sent 8 sailors and 2 marines in the brig to manage her, subject to your further orders.

Detailed report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, regarding the capture of the brig Lilla.

U. S. S. QUAKER CITY,
At Sea, off the Hole in the Wall, July 5, 1862.

SIR: I had the honor to address you a communication on the 3d instant, which was forwarded by Acting Master Durham, informing you of my having captured the English brig *Lilla*, of Liverpool, on that day and having sent her to Boston for adjudication in charge of Mr. Durham and a prize crew of 8 men and 2 marines. The lateness of the hour and the squally appearance of the weather induced me to hurry her departure before night of that day, and my communication did not, therefore, enter into as full statement as the circumstances which transpired demanded, and which I now hasten to correct.

On my overhauling the *Lilla* I fired a musket ahead of her, and at the same time hailed her to heave to, but to which summons the master of said brig did not appear inclined to comply with, but stood on, until I called the gun's crew to clear away the Parrott gun on the forecastle. At that moment my attention was called to the fact of a package having been thrown overboard, which was seen by Acting Master Durham and gunner, Mr. Hamilton, besides several of the crew, which convinced me that there was something wrong about her.

Master's Mate L. H. Livingston was sent to board her with directions to invite the master of the *Lilla* to return with him to this ship, and to bring his papers with him. To this request he replied "that nothing but force should cause him to leave his ship." On the return of Mr. Livingston and making known the master's (Appleby) refusal, I directed Lieutenant Breese to go with an armed force alongside and to compel him to return with him, and if force was necessary to use it.

On Lieutenant Breese reaching the deck of the *Lilla*, and making a similar request as had been previously made by Acting Master's Mate

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Livingston, he met with a stern refusal from Captain Appleby, that "nothing but force should take him out of his vessel," which Lieutenant Breese told him he was there to execute.

Upon this Appleby drew a pistol from his pocket and threatened the life of anyone who laid hands upon him, when Lieutenant Breese directed the men to be prepared to fire on him, which, however, was not carried into effect, he readily assenting to repair on board after such a display of force.

He was of course much excited at first after his arrival on board, but in a very short time afterwards cooled down, and when he left my ship was exceedingly amiable.

There were two passengers on board, both belonging to Charleston, S. C., D. B. Hewetson and a Mr. Lebby; the latter, I have since learned from some of the crew of the *Lilla* (of whom I took 6 on board this ship), formerly commanded the privateer *Sallie*, and who was doubtless the real captain of the brig, instead of Appleby, the nominal master.

I deemed it necessary for the safety of the vessel in her transit to Boston to remove that number of her crew to my vessel, as the number left almost equaled the number of men I was enabled to place on board as a prize crew.

Acting Master's Mate Livingston was also sent to assist Master Durham in his duties, both with orders to report to you by letter on their arrival in Boston.

By inadvertence in making out the official list of the officers and crew of this vessel, the name of D. H. Daniell, acting master's mate, failed to be placed on the list as entitled to a share in the prize brig *Lilla*, whose name please have inserted on the list forwarded to you by Mr. Durham.

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

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

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

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Budd, U. S. Navy, commanding U. S. S. Magnolia, to proceed to Key West, Fla.

NAVY DEPARTMENT, *July 5, 1862.*

SIR: As soon as the U. S. S. *Magnolia* is in all respects ready for sea, proceed with her to Key West and report to Flag-Officer Lardner or the senior commanding officer present. After being relieved by Lieutenant Spotts, proceed in further execution of the order addressed to you on the 26th instant.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Volunteer Lieutenant WM. BUDD, U. S. Navy,
Commanding U. S. S. Magnolia, New York.

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Order of the Secretary of the Navy to Lieutenant Williamson, U. S. Navy, commanding U. S. S. Penguin, to proceed to duty in the East Gulf Blockading Squadron.

NAVY DEPARTMENT, *July 7, 1862.*

SIR: As soon as the U. S. S. *Penguin*, under your command, is ready for sea, proceed with her to Key West, Fla., and report to Flag-Officer James L. Lardner for duty in the Eastern Gulf Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant J. C. WILLIAMSON,
Commanding U. S. S. Penguin, New York.

Affair of the British steamer Adela, captured by the U. S. S. Quaker City, off the Bahama Islands, July 7, 1862.

Report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City.

U. S. S. QUAKER CITY,
Key West, July 9, 1862.

SIR: I have the honor to report to you that early on the morning of the 7th instant, while in company with the U. S. S. *Huntsville*, [Acting Volunteer] Lieutenant Commanding Rogers, which vessel joined me only a couple of hours previously while to the northward and eastward of Great Abaco Island, I descried a steamer close in under the land, evidently endeavoring to evade us from the speed she was making. I signalized to the *Huntsville*, "A suspicious sail in sight," and stood to the southward and westward so as to cut her off as she attempted to cross the channel en route to Nassau, New Providence.

After passing the Hole in the Wall to the southward some 8 or 10 miles, I hoisted my colors and fired two percussion shell across the steamer's bow and two under her stern, to which she paid no attention, but continued on her course under a very full head of steam, at times gaining so rapidly that I was fearful she would escape from her pursuers. I then directed a fifth shot to be fired from the pivot gun directly aimed at her, which evidently made a lodgment on board, for immediately afterwards she rounded to, blew off, but still continued to steam on, evidently to assist her boilers by also working it off. Fearing her blowing off might be a ruse to again put off, I fired a sixth shot along her beam, when her commander had the discretion to heave to.

In a short time afterwards I sent an armed boat, under charge of Lieutenant Breese, to demand the appearance of the master of the iron steamer *Adela* (which vessel she proved to be) on board the *Quaker City* with his papers, to which he responded he "would not leave his vessel unless by force," to which Mr. Breese ultimately resorted by directing the crew of the boat to come on deck and, if necessary, place him in my boat. He then yielded, and repaired on board with his papers, where I detained him until all preparations were made to take possession of the *Adela*, when he returned to her. The name of this person is James Walker, a former master of the famous steamer *Great Eastern*.

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The fifth shot, I afterwards discovered, had taken effect, falling upon his quarter-deck in its descent, and then passing on through his cabin and forward through an iron bulkhead, expending its force against the shaft of the starboard wheelhouse without doing any other damage to the steamer, and fortunately not injuring any individual on board.

A prize crew, consisting of Lieutenant Breese, Acting Master's Mate Charles A. Crawford, Second Assistant Engineer John L. Peake, and Third Assistant Engineer [John] Tennant, with 12 armed men, 5 firemen, 9 coal heavers, 1 corporal and 5 marines, were sent on board, and from her I took 1 assistant engineer and 10 firemen on board my ship to ensure greater safety in her transit to Key West.

The *Adela* had a crew of 32 men, and is a fast steamer of upward of 300 tons; but having only 20 tons of fuel on board, it became necessary to send her in, in tow of this vessel.

Her manifest shows her to have only a cargo consisting of 53 packages of merchandise.

Accompanying be pleased to find an official list of the officers and crew attached to this vessel at the time of capture.

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

JAMES MADISON FRAILEY,
Commander, U. S. Navy.

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

Report of Flag-Officer Lardner, U. S. Navy, transmitting report of the commanding officer of H. B. M. S. Rinaldo.

FLAGSHIP SAN JACINTO,
Key West, July 19, 1862.

SIR: I have the honor to forward with this a letter from Commander Hewett, of H. B. M. S. *Rinaldo*, referring to the capture of the British steamer *Adela* and to the mail found on board of that vessel, with my reply.

Commander Ronckendorff, of this ship, has been informed by Judge Marvin, of the United States district court, that there would be no difficulty in giving up any letters not relating to the ship or cargo upon application being made to the court.

H. B. M. S. *Rinaldo*, from New Orleans, *Petrel*, from Nassau, and *Landrail*, from New Orleans, have visited this port during the last few days.

Very respectfully, your obedient servant,

J. L. LARDNER,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

Letter from the commanding officer of H. B. M. S. Rinaldo to Flag-Officer Lardner, U. S. Navy, protesting against the opening of the captured mail matter.

H. B. M. STEAM SLOOP RINALDO,
Key West, July 18, 1862.

SIR: Understanding that the British steamer *Adela* has been seized as a prize by the United States steamers *Quaker City* and *Huntsville*,

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she being bound at the time from one British port to another, and was also carrying a British mail from her Britannic Majesty's postmasters at Liverpool and Bermuda and addressed to her Britannic Majesty's postmaster at Nassau.

That she is to be tried in the prize court here (Key West) as a prize of war, where those mails will be liable to be opened and examined, and also the dispatches from the British admiral to H. B. M. S. *Greyhound* at Nassau, which I understand are in one of those bags.

I beg to protest in the most formal manner against any of the seals of these mails being violated.

A copy of this protest I shall transmit to Vice-Admiral Sir A. Milne, my commander in chief.

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

W. N. W. HEWETT,
Commander H. B. M. S. Rinaldo.

Flag-Officer LARDNER,
Commanding U. S. S. San Jacinto, Key West.

Letter from Flag-Officer Lardner, U. S. Navy, to the commanding officer of H. B. M. S. Rinaldo, advising an application to the admiralty court regarding mail matter.

FLAGSHIP SAN JACINTO,
Key West, July 19, 1862.

SIR: I have had the honor to receive your letter of yesterday's date, and I will take great pleasure in sending it by the first mail to the honorable Secretary of the Navy. The *Adela* was captured by U. S. steamers *Quaker City* and *Huntsville* and brought into this port for adjudication. She has been reported to the proper law officers of the court and the papers of the vessel and the letters found on board, in what I have heard appears to be the ship's letter bag, sealed and addressed to the post-office in Nassau, have been delivered to the judge or prize commissioner.

I suppose that regular prize proceedings have been or soon will be instituted against the vessel and cargo. The whole subject is therefore out of my hands and under the control of the admiralty court. Without being informed on the subject, I should think that an application made by yourself or by the captain of the *Adela* to the judge, he might, perhaps, feel himself at liberty to deliver to you or to him any letters or dispatches found on board for the *Greyhound*, should there be any, or any other letters not relating to the ship or cargo, but I am not advised on this point.

I am, very respectfully, your obedient servant,

J. L. LARDNER,
Flag-Officer, Commanding Eastern Gulf Squadron.

Commander HEWETT,
H. B. M. S. Rinaldo, Key West.

Letter from the commanding officer of H. B. M. S. Petrel to Flag-Officer Lardner, U. S. Navy, protesting against the seizure.

H. M. S. PETREL,
Key West, July 21, 1862.

SIR: It is my duty to complain to you of a most unwarrantable attack made by one of the United States cruisers, named the *Quaker*

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City, on an unarmed British ship, named the *Adela*, of Belfast, while peaceably pursuing her course between Bermuda and Nassau.

It appears that the *Adela* left Bermuda for Nassau on the 4th of July. On the morning of the 7th, while within a marine league of British territory, she was most outrageously attacked by a steamer firing shell into her without showing any colors till the second shell had been fired, and then the flag of the United States was hoisted. Up to that time the captain of the *Adela* naturally concluded he was being chased by a vessel bent on plunder but having no nationality.

After the United States flag was hoisted three more shells were fired in quick succession at the *Adela*. She was struck and much injured, though fortunately murder was not committed. The *Adela* was stopped and boarded by an officer of the *Quaker City*, the captain was forcibly dragged out of his ship, and the ship was seized within 2 miles of Abaco.

To request you to restore the ship, I know from the communication I had with you yesterday, would be useless, as she is out of your hands and in the vice-admiralty court for adjudication. In calling your attention to the facts—first, that the *Quaker City* chased an English ship and fired fuze shell at her with murderous intent; second, never firing a blank gun or hoisting her colors as a signal for the *Adela* to stop; and third, most illegally detaining her in British waters and towing her to Key West—I am convinced you will give such orders as will prevent the recurrence of similar acts in future.

There are several of your cruisers off Abaco, and I can answer for it that colors will always be hoisted and the ship stopped if the same courtesies are shown to British ships which are at all times accorded to Americans by English men-of-war.

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

G. W. WATSON,
Commander.

Flag-Officer [J.] L. LARDNER,
Comdg. U. S. Squadron, etc., U. S. S. San Jacinto, Key West.

Letter from Flag-Officer Lardner, U. S. Navy, to the commanding officer of H. B. M. S. Petrel.

FLAGSHIP SAN JACINTO,
Key West, July 22, 1862.

SIR: I have had the honor to receive your letter of yesterday's date, and in answer thereto, can only inform you that the *Adela* was captured by the *Quaker City* and brought into this port for adjudication and her case is now pending before the admiralty court in Key West.

I understand that that court has the same full and ample jurisdiction that the high court of admiralty of England possesses to entertain the prize proceedings, to condemn, or restore the property, to assess and award damages for the capture, and to punish the captors for any irregularities or misconduct. I have no doubt that the court will hear both sides, and will patiently investigate any complaints that may be made against the conduct of the commander of the *Quaker City*, and decide according to law. If the captain of the *Adela* or the owners of the property should be dissatisfied, they are entitled to

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appeal to the Supreme Court of the United States sitting at Washington.

If the statements contained in your letter should turn out to be true on an investigation in court, I have no doubt the court will restore the *Adela* with damages, but whether true or not can not be known until both sides have been heard. You have, probably, heard but one side. The indignation expressed in your letter seems to me to be uncalled for. No nation has been so much at war and made so many captures as the British. Her admiralty courts have made the law for the sea. The American courts follow their decisions. The case of the *Adela* will be determined, therefore, by British law as well as American.

I am, very respectfully, your obedient servant,

J. L. LARDNER,
Flag-Officer, Commanding Eastern Gulf Squadron.

Commander G. W. WATSON,
H. B. M. S. Petrel, Key West.

Additional report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City.

U. S. S. QUAKER CITY,
Off Navy Yard, Philadelphia, August 18, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of the 16th instant, accompanied by one from the honorable the Secretary of State, bearing date August 8, requesting additional information relative to the capture of the British steamer *Adela* by the U. S. S. *Quaker City* while under my command.

I would respectfully enter this my protest and positive denial to the charge of my having fired at the *Adela* within 2½ miles of the coast and near the British island of Abaco, and without showing any colors, and which is further proved by the accompanying copies of letters, the originals of which were subscribed and sworn to before the prize commissioner, George D. Allen, of Key West. Her seizure was made by me on the grounds of having received official information from Flag-Officers McKean and Lardner that a vessel of her description and name had sailed from Europe, having on board a cargo of contraband goods of war evidently intended for the South, among which were 65 cases of shell and 4 cases cannon; and the evident attempt made by her master to escape from me while in chase gave me additional reasons to suspect her character and determined me to seize her. I did not examine her hold, being under the impression at that time that I had no authority to open her hatches, but having a suspicion of her character I deemed it my duty to send her into port and hand her over to judicial authority for examination.

I have no knowledge of the conversation alleged to have taken place between Captain Hewett, of H. B. M. S. *Rinaldo*, and the flag-officer, never having seen the former officer.

The *Adela*, at the time of her capture by the *Quaker City*, had on board two canvas bags said to contain mail matter for Nassau, which, in connection with other papers found on board, were taken charge of by me, and on my arrival in Key West placed in the hands of the judge of the district court by Prize Master S. L. Breese. I made no claim for their possession other than a necessity existing by my

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instructions to obtain all papers in writing found on board, and on the arrival of the prize in port to deliver such to the district judge.

I trust the above statement will prove satisfactory, and am,

Very respectfully, your obedient servant,

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

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

[Enclosures.]

We, the undersigned officers of the U. S. S. *Quaker City*, do solemnly declare that while chasing an English steamer on the forenoon of July 7, 1862, while in Providence Channel and distant from the land at least 5 or 6 miles, were warned to heave to by the firing from this ship of 20-pound shell across the steamer's bow, and at which time said steamer *Quaker City* was flying the American ensign at her peak. The firing of said shell not producing the effect desired in heaving her to, a second was again fired in the same direction, yet the steamer proceeded on her course, evidently making every exertion to avoid us, when a third and fourth were fired across her stern. These not producing the effect desired, a fifth shell was directed by Commander Frailey to be fired directly at her, which apparently struck her, as in a minute or two afterwards the steamer wore partially round and commenced blowing off steam, lessening her speed, but still retaining considerable way as if to avoid us, when a sixth shell was fired along her port beam, which caused her to heave to and await our approach. A boat was then sent from this ship, and the master of the *Adela* brought on board with his papers. During the whole of this period the American ensign was displayed at our peak, and at the time of boarding said steamer *Adela*, both ships were distant from the land at least 10 miles. A certificate of similar import was sworn to before G. D. Allen, U. S. prize commissioner, Key West, by Lieutenant S. L. Breese, Acting Master H. S. Blanchard, and Commander's Clerk Corrin F. Smith, on the 12th day of July, A. D. 1862.

S. LIVINGSTON BREESE,
Lieutenant, U. S. Navy.
H. J. BULLAY,
Acting Assistant Paymaster.
H. S. BLANCHARD,
Acting Master.
CORRIN F. SMITH,
Commander's Clerk.

I, the undersigned, an officer of the U. S. S. *Quaker City*, do solemnly declare that while chasing an English steamer, on the forenoon of July 7, 1862, while in Providence Channel, and distant from the land at least 5 or 6 miles, was warned to heave to by the firing from this ship of a 20-pound shell across the steamer's bow, and at which time I believe the American ensign was flying at the peak, as I previously heard Commander Frailey give the order to the quartermaster to hoist it. The firing of said shell not producing the effect desired in heaving the steamer to, a second was again fired in the same direction, yet the steamer proceeded on her course, evidently making every exertion to avoid us, when a third and fourth were fired across her

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stern. I distinctly heard Lieutenant Breese ask Commander Frailey to fire the third and fourth shells directly at the steamer, as "she was getting away from us." Commander Frailey replied "there was time enough yet," and the order was not given until the fourth shot or shell had been fired under her stern.

I was stationed at the time at the bell pull, where I remained during the time of chase, within a few feet of the commanding and executive officers, and heard all orders that were given at that time by them and during the exciting chase.

At the time the *Adela* hove to and was boarded by a boat from this ship she was distant from the land 10 or 12 miles.

JOHN TENNANT,
[*Acting*] *Third Assistant Engineer.*

Additional statement of Commodore Lardner, U. S. Navy, regarding the British mails.

PHILADELPHIA, *May 23, 1863.*

SIR: I have the honor to submit, by your direction, a brief statement relative to the mails of the English steamer *Adela*, with a copy of a letter* from the commander of H. B. M. S. *Petrel*, complaining of the capture of that ship, and my reply.†

Great exertions were made by the British authorities in the West Indies to obtain the mails found in the *Adela*. Two ships of war, the *Rinaldo* and *Petrel*, were sent to Key West for that purpose. Their commanders were not satisfied with an intimation that they might be delivered to them, with the exception of such papers as related to the ship and cargo.

During the night subsequent to an examination of the captain and officers by the prize commissioner, the United States court-house at Key West was entered by the captain of the *Adela*, and the mail in question abstracted (in an unbroken parcel) and destroyed by him.

These facts were ascertained by the district attorney of Key West, from an accomplice, who was one of the principal officers of the ship.

It is, perhaps, needless to add that the complaints against the captors were not proven in court. The ship was condemned, and is now being fitted for the naval service.

I am, very respectfully, your obedient servant,

J. L. LARDNER,
Commodore, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to the U. S. district attorney at Key West, requesting information regarding the abstraction of the mail.

NAVY DEPARTMENT, *May 27, 1863.*

SIR: In a communication made to this Department by Commodore Lardner, on the 23d instant, in relation to the steamer *Adela*, he says:

During the night subsequent to an examination of the captain and officers by the prize commissioners, the U. S. court-house at Key West was entered by the captain of the *Adela* and the mail in question abstracted (in an unbroken parcel) and destroyed by him.

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*See letter Watson to Lardner, July 21, 1862.
†See letter Lardner to Watson, July 22, 1862.

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I learn from Commodore Lardner, with whom I have had a personal interview, that you have a deposition or statement from the engineer or some other officer of the *Adela*, disclosing who the parties were that entered the court-house and abstracted the mail. Will you please forward to this Department a copy of the document referred to and any other facts connected with the mail of the *Adela*, whether it was opened, or whether the court had any doubt of its authority to open that or any other mail found on board a captured vessel.

I will also thank you to inform me if any mails have been found on board of captured vessels brought into Key West for adjudication, whether they were examined, or whether any opposition was made to their examination, or to the right of the court to examine them.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

THOS. J. BOYNTON, Esq.,
U. S. District Attorney, Key West, Fla.

Letter from L. He liger, esq., to the Secretary of State of the Confederate States, transmitting correspondence.

NASSAU, NEW PROVIDENCE, *August 15, 1862.*

MY DEAR SIR: I wrote to you last on the 2d instant, in original and duplicate, per steamers *Columbia* and *Kate*.

I transmit herewith copy of the correspondence between Captain Watson of H. B. M. S. *Petrel* and the authorities at Key West, relative to the capture of the steamer *Adela*. You will find it quite interesting. Of course it must not be made public or get into the papers. It was forwarded to Admiral Milne on the 29th ultimo.

You will also find enclosed the decree of the vice-admiralty court in the case of the *Oreto*. I have written to the Secretary of the Navy in regard to her movements.

Mr. G. Legendre, bearer of dispatches from Europe, proceeds by this conveyance to the Confederacy. He brought me a letter from Mr. Mason.

You will oblige me by forwarding the enclosure to Governor Moore and filling up the address.

Our old friend Mr. Robert McDowell, of New Orleans, is here, in charge of a large venture for the Confederate States. The steamer *Scotia*, belonging to the same interest, will leave on the 18th with a cargo of powder and rifles.

I am, very respectfully, your obedient servant,

L. HEYLIGER.

Hon. J. P. BENJAMIN,
Secretary of State, Richmond.

[Enclosures.]

H. B. M. S. PETREL,
Key West, July 21, 1862.

SIR: A mail bag and a packet of letters sealed by H. B. M. postmasters at Liverpool and Bermuda, and addressed to the postmaster at Nassau, having been most illegally taken out of the British ship *Adela* in British waters, i. e., within a marine league of Abaco, I

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have the honor to request you will restore the bag and packet forthwith, so that I may be enabled to convey them to Nassau where the *Adela* was taking them when attacked and fired into by the U. S. cruiser *Quaker City*.

There are dispatches for the senior naval officer at Nassau from the British admiral and other letters which prove clearly that the *Adela* was bound from one British port to another and has been detained through some misapprehension on the part of the captain of the *Quaker City*. I am convinced you will at once see the justice of my requisition and treat it with the same consideration that would under similar circumstances be shown to an American naval officer who would have the bags at once restored with the seals unbroken.

I have, etc.,

G. W. WATSON,
Commander.

Hon. WM. MARVIN,
Judge of U. S. District Court, Key West.

KEY WEST, *July 22, 1862.*

SIR: Your note of yesterday's date in relation to the package and letter bag found on board the *Adela* was referred by me to the district attorney to whose office it more particularly belongs. It may not, however, be amiss for me to say that, although the package and bag can not be delivered to you unopened because both parties, the captured and the captors, are interested in the letters and documents supposed to be contained therein as evidence, either for the acquittal or condemnation of the vessel and cargo, yet still I can see no objection to delivering to you every letter or dispatch which upon examination shall appear to contain no evidence for or against the *Adela*, to be by you conveyed to Nassau for the accommodation or satisfaction of the writers or persons to whom they may be addressed.

If you will consent to take such letters I will give an order that the examination and selection be had without any unnecessary delay.

I have. etc.,

WM. MARVIN.

Commander G. W. WATSON,
H. B. M. S. Petrel, Key West.

H. B. M. S. PETREL,
Key West, July 23, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of yesterday's date, in which you inform me that my request has been referred to the district attorney, to whose office it more particularly belongs. You are good enough to inform me "that although the package and bag can not be delivered to you unopened because both parties, the captured and the captors, are interested in the letters and documents supposed to be contained therein as evidence either for the acquittal or condemnation of the vessel or cargo, yet still I can see no objection to delivering to you any letter or dispatch which upon examination shall appear to contain no evidence for or against the *Adela*."

While thanking you for the courteous manner in which you make the above offer, I must express my surprise that the mail bag and package of letters from Bermuda and Liverpool for Nassau should be

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detained a moment after it is shown that they are her Majesty's mail bags en route from one British port to another, having nothing whatever to do with the master or owners of the *Adela*.

The master of the *Adela* was ordered under a heavy penalty to safely deliver the mails entrusted to his charge.

I protest in the most formal manner to the further delay of her Britannic Majesty's mails, for the delivery of which her Majesty's ship under my command is now delayed in the port of Key West.

I further protest against the seals of the package and bag being violated, which bear the official stamp of her Britannic Majesty's postmasters of Liverpool and Bermuda.

I protest also against the detention of the British steamer *Adela*, unlawfully captured in British waters and while pursuing her course between the ports of Bermuda and Nassau.

Trusting you will, on reconsideration of the question whether the mails should be allowed to proceed to their destination or not, see the injustice of their further detention,

I have, etc..

G. W. WATSON,
Commander.

Hon. W. MARVIN,
Judge of the U. S. District Court, Key West.

BRITISH STEAMER ADELA,
Key West, July 21, 1862.

MY LORD: I beg most respectfully to lay before you my case as relates to the steam vessel under my command.

On the 7th instant, when off Abaco light-house about 2½ miles, in New Providence Channel, then proceeding on a lawful voyage to the port of Nassau (the last port of clearance being Bermuda), I was fired into by a steam vessel showing no colors, with shell, and after the first gun she showed American colors. The fifth shell struck the *Adela* on the starboard side, penetrated the upper deck, and did considerable damage.

I also beg to state that I had at that time on board mails from Liverpool and Bermuda for the port of Nassau. I beg further to state that the said steamer *Adela* was then in navigable British waters (English colors flying), from whence I was forcibly taken on board, as proved to be, the Federal vessel of war *Quaker City*, and by her the *Adela* was towed into the port of Key West, where I now am before what is called an admiralty court.

I would most respectfully bring to your lordship's notice the fact that there does not exist in any form a resident representative of her Majesty's Government of whom I could obtain legal or other advice.

I have laid protest against the proceedings of the *Quaker City*, copies of which I shall respectfully forward on receipt of authentic copies from the court of this place by her Britannic Majesty's ship of war *Petrel*.

I have the honor to [be], my lord, your lordship's most obedient, humble servant,

J. WALKER,
Captain.

His Excellency LORD LYONS, G. C. B., etc.

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U. S. DISTRICT ATTORNEY'S OFFICE,
Key West, Fla., July 22, 1862.

SIR: The Hon. William Marvin, judge of the district court of the United States for this district, has referred to me your note of the 21st instant, addressed to him relating to the British steamer *Adela*, lately captured and sent into this port for adjudication as prize.

You state that a mail bag and packet of letters, sealed by her Britannic Majesty's postmasters at Liverpool and Bermuda, are on board the *Adela*, also that there are dispatches for the senior naval officer at Nassau from the British admiral and other letters which clearly prove the *Adela* was bound from one English port to another.

To your request that the letter bags be restored to you with the seals unbroken, I have the honor to reply that the *Adela* having been reported as a prize it will be impossible to depart from the regular course of prize proceedings in her case. All possible delicacy will be observed in regard to packages which shall appear to be papers in which the British Government have an interest. You are surely aware that the letters, documents, papers, etc., found on board a prize vessel, together with the depositions of the persons on board at the time of capture, make up the evidence on which the case is in the first instance to be heard and determined. If the other letters prove clearly that the *Adela* is innocent of any breach of belligerent rights, then her absent owners might, it seems to me, justly accuse the fairness of the court, if those letters were permitted to be withdrawn from the court, and the evidence contained in them suppressed without their consent.

Fair dealing toward the parties in interest adverse to the captors must prevent the making away with any writings proper to be considered and examined as evidence in the cause.

The Government of the United States and the captors have a similar interest in the papers found on board to prove the rightfulness of the capture and the unlawful nature of the voyage on which the *Adela* was seized. Both parties have a right to demand that the writings be produced, and either may complain if they are suppressed.

I can easily conceive how unpleasant must be the delay in the delivery of the dispatches of the British admiral. If you desire to have possession of these dispatches at once, I shall take great pleasure in moving the court for an order to have the bags opened immediately, before the examination of witnesses is concluded. I am confident I can procure such an order. You will confer a favor by being present at the examination, and any packages which can be certainly identified as containing nothing but dispatches for the British admiral will be cheerfully delivered up to you.

[T. J. BOYNTON,
U. S. Attorney.]

Commander G. W. WATSON.

H. M. S. PETREL, *July 23, 1862.*

SIR: I have the honor to acknowledge the receipt of your letter of yesterday's date, and regret to hear from a gentleman of such known experience and integrity that her Britannic Majesty's mails are still detained.

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In your communication you state as a reason for your noncompliance with my request for the delivery of her Britannic Majesty's mails seized in the British steamer *Adela*, that the *Adela* having been reported as a prize, proceedings in her case must follow the regular course, and further in the same connection you state you are surely aware that the letters, documents, papers, etc., found on board a prize vessel, together with the depositions of the persons on board at the time of capture, make up the evidence on which the case in the first instance is to [be] heard and determined.

Were not the occasion and the nature of the request made in my note of the 21st instant such as to exact and demand candor, I should find it extremely difficult to realize that your statements above set forth are considered by you just, reasonable—just grounds for detention of her Majesty's mails and for your refusal to comply with my request.

Allow me in reply to state that I do not consider the reasons referred to as the least possible justification for the refusal of my request and the detention of the mails.

You state that the *Adela* has been reported as a prize, and that it is impossible to depart from the regular course of prize proceedings. In the case of the *Adela* there exists no power in court nor in any of its officers to prevent the delay, damage, and injury that must inevitably result if the *Adela* must, as a matter of form, await the adjudication by its regular proceedings and delays. In other words, even if the conceded and notorious facts connected with the capture of this vessel are such as to show the capture of the vessel to have been an outrage and unjustifiable infringement on the neutral rights of England, you, as Government counsel, are even in that case still compelled to exhibit and file a libel against the vessel and urge her condemnation, when the only result that could be hoped for or expected by you or the Government of the United States would be delay and damage to the vessel, her owners, and those interested in her freight and voyage. This may be true, but you will pardon me for saying that it is at least strange; but assuming that you are correct in your statement and that "it is impossible to depart from the regular course of prize proceedings," it is still impossible to understand how the United States Government or courts acquire the right to take possession or detain and control her Majesty's mail in the regular course of prize proceedings or how the right to detain an English vessel for adjudication involves the right to detain her Majesty's mails, still less to break the Government seals on the bags and packages and open all the letters contained in them, to seek for evidence to be used in the adjudication as you seem to contemplate.

You claim the right to thus desecrate the mails of a neutral nation, as you state in your note, for the reason that it is a power existing in courts, as you also further state "you are surely aware that the letters, documents, and papers, etc., found on board a prize vessel are evidence, etc."

It seems almost incredible that such power and control over the mails of a neutral power should be assumed on grounds so untenable and unwarranted.

I am not aware, as you state I must surely be, that any such construction as you claim can be given to the law or the powers of any civilized prize court. The depositions of the persons found on board

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a vessel when captured, also the letters, etc., found on board may be used by the captors as evidence in the adjudication upon the question of prize or no prize, but the letters which the captors may so use can in no case be construed to be other than the letters which are found in possession of the captured or among the papers of those on board, and which thereby may reasonably be supposed to relate to the vessel or her cargo, but it is nothing short of absurdity to suppose a captor's right to the papers, letters, etc., included in the Government mails found on board a neutral ship, and that they have a right to break Government seals on the packages and the private seals of letters, and so change the destination of such letters that they are to be opened and deposited to remain on the files of the court instead of reaching the individuals to whom they are addressed, and to whom the public faith of England was pledged "they shall be delivered the moment they are received in her post-offices and dispatched in her mails."

If your position be correct and an American cruiser were for some pretended reason to capture an English mail steamer from Liverpool to New York, the United States Government, through her prize courts, might claim and possess the right to stop, open, and read all private Government dispatches sent by the nations of Europe to their representatives in the United States, which dispatches happened to be sent through the English mail without regard to the legality of the capture. I have been thus elaborate in my communications as I feel convinced that my commander in chief will expect of me that I shall use my best endeavors to procure the release of the mails committed to the charge of the *Adela*, and which, through some great misapprehension, have been detained and are still detained at Key West.

I have the honor, etc., yours, etc.

G. W. WATSON.

Hon. T. J. BOYNTON,
United States District Attorney, Key West.

U. S. DISTRICT ATTORNEY'S OFFICE,
Key West, Fla., July 23, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of this day's date relating to letters found on the British steamer *Adela*. I have the misfortune still to differ with your views both of propriety and law, touching the matter in question. To avoid misapprehension of facts it will not be amiss to state that the two packages to which you give the designation of her Majesty's mails are one of them a small bag resembling a common ship's bag with a string tied round its mouth and sealed with wax. The other, a bundle in paper envelope likewise sealed with wax; neither package is in a locked bag. It seems to me this is a somewhat loose and informal way of sending out her Majesty's mails, and that it suggests the question whether such packages are entitled to that designation. But however that may be, if such packages are entitled to the immunity from examination that you seem to suppose, it would be the simplest thing in the world for the getters-up of an illegal voyage to put the correspondence, invoices, and papers, showing the actual facts in the case, in every instance under an impenetrable and inviolable shield by dropping them

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into the post-office on the day that a mail was to be made up to be carried in their own vessel. However, I am not acting in a diplomatic capacity and must decline further to argue the points involved. If you desire to take dispatches, letters, etc., to Nassau, I shall be glad to move the court to open the packages at once. I doubt not on such application that you would be permitted to take not only the British admiral's dispatches but all letters not in any way pertaining to the question of prize or no prize in the case of the *Adela*. On yourself, seems to me, rests the responsibility of inconveniencing the residents of Nassau by delaying the delivery of their letters.

I am, sir, etc.,

T. J. BOYNTON,
U. S. Attorney.

Commander G. W. WATSON,
H. M. S. Petrel.

* * * * * * *

Report of Flag-Officer Lardner, U. S. Navy, regarding orders issued relative to approaching the island of Cuba.

FLAGSHIP SAN JACINTO,
Key West, July 9, 1862.

SIR: I have the honor to acknowledge the receipt of your order of June 10, directing me to "impress upon commanding officers the necessity of respecting the territorial sovereignty of Spain," and "not chase, fire upon, board, or seize vessels within territorial waters of Cuba."

I beg to state that the officers have been instructed not to approach the island within a marine league; the caution shall be repeated in the words of the Department's order.

Very respectfully, your obedient servant,

J. L. LARDNER,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

Report of Flag-Officer Lardner, U. S. Navy, acknowledging instructions regarding Indian River Inlet.

FLAGSHIP SAN JACINTO,
Key West, July 9, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 10th instant, calling attention to Indian River Inlet. The schooner *Wanderer* is now cruising near Cape Florida. She shall be sent to Indian River Inlet as soon as an order can reach her.

Very respectfully, your obedient servant,

J. L. LARDNER,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

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Report of Lieutenant Howell, U. S. Navy, commanding U. S. S. Tahoma, regarding the cruise of that vessel in Gulf of Mexico.

U. S. GUNBOAT TAHOMA, [*July 12, 1862*].

SIR: I have the honor to report the arrival of the U. S. gunboat *Tahoma*, under my command.

I left Key West in obedience to orders, July 2, and steamed midway between Tortugas and Cape [San] Antonio, boarding and examining each vessel as hove in sight.

On the afternoon of July 5, struck soundings on the Yucatan Bank.

July 6, anchored off coast of Yucatan; July 7, got underway and steamed 24 miles to the westward and anchored off a collection of huts in 4½ fathoms water. Latitude 21° 42′ 30″ N., longitude 88° 12′ W., about 6 or 7 miles from the shore.

At 1 p. m. sent in a boat in charge of the executive officer (one of the acting masters accompanying him) to see if any fresh provisions could be obtained. I regret to report that three men, viz, F. Garland, Robert Weston, and James W. Dimon (all seamen) deserted from the boat, carrying with them the revolvers of the executive officer and master and one of the ship's revolvers.

* * * * * * *

At 2 p. m. of the 7th instant a small schooner was discovered standing toward us. I did not get underway, fearing if she should be a rebel vessel she might be run ashore and burned. At 6:30 p. m. she was nearly abreast of us when I fired a shot across her bows, hoisted the ensign, and sent Acting Master Hurley to board her. She proved to be the Confederate schooner *Uncle Mose*, from Matagorda, Tex., bound to Belize, Honduras, or a market. The captain and supercargo were so overcome with astonishment at finding a man-of-war where we were anchored that they did not destroy their papers, and I have the register, manifest, clearance, bill of sale, etc. We were about 6 or 7 miles from shore and the schooner passed within a third of a mile of us. Her cargo consists of 115 bales Texas cotton, and she was manned with a crew of four men, a captain and supercargo (Edmd. Van York, a New Yorker). The *Uncle Mose* was thirty days from Indianola (or Matagorda) and had been fourteen days endeavoring to get around Cape Catoche. She was built for a lighter, draws but 3 feet water, and is not at all capable of making a passage against head winds. Under the circumstances I determined to tow her to Key West, although I much regretted the necessity of leaving my station to do so. It would not have been humane to have sent her off with a prize crew; she could never have reached Key West during the prevalence of the trade winds. On July 8 and 9 I experienced a current of 57 miles to the northward and westward. When the prize was captured she was running "wing and wing" for Campeche or Laguna.

* * * * * * *

July 8, chased a large English steamer. We cast off the schooner, carried 34 pounds of steam, averaged 78 revolutions (more than the engine has ever made before), had a fine breeze abeam and abaft the beam, all sail set, and went per log 8 knots 2 fathoms; sea smooth.

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Of course the steamer ran away from us with ease. She was undoubtedly one of the regular mail steamers.

* * * * * * *

I am, very respectfully, your obedient servant,

J. C. HOWELL,
Lieutenant, Commanding.

Flag-Officer J. L. LARDNER,
Commanding Eastern Gulf Blockading Squadron.

Stations of vessels composing the East Gulf Blockading Squadron.

FLAGSHIP SAN JACINTO,
Key West, July 12, 1862.

SIR: I have the honor to report the respective stations of the vessels of this squadron:

Name.	Commander.	Station.
STEAMERS.		
1. San Jacinto	Comdr. W. Ronckendorff	Flagship. Key West.
2. Mercedita	Comdr. H. S. Stellwagen	Cruising off Providence Channel.
3. Quaker City	Comdr. J. M. Frailey	Arrived at Key West July 9 with prize.
4. Santiago de Cuba	Comdr. D. B. Ridgely	Coaling at Key West.
5. Somerset	Lt. Comdg. E. English	Blockading Cedar Keys.
6. Sagamore	Lt. Comdg. A. J. Drake	Blockading Tampa Bay.
7. Tahoma	Lt. Comdg. J. C. Howell	Arrived July 12 with prize.
8. Fort Henry	Actg. Lt. Comdg. E. Y. McCauley	Blockading Apalachicola.
9. Young Rover	Actg. Master I. B. Studley	Blockading St. Marks.
10. Huntsville	A. V. Lt. Comdg. W. C. Rogers	Cruising off N. E. Providence Channel.
SAILING VESSELS.		
11. St. Lawrence	Comdr. J. F. Schenck	Frigate. Key West.
12. Bainbridge	Comdr. T. M. Brasher	Brig. Ordered to Hampton Roads to report to Secretary of the Navy.
13. Ethan Allen	Vol. Lt. Comdg. W. B. Eaton	Bark. Blockading Tampa Bay.
14. Kingfisher	Vol. Lt. Comdg. J. P. Couthouy	Bark. Blockading St. Marks.
15. J. L. Davis	Vol. Lt. Comdg. J. Winn	Bark. Apalachicola, West Pass.
16. Pursuit	Vol. Lt. Comdg. David Cate	Bark. Indian River Inlet.
17. Amanda	Vol. Lt. Comdg. N. Goodwin	Bark. Key West.
18. Wanderer	Lt. Comdg. J. H. Spotts	Schooner. Florida Reef and Indian River Inlet.
19. Chambers	Vol. Lt. Comdg. D. Condry	Schooner. Sent to Philadelphia for repairs.
20. Samuel Rotan	Vol. Lt. Comdg. W. W. Kennison	Schooner. St. Andrew's Bay.
21. Beauregard	Actg. Master D. Stearns	Schooner. St. Martin's Reef and Crystal River, Cedar Keys.
22. National Guard	Actg. Master Wm. Lee Hays	Ship. On a cruise to supply Blockading Squadron.
23. Eugenie	Actg. Master S. F. Holbrook	Schooner. Guard ship, Key West.

I am, very respectfully, your obedient servant,

J. L. LARDNER,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. S. Huntsville, regarding the capture of the British schooner Agnes.

U. S. S. HUNTSVILLE,
Off Abaco Island, July 16, 1862.

SIR: I have the honor to report to you that I have this day fallen in with the British schooner *Agnes*, of Nassau, from Harbor Island (as

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he says), loaded with 60 bales of cotton and 40 barrels rosin, for Nassau.

As he had no clearance, manifest, bills of lading, charter party, log book, wrecking license, nor any documentary proof of property, I have detained him as prize and sent him into Key West for adjudication.

Abaco Light at time of capture was distant 15 to 20 miles.

Please find enclosed list of officers and muster-roll of crew at time of capture.

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

WM. C. ROGERS,
Acting Volunteer Lieutenant, Commanding.

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

Order of Flag-Officer Lardner, U. S. Navy, to Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, defining the cruising ground of that vessel.

FLAGSHIP SAN JACINTO,
Key West, July 18, 1862.

SIR: As soon as the *Quaker City* under your command is ready for sea, you will proceed to sea and cruise between Cape San Antonio, the Yucatan Bank, and Tortugas.

You will be careful not to chase, fire upon, board, or seize any vessel within the territorial waters of Cuba.

Very respectfully, your obedient servant,

J. L. LARDNER,
Flag-Officer, Commanding Eastern Gulf Squadron.

Commander JAS. M. FRAILEY,
U. S. S. Quaker City, Key West.

Report of Commander Stellwagen, U. S. Navy, commanding U. S. S. Mercedita, regarding the capture by that vessel of the schooners Victoria and Ida.

U. S. S. MERCEDITA,
Key West, July 21, 1862.

SIR: I have to report the capture of the schooner *Victoria*, Captain Fowler, built at Gloucester, N. J., in 1842; registered in Nassau, New Providence, on the 19th August, 1861, as the property of James Deans, of Ecclefechan, Dumfriesshire, Scotland, merchant, temporarily residing at Wilmington, N. C.; commanded by Stephen Fowler, born in Rhode Island and resident of Washington, N. C.

She sailed from Shallotte Inlet, near Wilmington, N. C., on 4th July (evading blockade), loaded with some 130 or 140 bales of cotton for Sawyer and Menendez, of Nassau, New Providence, and had no port clearance or manifest. She has run the blockade several times, and was formerly called the *Louisa*. The captain has been sailing out the small harbors of North Carolina many years, and is a good pilot. Her condemnation, I presume, admits of no doubt.

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On the same day I also captured the schooner *Ida*, of Nassau, New Providence, formerly the *W. H. Howard*, of Wilmington, N. C. British register dated Nassau, New Providence, 4th July, 1862. She is fitted out by Adderly & Co., of Nassau, and cleared for Baltimore with a cargo of assorted goods—calicoes, shoes, cottons, needles, salt, etc.—such as are most needed by the rebels, and purchased at prices in Nassau far above what they would bring at Baltimore, her pretended place of destination.

Her captain, Guthrie, belongs to Washington, N. C., and doubtless intended to run into some inlet south of Hatteras, being minutely acquainted with the coast and having run the blockade before.

Both vessels being small, I have ordered them to this place for adjudication.

The *Victoria* was captured on the 12th July, 1862, about 40 miles S. W. by W. (true) from the Hole in the Wall light-house [Abaco].

The *Ida* was captured about 32 miles S. W. by W. (true) from the same light.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

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

Report of Flag-Officer Lardner, U. S. Navy, transmitting report of capture of the commanding officer and boat's crew from the U. S. schooner Beauregard.

No. 59.] FLAGSHIP SAN JACINTO,
Key West, July 21, 1862.

SIR: It is with regret I have to forward the report of Master's Mate W. H. Melson, stating the circumstances under which Acting Master David Stearns, commanding the schooner *Beauregard*, was with a boat's crew lost or captured at the mouth of Crystal River.

It is the opinion of Lieutenant Commanding English of the *Somerset* that they were captured by the rebels.

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

J. L. LARDNER,
Flag-Officer, Comdg. Eastern Gulf Blockading Squadron.

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

[Enclosure.]

U. S. SCHOONER BEAUREGARD,
Cedar Keys, July 2, 1862.

SIR: I am under the painful necessity of making the following report:

On the morning of the 29th ultimo, whilst cruising off Crystal River, sighted a sloop-rigged vessel standing about the mouth of the river.

The captain (David Stearns) with an armed crew of 7 men manned a boat and started in pursuit.

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Soon after I discovered another sloop-rigged vessel making out from one of the adjacent keys. About 3 o'clock p. m. a squall coming up obscured them from sight.

Evening coming on, and the captain not returning, hoisted lantern at the main. Next morning, the 30th, at 9 a. m., sent an armed boat and made a thorough search (firing a musket at intervals) for six hours, but without success. Same night got underway and shifted my position.

The next morning, July 1, at 10 o'clock, got underway and stood for Cedar Keys. At 6 o'clock p. m., being calm, came to anchor. The following morning, July 2, got underway and reached the Keys at 10:30 a. m.

Trusting I have faithfully performed my duty,

I am, very respectfully, your obedient servant,

WM. H. MELSON,
Acting Master's Mate.

Flag-Officer JAMES L. LARDNER,
Commanding Eastern Gulf Squadron.

List of the names of the crew in the boat with Captain Stearns.

Name.	Rate.	Name.	Rate.
Charles Asten	Boatswain's mate.	Edward Morris	Seaman.
Edgar Lee	Quartermaster.	Charles Grover	Seaman.
William Thompson	Seaman.	One contraband	Name not known.
Francisco Rasome	Seaman.		

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. S. Huntsville, regarding the capture of the Confederate steamer Reliance.

U. S. S. HUNTSVILLE,
Bahama Channel, July 21, 1862.

SIR: I have the honor to report to you the capture this day of the rebel steamer *Reliance*, three days out from Doboy Bar, Ga., bound to Nassau with a cargo of 243 bales sea-island cotton.

I fell in with her soon after daylight, a little to eastward of Abaco, and after a chase of about 30 miles, succeeded in bringing her to, after firing 14 shot and shell.

She is commanded by Lieutenant Gladding, formerly of the Navy and revenue service, and since the rebellion in command of the schooner *Parliament*, in which he has several times run the blockade.

The *Reliance* was chased on leaving Doboy by one of the blockading fleet, but escaped by superior speed.

I regret extremely not being able to either send or tow this prize to Boston, agreeably to your circular, but she had fuel for only six hours, and my own coal was very nearly exhausted, and would but take us to Key West, to which port I am now towing her.

Please find enclosed list of officers and muster roll of crew of the *Huntsville*.

Respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant, Commanding.

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

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Report of Flag-Officer Lardner, U. S. Navy, regarding a reconnoissance of Indian River Inlet.

No. 65.] FLAGSHIP SAN JACINTO,
Key West, July 26, 1862.

SIR: Referring to your letter of July 10, calling attention to Indian River Inlet, and suggesting that there might be a point of transshipment there, I have the honor to report that the schooner *Wanderer* has to-day returned from that place. Lieutenant Commanding Spotts informs me that he found difficulty in crossing the bar with his boats, which has but 4½ feet upon it at high water, and a channel narrow and crooked. His boats ascended the river about 5 miles, and after a careful examination he is clearly of the opinion that it is not a place of transshipment or of any business whatever.

He also entered Jupiter Inlet; he found that the lamps had been taken away, but otherwise the light-house and machinery were in good order.

Very respectfully, your obedient servant,

J. L. LARDNER,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

Report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, relative to capture of British schooner Orion.

U. S. S. QUAKER CITY,
Off Key West, July 26, 1862.

SIR: I have the honor to report my arrival off this port, from a short cruise toward and on Campeche Bank, under instructions from Flag-Officer James L. Lardner, commanding U. S. Naval Forces, Eastern Gulf Squadron, and while there on the 24th instant, in latitude 22° N. longitude 87° 10′ W., overhauling and capturing as a prize the English schooner *Orion*, master, Andrew Moore, bound from Kingston, Jamaica, to Matamoras, having on board an assorted cargo, doubtless intended for rebel uses, and consisting in part of 150 sacks salt, 12 boxes, 8 bales, and 27 cases drugs, 84 boxes and 28 ingots tin, 25 barrels coffee, 95 kegs nails, and 9 bales and 7 cases paper, and which schooner I deemed it necessary to tow to this port, previously placing a prize master and six men on board, and removing the two mates and one seaman temporarily to my ship.

This necessity arose from the fact of the prevalence of light winds and calms at this season of the year, rendering it doubtful whether she would reach harbor in less than ten or twelve days.

From the two mates, W. C. Lawton, formerly from Ohio but latterly of Texas, and Daniel Dailey, of New Jersey, also late of Texas, I have since learned that this same schooner, commanded by her present master and officered by them, ran from Galveston, Tex., on the night of April 26 last, and safely reached Kingston, Jamaica, with a cargo of 300 bales cotton, she then being under the Confederate flag and called the *Mary Ella*, but on her arrival in that port sought a British register and is now called the *Orion*.

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The master informed me that he was born in North Carolina, but has for many years been a resident of Texas; but how he retains command of a British vessel I am at a loss to conjecture. I have sent all papers found on board to the judge of the U. S. district court, Key West. From the chief mate I learn that no log book or dead reckoning was kept on board, and this was admitted by the master, Moore.

I am gratified to report the continued health of the officers and crew, the sick report to-day containing but three trifling cases.

Accompanying I send you a correct muster-roll of the officers and crew, including the names of 2 officers and 10 men now absent on duty in charge of the prize brig *Lilla*, captured on the 3d July, instant, and sent to Boston.

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

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

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

Letter from the Secretary of the Navy to Flag-Officer Lardner, U. S. Navy, regarding the U. S. brig Bainbridge.

NAVY DEPARTMENT, *July 28, 1862.*

SIR:

* * * * * * *

The U. S. brig *Bainbridge*, Lieutenant D. Lynch, has been ordered to join your squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer JAMES L. LARDNER,
Commanding U. S. East Gulf Squadron, Key West.

Stations of vessels composing the East Gulf Blockading Squadron.

FLAGSHIP SAN JACINTO,
Key West, July 30, 1862.

SIR: I have the honor to report the respective stations of the vessels of this squadron.

No.	Name.	Commander.	Station.
	STEAMERS.		
1	San Jacinto (flag-ship).	Comdr. Wm. Ronckendorff	Key West.
2	Mercedita	Comdr. H. S. Stellwagen	Sailed 28th instant to New York for repairs.
3	Quaker City	Comdr. Jas. M. Frailey	Cruising off N. E. Providence Channel and Little Bahama Bank.
4	Santiago de Cuba	Comdr. D. B. Ridgely	Cruising off N. E. Providence Channel.
5	Somerset	Lt. Comdg. Earl English	Blockading Cedar Keys.
6	Sagamore	Lt. Comdg. A. J. Drake	Blockading Tampa Bay.
7	Tahoma	Lt. Comdg. J. C. Howell	Coaling at Key West.
8	Fort Henry	Actg. Lt. Comdg. E. Y. McCauley	Blockading St. George's Sound.
9	Young Rover	Actg. Master I. B. Studley	Blockading St. Marks.
10	Huntsville	Actg. Vol. Lt. Comdg. W. C. Rogers.	Coaling at Key West.

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No.	Name.	Commander.	Station.
	SAILING VESSELS.		
1	Frigate St. Lawrence.	Comdr. J. F. Schenck	Storeship.
2	Brig Bainbridge	Comdr. T. M. Brasher	Ordered north for repairs.
3	Bark Ethan Allen	Actg. Vol. Lt. Comdg. W. B Eaton.	Refitting at Key West.
4	Bark King Fisher	Actg. Vol. Lt. Comdg. Jos. P. Couthouy.	Blockading St. Joseph's and St. Andrew's.
5	Bark J. L. Davis	Actg. Vol. Lt. Comdg. Jos. Winn.	Blockading Apalachicola.
6	Bark Pursuit	Actg. Vol. Lt. Comdg. David Cate.	Cruising between Tortugas and Cape San Blas.
7	Bark Amanda	Actg. Vol. Lt. Comdg. Geo. E. Welch.	Blockading eastern entrance of St. George's Sound.
8	Schooner Wanderer	Lt. Comdg. J. H. Spotts	Cruising between Cape Sable and Florida Reefs.
9	Schooner Chambers	Actg. Vol. Lt. Comdg. Dennis Condry.	Sent to Philadelphia for repairs.
10	Schooner Saml. Rotan.	Actg. Vol. Lt. Comdg. Kennison.	Blockading St. Andrew's Bay.
11	Schooner Beauregard.		Cedar Keys.
12	Ship National Guard.	Actg. Master Wm. Lee Hays	On a cruise supplying blockading squadron.
13	Schooner Eugenie	Actg. Master S. F. Holbrook	Guard ship.

Very respectfully, your obedient servant,

J. L. LARDNER,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

Report of Flag-Officer Lardner, U. S. Navy, regarding the outbreak of yellow fever on the flagship.

No. 66.] FLAGSHIP SAN JACINTO,
Key West, August 1, 1862.

SIR: It is with the greatest regret that I am obliged to report that the yellow fever has broken out in this ship. There are 9 cases on the surgeon's report to-day, and 2 have previously died of that disease.

The fleet surgeon has, in a letter, a copy of which is enclosed, recommended the ship to be sent north.

There is no proper hospital for contagious diseases at Key West. A copy of a letter upon the subject is enclosed.

Carrying the yellow fever so near our troops at Pensacola is not to be thought of; therefore, in view of all the difficulties of the case, I have directed Commander Ronckendorff to proceed with the *San Jacinto* under his command to Boston and report to the Department.

I shall hoist my flag on board the *St. Laurence* for the present.

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

J. L. LARDNER,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

Instructions from the Secretary of the Navy to Flag-Officer Lardner, U. S. Navy, urging a strict watch upon Nassau, New Providence, as the depot for ships from abroad.

NAVY DEPARTMENT, *August 6, 1862.*

SIR: From information obtained from various sources, it is evident that the greater and more important part of the foreign supplies that

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reach the insurgents do so by the way of Nassau, New Providence. The majority of steamers that have fitted out in England to run the blockade clear for and touch at that port. Those that escape the vigilance of the blockading vessels also touch there with outward cargoes. It is apparently the depot of those abroad engaged in lending aid to the rebellion.

The passages to Nassau must therefore be more strictly guarded, and your swiftest steamers should be assigned to this duty. There are several fast vessels employed in running the blockade, among them the steamer *Herald*, to which attention should be given.

In endeavoring to intercept these steamers, and whilst exercising all the rights belonging to cruisers on the high seas, the rights of neutrals must not be violated. No hostile operations must be conducted or committed by our vessels within neutral jurisdiction or a full marine league of the coast.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore JAMES L. LARDNER,
Comdg. West [East] Gulf Blockading Squadron, Key West.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Budd, U. S. Navy, commanding U. S. S. Magnolia, to proceed to duty in the East Gulf Blockading Squadron.

NAVY DEPARTMENT, *August 6, 1862.*

SIR: As soon as the U. S. S. *Magnolia* is ready for sea, proceed with her with all practicable dispatch to Key West and carry out the instructions you have already received.

You will touch off Charleston on your way, and deliver to the senior officer present the accompanying copy of a letter from Commander Gansevoort giving a description of suspicious steamers at Nassau, besides communicating to him any information you may have with regard to vessels that will attempt to run the blockade.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Volunteer Lieutenant WM. BUDD,
Commanding U. S. S. Magnolia, New York.

Report of Flag-Officer Lardner, U. S. Navy, transmitting report of capture of steamer Columbia by the U. S. S. Santiago de Cuba, August 3, 1862.

No. 70.] FLAGSHIP ST. LAWRENCE,
Key West, August 9, 1862.

SIR: I have the honor to enclose Commander Ridgely's report of the capture of the steamer *Columbia*, under British colors but without a register to establish nationality. She is loaded with arms and munitions of war, painted lead color, and otherwise prepared to run the blockade.

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Her name is on the list furnished me by the Department of vessels fitted out in England for this business.

She was seized about 75 miles north of Abaco.

Very respectfully, your obedient servant,

J. L. LARDNER,
Flag-Officer, Commanding Eastern Gulf Squadron.

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

[Enclosure.]

U. S. S. SANTIAGO DE CUBA,
Key West, August 6, 1862.

SIR: I have the honor to report the capture of the steamer *Columbia*, on the 3d of August, by the *Santiago de Cuba*, cruising off the N. E. Providence Channel. The *Columbia* was captured after a chase of six hours, in latitude 28° N., longitude 76° 35′ W., the N. E. end of Abaco bearing south, distant 75 miles. She had left Nassau the day previous, ostensibly bound for St. Johns; was under British colors, but had no register whatever.

She was loaded with contraband and munitions of war, cannon rifles, powder, shell, cartridges, army blankets, and iron plates. She is a new, fast propeller, of iron, provided with ports, and probably intended for a Confederate gunboat. This is her first attempt at running the blockade, and she had on board Charleston, Savannah, and Bahama pilots. Her captain, officers, and passengers claim generally to be British subjects.

Thinking these facts justified a seizure, I took possession of and sent her into this port for adjudication, under charge of a prize master and crew.

I send herewith a list of officers and men belonging to the *Santiago de Cuba* at the time of the capture, no other vessel of war being in sight.

I am, very respectfully, your obedient servant,

D. B. RIDGELY,
Commander, U. S. Navy.

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

Report of Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto, of the arrival of that vessel at quarantine grounds, Boston.

U. S. S. SAN JACINTO,
QUARANTINE GROUNDS, DEER ISLANDS,
Near Boston, August 9, 1862.

SIR: I have the honor to report the arrival of this ship at quarantine grounds, Deer Island, near Boston, in obedience to an order from Flag-Officer Lardner, dated Key West, August 1. Enclosed you have a copy.

When off Cape Hatteras, July 6, I addressed a letter to Assistant Surgeon I. W. Bragg, the medical officer on board, asking his opinion

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as to the propriety of the return of the ship to Key West. Enclosed you have a copy of his reply. On the 3d instant, the day after our leaving Key West, George Romus (seaman) departed this life, the only death we have had on our passage. I am happy to say the doctor reports all the sick doing well.

Very respectfully, your obedient servant,

WM. RONCKENDORFF,
Commander.

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

P. S.—I should have forwarded this communication through the commanding officer of the station, but no opportunity offered, so I send direct.

Report of Flag-Officer Lardner, U. S. Navy, of the arrival of the U. S. S. R. R. Cuyler at Key West for duty under his command.

No. 78.] FLAGSHIP ST. LAWRENCE,
Key West, August 12, 1862.

SIR: I have the honor to report the arrival to-day of the steamer *R. R. Cuyler*, Commander Francis Winslow, to join this squadron.

Very respectfully, your obedient servant,

J. L. LARDNER,
Commodore, Commanding Eastern Gulf Squadron.

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

Stations of vessels composing the East Gulf Blockading Squadron.

FLAGSHIP ST. LAWRENCE,
Key West, August 15, 1862.

SIR: I have the honor to report the respective stations of the vessels of this squadron:

Name.	Commander.	Station.
STEAMERS.		
1. San Jacinto	Comdr. W. Ronckendorff	Sent to Boston, Aug. 1, with yellow fever on board.
2. Mercedita	Comdr. H. S. Stellwagen	Sailed July 28 to New York for repairs.
3. Quaker City	Comdr. J. M. Frailey	Cruising off N. E. Providence Channel and Bahama Bank.
4. Santiago de Cuba	Comdr. D. B. Ridgely	Coaling at Key West.
5. Somerset	Lt. Comdg. E. English	Blockading Cedar Keys.
6. Sagamore	Lt. G. A. Bigelow	Blockading St. Andrew's Bay.
7. Tahoma	Lt. Comdg. J. C. Howell	Blockading Tampa Bay.
8. Fort Henry	Lt. Comdg. E. Y. McCauley	Blockading Apalachicola.
9. Young Rover	Act. Mast. I. B. Studley	Blockading St. Marks.
10. Huntsville	A. V. Lt. Comdg. W. C. Rogers	Cruising off Bahama and N. E. Providence Channel.
11. Penguin	Lt. Comdg. J. C. Williamson	Key West, patching boilers.
12. R. R. Cuyler	Comdr F. Winslow	Key West, coaling.

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Name.	Commander.	Station.
SAILING VESSELS.		
13. St. Lawrence	Comdr. J. F. Schenck	Frigate; flagship; Key West.
14. Bainbridge	Comdr. T. M. Brasher	Brig; repairing at New York.
15. Ethan Allen	A. V. Lt. Comdg. W. B. Eaton	Bark; blockading Tampa Bay.
16. Kingfisher	A. V. Lt. Comdg. J. P. Couthouy	Bark; blockading St. Joseph's Bay.
17. J. L. Davis	A. V. Lt. Comdg. J. Winn	Bark; blockading Apalachicola.
18. Pursuit	A. V. Lt. Comdg. D. Cate	Bark; cruising between Tortugas and Cape San Blas.
19. Amanda	A. V. Lt. Comdg. G. E. Welch	Bark; blockading eastern entrance of St. George's Sound.
20. Wanderer	Lt. Comdg. J. H. Spotts	Schooner; cruising between Cape Sable and Florida Reef.
21. Chambers	A. V. Lt. Comdg. D. Condry	Schooner; sent to Philadelphia for repairs.
22. Samuel Rotan	A. V. Lt. Comdg. W. W. Kennison	Schooner; blockading Tampa Bay.
23. Beauregard		Schooner; blockading Cedar Keys.
24. National Guard	Act. Mast. Wm. Lee Hays	Ship; on a cruise supplying squadron.
25. Eugenie	Act. Mast. S. F. Holbrook	Schooner; guard ship Key West.

Very respectfully, your obedient servant,

J. L. LARDNER,
Commodore, Commanding Eastern Gulf Squadron.

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

Letter from Flag-Officer Lardner, U. S. Navy, to the Secretary of the Navy, making enquiry regarding the seizure of British ships.

No. 85.] FLAGSHIP ST. LAWRENCE,
Key West, August 18, 1862.

SIR: I have had the honor to receive your letter of the 6th of August, calling attention to the fact that the greater and more important part of the foreign supplies that reach the insurgents do so by way of Nassau, New Providence, and directing that the passages to Nassau be more strictly guarded, and that the swiftest steamers be assigned to that duty, and also ordering that "whilst exercising the rights which belong to our cruisers on the high seas, the rights of neutrals must not be violated."

In connection with the last paragraph, I beg to enquire the Department's views whether it is expedient to seize the ships that are from Liverpool bound to Nassau or from one British port to another?

Very respectfully, your obedient servant,

J. L. LARDNER,
Commodore, Commanding Eastern Gulf Squadron.

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

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*Order of the Secretary of the Navy to Commander Frailey, U. S. Navy, for an explanation of his failure to search the steamer Memphis.**

NAVY DEPARTMENT, *August 22, 1862.*

SIR: I send herewith an extract from the log of the steamer *Memphis*, which, after reading, you will return with such explanations or state-

*Captured by U. S. S. *Magnolia*, near Cape Romain, South Carolina, July 31, 1862. See series 1, vol. 13, p. 225.

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ment as you may deem necessary. From the extract sent it would appear that you merely visited, but did not search, a steamer loaded with guns and gunpowder destined for the rebels, and in consequence of omitting to search you omitted to seize a perfect magazine of munitions and contraband that was soon landed in Charleston.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander J. M. FRAILEY,
Commanding U. S. S. Quaker City, Philadelphia.

[Enclosure.]

Extract from log of steamer Memphis on a passage from Liverpool to Nassau, New Providence.

Tuesday, May 27, 1862.—Light head wind and cloudy weather, steaming easily. 3:15 a. m. sighted Abaco light right ahead. 5:15 [a. m.] abreast of Abaco light-house.

Sighted a paddle steamer off starboard bow. On arriving abreast of her she gave chase, fired again, and hoisted North American colors; we hoisted British colors in return and stood on. She then fired two round shot after us, rather wide of the mark; we still stood on. The third shot she fired struck the water a little astern of us, ship still going on full speed and gaining on the chaser. She then fired a shell from her bow chaser, which passed directly over and in a line with us, and burst a short distance ahead of us. We then hauled down our colors and rounded to. The steamer (which proved to be the *Quaker City*, U. S. paddle war sloop) then bore down on us, sent an armed boat with two officers on board and to examine our papers, which they did. Finding them satisfactory, they returned to their ship and allowed us to proceed without further molestation. 10:30 [a. m.] sighted the land about Nassau ahead. 11:30 [a. m.] took pilot on board and stood on around the island toward the anchorage, where we arrived at 2:30 and brought up with starboard anchor in 4½ fathoms of water, veered to 45 fathoms of chain.

On a passage from Nassau toward Charleston. Away from Nassau at midnight. Thursday, June 19, 1862, went slowly all the way across, and arrived within 30 miles of Charleston on the evening of Sunday, June 22, 1862. Made the land about midnight, pilot in charge. 1^{h}, sighted two vessels of war of the outer blockading fleet, distance scarcely one-half a mile; passed them unobserved. 2:30 [a. m.] passed through the center of blockading fleet, escaping observation by a devious course until past them, when one large vessel, scarcely one-fourth of a mile distant on the starboard quarter, showed a red light as a signal to the others; at the same moment we observed lights right ahead and on either bow, which happily proved to be those of Forts Moultrie and Sumter. Showed a red light and took it in again. 3:15 a. m., struck the beach and swung round with the tide, broadside on to it, with our head to the eastward, on which a shell was fired at us from Fort Sumter and burst close to us. Showed the red light again and sent a boat on shore, which was also fired at by the sentry, believing us to be an enemy's ship. 4^{h}, ran a kedge out on starboard bow and tried, but in vain, to heave her off, kedge coming home. Daylight, nine of the blockading fleet in sight, the nearest being about 3 miles distant, one of them underway and steaming around the fleet. Ran out

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the stream anchor and hove tight the hawser. Tide falling fast. 9h, one of the blockaders stood in as close as possible and commenced shelling the ship. Boats were lowered by captain's orders and the crew sent on shore, shells flying over and around us, but fortunately none struck the ship. 10h, last boat left the ship with captain on board of her; a battery on shore close to us then opened fire over our vessel and at the enemy, and after some three-quarters of an hour's smart practice compelled her to withdraw. Mustered as many men as we could find and went on board with about 100 soldiers ordered by Colonel Keitt, and commenced discharging powder in our own boats. 11h, two flats came alongside into which we discharged arms, copper, medical stores. Noon, two steam tugs hove down upon us from the harbor and came alongside to receive cargo. 1h, knocked off discharging to assist in launching ship with the aid of the two steam tugs, four of the blockading fleet approaching suspiciously. 4h, fleet well within range and in line; they fired one shell, but ill directed. 5h, succeeded in hauling off, went on ahead full speed up the harbor, Forts Moultrie and Sumter saluting with guns and cheering as we passed. 6 p. m., brought up in Charleston Harbor in 7 fathoms of water and veered to 35 fathoms chain.

Tuesday, June 24, 1862.—Hauled alongside the wharf and commenced discharging.

Saturday, 28th.—Cargo all out and commenced coaling.

Sunday, 29th, 1862.—You know what you did that day, don't you?

R. W. Cross, *Third Officer.*

I do hereby certify that this is an extract of the *Memphis* log found on board that ship shortly after my boarding her off Charleston, July 31, 1862.

Charles Potter,
Acting Master and Executive Officer of the Magnolia, in Charge of Prize.

Report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, stating his reasons for failing to search the British steamer Memphis.

U. S. S. Quaker City,
Off Navy Yard, Philadelphia, August 23, 1862.

Sir: I have the honor to acknowledge the receipt of your letter of the 22d instant enclosing extracts from the log book of the captured British steamer *Memphis*, desiring me to furnish the Department with such explanation or statement as may be deemed necessary in the premises.

In reply, I beg leave respectfully to submit a copy of my instructions from Flag-Officer William W. McKean, previous to my departure on the 20th from the port of Key West, and bearing date May 17, accompanied by two lists of suspected vessels liable to capture. It will be seen that the *Memphis* is not mentioned therein, nor had I any information concerning any vessel answering her name or description.

On meeting the *Memphis* on the morning of the 27th of May, I immediately gave chase and finally brought her to, when my executive officer, Lieutenant S. Livingston Breese, accompanied by Acting Master Muldaur, were dispatched in an armed boat to board and examine her,

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who after a careful examination of her papers found that she was a duly attested British-built vessel, with proper English register, clearance, and manifest, bound from an English port to a port of an English colony, which latter fact was further borne out by the course she was steering at the time of my falling in with her.

Furthermore, I would respectfully submit that I had received no order, nor did I believe that I had any authority, to open her hatches and search and examine the cargo of a foreign vessel on the high sea, so duly certified and attested as was that vessel at the time I boarded her; but, on the contrary, I was enjoined by my instructions "not to give unnecessary offense, but to be courteous, though firm, in dealing with them."

My subsequent action in capturing and sending into port the American brig *Model*, the English brig *Lilla*, the English steamer *Adela*, and the English schooner *Orion*, formerly the American schooner *Mary Ella*, and which vessel had only two months previously run the blockade from Galveston, will, I trust, sufficiently prove my desire and will to carry out the views of the honorable the Secretary of the Navy in the seizure of every vessel whenever I could justly and properly exercise that power.

The papers are herewith returned as directed.

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

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

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

Report of Acting Master Mosman, U. S. Navy, commanding U. S. schooner James S. Chambers, regarding the capture of the Confederate schooner Corelia, of Galveston.

U. S. SCHOONER JAMES S. CHAMBERS,
Lat. 23° 24′ N., long. 84° 30′ W., August 23, 1862.

SIR: I have the honor to inform you that the rebel schooner *Corelia*, of Galveston, was this day captured by this vessel after a chase of five hours. She was from Havana for any rebel port into which she could successfully run.

She had on board 8 persons in all, and was represented by the captain to have a general cargo.

He also acknowledged to have sunk all his papers and rebel flag during the chase.

I have placed a master's mate and prize crew of 6 men in charge and sent her to Key West.

I have also taken half of her crew on board this vessel as prisoners, from prudential motives, and shall forward them to a port in the United States at the earliest moment.

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

D. FRANK MOSMAN,
Acting Master, Commanding.

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

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Order of the Secretary of the Navy to Lieutenant Lynch, U. S. Navy, commanding U. S. brig Bainbridge, to proceed to Aspinwall, New Granada.

NAVY DEPARTMENT, *August 27, 1862.*

SIR: Upon the receipt of this order you will proceed to Aspinwall, New Granada, with the brig *Bainbridge*, and relieve the U. S. brig *Perry*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant D. LYNCH,
Comdg. U. S. Brig Bainbridge, Key West, Fla.

Order of the Secretary of the Navy to Lieutenant-Commander Newcomb, U. S. Navy, commanding U. S. brig Perry, to proceed to duty in the East Gulf Squadron.

NAVY DEPARTMENT, *August 27, 1862.*

SIR: Upon being relieved by the U. S. brig *Bainbridge*, you will proceed to Key West, Fla., with the brig *Perry*, and report to Commodore James L. Lardner for duty in the squadron under his command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant-Commander H. S. NEWCOMB,
Comdg. U. S. Brig Perry, Aspinwall, New Granada.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant Spotts, U. S. Navy, commanding U. S. S. Magnolia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 28, 1862.

SIR: I have to thank you for the judgment and dispatch with which you brought me information of the unfortunate condition of the *Adirondack*.

The *Canandaigua*, now pressing repairs on her machinery, will sail in the morning to the relief of the *Adirondack*.

As soon as coaled and ready, you will proceed to execute such portions of Commodore Lardner's orders, which you have not yet fulfilled.

On your way I have to request that after getting to sea you will run down the coast, keeping, say, 15 miles distant from it, for the purpose of intercepting the *Keystone State*, Commander LeRoy, who is cruising off the coast of Georgia on the offshore line of the blockade. Should you meet him, you will please inform Commander LeRoy that I desire his immediate return to Port Royal.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commanding J. H. SPOTTS,
U. S. S. Magnolia, Port Royal.

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Order of the Secretary of the Navy to Acting Master Sherrill, U. S. Navy, commanding U. S. bark Roebuck, to proceed to duty in the East Gulf Squadron.

NAVY DEPARTMENT, *August 29, 1862.*

SIR: Your orders of the 23d instant to report for duty in the South Atlantic Blockading Squadron are hereby revoked, and you will proceed with the *Roebuck* so soon as she is ready and report to Commodore James L. Lardner for duty in the squadron under his command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Master JOHN SHERRILL,
Commanding U. S. Bark Roebuck, New York.

Instructions from the Secretary of the Navy to Flag-Officer Lardner, U. S. Navy, in response to enquiry regarding the seizure of British ships.

NAVY DEPARTMENT, *August 29, 1862.*

SIR: Your No. 85, bearing date the 18th instant, enquiring of the Department whether it is expedient to seize ships that are from Liverpool bound to Nassau or from one British port to another, has been received.

In reply the Department directs that you visit, without regard to their clearance or destination, all vessels, not being public armed ships of war of foreign powers, and that in the case of all vessels carrying cargo or engaged in commerce and not being regular mail steam packets engaged in the regular and stated mail service of foreign governments, you will, during the visit, exercise the unquestioned belligerent right of search, and if upon strict search it shall appear that arms or contraband of war constitute the cargo or such part thereof as would render aid to the enemy, then you will exercise the no less unquestioned belligerent right of seizing such vessel and cargo and send in the same for adjudication.

This being an ungracious task, should be done in a spirit and manner not offensive. Judgment and discretion must be exercised. To seize does not necessarily involve condemnation. The courts will adjudge the whole question of prize or no prize. The more specific and detailed instructions recently transmitted will guide the officers in their duty.

The Department has made it a special object to obtain and communicate to the commanding officers of the squadrons enforcing the blockade, information in regard to vessels which were preparing or believed to be preparing to give aid to the insurgents. The information derived in various ways may not always be authentic, and is of such a character as should not be communicated to the captured parties. It is a mere indication to our own officers to guide and assist them in their duties. A search will corroborate and confirm the intelligence, if correct, and without a search that shall furnish reason to believe the vessel has contraband of war or is designed to violate the blockade, or in some way aid the insurgents, she should not be seized.

I am thus particular on this point because it has been intimated that some officers construe the indication that is given them of a suspected vessel into an order for her seizure without a search. Others appear

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not to have informed themselves of the belligerent right of search, and by a culpable omission of its enforcement have permitted vessels which it was their duty to have seized to pass unmolested.

It is to avoid a repetition of these errors that this communication is made in detail.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore JAMES L. LARDNER,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

Report of Acting Master Mosman, U. S. Navy, commanding U. S. schooner James S. Chambers, of arrival at Key West with the prize steamer Union.

U. S. SCHOONER JAMES S. CHAMBERS,
Key West, August 29, 1862.

SIR: I have the honor to inform you of my arrival at this place, having brought with me the rebel steamer *Union*, with a cargo of 350 bales of cotton, captured by this vessel in latitude 23° 34′ N., longitude 85° 21′ W., on the 25th instant.

Finding, upon boarding her, that the outboard injection pipe and flange of delivery pipe had been cut for the purpose of sinking her, I placed a crew of 20 men on board to prevent, if possible, her going down, which was accomplished, and the steamer soon freed of water.

Deeming it unsafe to send her in alone, even after the temporary repairs, I proceeded in company with her to this port. where we arrived this day.

I am, very respectfully, your obedient servant,

D. FRANK MOSMAN,
Acting Master, Commanding.

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

Report of Acting Master Freeman, U. S. Navy, of the arrival of the U. S. S. R. R. Cuyler at New York, with yellow-fever patients on board and the remains of Commander Winslow, U. S. Navy.

U. S. S. R. R. CUYLER,
New York Harbor, August 30, 1862.

SIR: I have the honor to report to you the arrival of the U. S. S. *R. R. Cuyler* at this port. We left Key West on the 20th instant in obedience to orders from Flag-Officer Lardner and proceeded to Nassau with dispatches for the governor.

On the 21st, our surgeon being very sick and also several of the men, we steered for the N. E. Channel, where we thought to obtain medical advice from the *Penguin*. At 10 p. m. we fell in with the U. S. S. *Huntsville* and applied to him for assistance, but he could not render us any as his surgeon had died that morning and he was on his way to Key West for advice, a number of his officers and men lying dangerously ill. We then steered for Nassau, and on the night of 22d instant Commander F. Winslow was taken seriously ill with fever. We arrived at Nassau on the 23d at 10 p. m., where we obtained medical advice from H. B. M. S. *Melpomene* and also communicated with the

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consul. The same day Lieutenant J. V. N. Philip was taken down with the fever and also several men. The surgeon advised lying off the port until next morning as he considered the captain's case a very dangerous one. On the 24th the surgeon reported all the sick to be much worse, and the only chance left for Commander Winslow and the rest of the sick officers was to proceed north. On the 25th a consultation of the officers was held, and came to the conclusion that the shortest and only way to make the ship efficient was to proceed to some Northern port where we could get the sickness out of the ship, appoint new officers to her and put to sea again. A Mr. Epp. [Epes?] Sargent, from Nassau, an American and a Union man, who has had some practice in medicine, kindly volunteered his services and accompanied us. We found him invaluable.

On the 25th we steered for New York. On the 26th, at 6:35 p. m., Commander Francis Winslow departed this life. His body has been preserved and will be transmitted to his friends.

I can not too highly speak of the captain and officers of H. B. M. S. *Melpomene* for their kind attentions, and especially the surgeon, Mr. R. Ratliffe, who was unremitting in his professional interest for the welfare of the sick officers and men.

I am happy to be able to inform you that Lieutenant Philip and Dr. Watson are recovering, and that the malignant symptoms that were so prevalent among the officers and men have already disappeared.

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

S. N. FREEMAN,
Acting Master.

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

Report of Acting Master Freeman, U. S. Navy, commanding U. S. S. R. R. Cuyler, regarding the capture by that vessel of the schooner Anne Sophia.

U. S. S. R. R. CUYLER,
New York Harbor, August 30, 1862.

SIR: I have the honor to report to you that in latitude 30° 23′ N., longitude 75° 24′ W., boarded the schooner *Anne Sophia*, flying British colors and purporting to be from Exuma, bound to Baltimore, the character of her papers and cargo leading strongly to the suggestion that it was her purpose to violate the blockade. I sent Acting Master's Mate N. M. Dyer and a prize crew on board, with instructions to proceed to New York with all possible dispatch and there deliver her into the hands of the proper authority for adjudication.

I am happy to inform you, sir, that the captain of the schooner has subsequently acknowledged that it was his intention to run the blockade at Wilmington, N. C., and that his papers were spurious.

I enclose a list of the officers and men of this steamer entitled to share in the proceeds of above reported capture.

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

S. N. FREEMAN,
Acting Master.

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

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Report of Flag-Officer Lardner, U. S. Navy, regarding the presence of the steamer Oreto (C. S. S. Florida) at Cardenas, Cuba.

No. 96.] FLAGSHIP ST. LAWRENCE,
Key West, August 31, 1862.

SIR: On the 22d instant I received information from the consul-general of Cuba that the steamer *Oreto*, built in England, had sailed from the neighboring British port of Nassau, armed and equipped for depredations on our commerce, under command of Maffitt, late of the Coast Survey, and had put into Cardenas, under pretense of being leaky, etc., and was recruiting men at Havana.

I immediately dispatched the *Huntsville* to communicate with Mr. Shufeldt for the latest information, and from thence to look for our steamers at or near the Providence Channel or to go at once to Cardenas.

I sent the schooner *Wanderer* with similar orders the next day.

I learn to-day from Havana that the *Oreto*, now called *Florida*, is still at Cardenas, and that the *Penguin* was watching her.

There are probably three or four of the steamers of this squadron on the lookout for her at this time.

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

J. L. LARDNER,
Commodore, Commanding Eastern Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Stations of vessels composing the East Gulf Blockading Squadron.

FLAGSHIP ST. LAWRENCE,
Key West, September 1, 1862.

SIR: I have the honor to report the respective stations of the vessels of this squadron:

Name.	Commander.	Station.
STEAMERS.		
1. San Jacinto	Comdr. W. Ronckendorff	Sent to Boston August 1 with yellow fever on board.
2. Mercedita	Comdr. H. S. Stellwagen	Sailed July 28 to New York for repairs.
3. Quaker City	Comdr. J. M. Frailey	Sent to Philadelphia to repair boilers.
4. Santiago de Cuba	Comdr. D. B. Ridgely	N. E. Providence Channel or Cardenas.
5. Somerset	Lt. Comdg. E. English	Blockading Cedar Keys.
6. Sagamore	Lt. G. A. Bigelow	Blockading St. Andrew's Bay.
7. Tahoma	Lt. Comdg. J. C. Howell	Blockading Tampa Bay.
8. Fort Henry	Act. Lt. Comdg. E. Y. McCauley	Blockading Apalachicola.
9. Young Rover	Act. Mast. I. B. Studley	Blockading St. Marks.
10. Huntsville	Act. Vol. Lt. Comdg. W. C. Rogers	Key West. Yellow fever on board and without a surgeon or paymaster.
11. Penguin	Lt. Comdg. J. C. Williamson	Cardenas.
12. R. R. Cuyler	Comdr. F. Winslow	Ordered to Cardenas.
13. Magnolia	Lt. Comdg. J. H. Spotts	Arrived at Key West August 30 for coal.
SAILING VESSELS.		
14. St. Lawrence	Comdr. J. F. Schenck	Frigate. Key West; flagship.
15. Bainbridge	Lt. Comdg. D. Lynch	Brig. Cruising between Tortugas and Yucatan Bank.
16. Ethan Allen	Act. Vol. Lt. Comdg. W. B. Eaton	Bark. Blockading Tampa Bay.
17. Kingfisher	Act. Vol. Lt. Comdg. J. P. Couthouy	Bark. Blockading St. Joseph's Bay.
18. J. L. Davis	Act. Mast. John West	Bark. Blockading Apalachicola.
19. Pursuit	Act. Vol. Lt. Comdg. D. Cate	Bark. Cruising between Tortugas and Cape San Blas.

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Name.	Commander.	Station.
SAILING VESSELS—cont'd.		
20. Amanda	Act. Vol. Lt. Comdg. George E. Welch.	Bark. St. George's Sound.
21. Wanderer	Act. Mast. E. S. Turner	Schooner. Sent to Havana and Cardenas.
22. Chambers	Act. Mast. D. F. Mosman	Schooner. Key West; brought in two prizes.
23. Samuel Rotan	Act. Vol. Lt. Comdg. W. W. Kennison.	Schooner. Apalachicola.
24. Beauregard	Act. Mast. W. A. Arthur	Schooner. Tampa Bay.
25. National Guard	Act. Mast. W. Lee Hays	Ship. Sailed for New York August 31 for repairs. Crew's time out.
26. Eugenie	Act. Mast. S. F. Holbrook	Schooner. Key West; guard ship.

I am, very respectfully, your obedient servant,

J. L. LARDNER,
Commodore, Commanding Eastern Gulf Squadron.

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

Letter from the Secretary of the Navy to Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City.

NAVY DEPARTMENT, *September 2, 1862.*

SIR: Your letter of the 23d ultimo, with enclosures, was duly received. It is evident that you have failed to inform yourself of the rights which appertain to, and duties that devolve upon, an officer of a public armed ship during the existence of hostilities.

In a period of peace the right of search does not prevail, but it is an unquestioned belligerent right, and your omission to exercise it in the case of the *Memphis* was an error unfortunate for yourself and for the country. This great neglect is to be imputed, I apprehend, to remissness in informing yourself of the legal rights of a naval commanding officer.

Again, from the manner in which you speak of your instructions from Flag-Officer Lardner, "accompanied by two lists of suspected vessels liable to capture," and "that the *Memphis* is not mentioned therein," and that you had no "information concerning any vessel answering her name or description," it is inferred you labor under a grave misapprehension of the object in furnishing you with the names of suspected vessels, and your duty in regard to them.

The suspected vessels were named to you for the purpose of indicating their suspicious character and stimulating vigilance in the search which it would be your duty to make on falling in with and visiting any of the vessels enumerated. In no sense was the list furnished you to be construed into an order to capture unless after visitation and search you found satisfactory evidence that there were arms or contraband on board, or that there was an intent to violate the blockade.

While caution and prudence are to be observed, it is no less essential that you exercise your clear and unquestioned rights as a belligerent commander. There should not be timidity on the one hand nor rashness on the other. Avoid giving offense, but do not hesitate to assert and enforce your undoubted rights in discharging your public duties. An officer is expected to and must exercise judgment and

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discrimination, and not shrink, when occasion requires it, from responsibility.

The idea of capturing only such vessels as are enumerated to you, or of capturing them without a search, is erroneous. You will, when cruising, visit, without regard to their clearance or destination, all vessels not being public armed ships of war of foreign powers. In the case of vessels carrying cargo, or engaged in commerce, and not being regular mail steam packets engaged in the regular and stated mail service of foreign governments, you will, during the visit, always exercise the unquestioned belligerent right of search, and if upon strict search it shall appear that arms or contraband of war constitute the cargo, or such part thereof as would render aid to the enemy, then you will exercise the no less unquestioned right of seizing such vessel and cargo and send in the same for adjudication.

This should be done in a manner as little offensive as possible. Seizure does not necessarily involve condemnation. The courts will adjudge the whole question of prize or no prize.

I send herewith a copy of printed instructions that will assist you, and would recommend that you fully post yourself on the subject of maritime and belligerent rights, with which I apprehend you have not made yourself as familiar as you should be in order to discharge your duties correctly.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander JAS. MADISON FRAILEY,
Commanding U. S. S. Quaker City, Philadelphia, Pa.

Order of the Secretary of the Navy to Flag-Officer Lardner, U. S. Navy, regarding the steamer Oreto (C. S. S. Florida).

NAVY DEPARTMENT, *September 3, 1862.*

SIR: The Department calls your immediate attention to the fact that the *Oreto*, having been released by the court at Nassau, was at last accounts at Cardenas, Cuba.

This vessel should be followed wherever she goes and captured.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore JAMES L. LARDNER,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

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*Order of the Secretary of the Navy to Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, to proceed to duty in the East Gulf Blockading Squadron.**

NAVY DEPARTMENT, *September 3, 1862.*

SIR: Proceed with the U. S. S. *Cimarron* to Key West and report to Commodore James L. Lardner for duty in the squadron under his command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander M. WOODHULL, U. S. Navy,
Commanding U. S. S. Cimarron, Hampton Roads, Va.

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* See Series I, volume 1, p. 431, for modification of this order.

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Report of Lieutenant Howell, U. S. Navy, regarding an attack by guerrillas upon Union refugees.

U. S. GUNBOAT TAHOMA,
Tampa Bay, September 3, 1862.

SIR: I have the honor to report that on the 26th August, ultimo, while three of the refugees who have been for some months at the light-house on Egmont Key under the protection of the United States were on the main land endeavoring to procure potatoes, beef, etc., from their own farms near Old Tampa for the support of themselves and families, two of them, John and Scott Whitehurst, while shoving from the shore in their boat were barbarously set upon by guerrillas, and Scott Whitehurst was immediately killed and John Whitehurst mortally wounded. The latter had strength enough to pull the boat out of fire, then fell and laid two days in the boat exposed to the rays of an August sun, and was at last discovered by another refugee named Clay and brought to this place. The third man, named Arnold, is supposed to have been murdered during the day.

All these men were Union men, and only a short time ago John Whitehurst offered to raise a company of loyal Floridians if he could be assured it would be accepted.

I sent a boat and recovered the body of Scott Whitehurst and buried it. John Whitehurst died last night, and was decently interred by us this morning. His dying request was that his three little sons should be received into the United States naval service. I have no vacancies for them, but will take them on board and ration them (which I shall be obliged to do under any circumstances) until I receive permission to ship them, which I am confident will be granted. The boys are quite young—the eldest, I should think, about 12 years of age, the youngest about 7 or 8.

These guerrillas are scouring the woods, looking after deserters and conscripts; they rob, murder, and steal indiscriminately, if the reports of the refugees are to be credited; Union men they threaten to hang, and do shoot, as we have lamentable proof.

It is said that every man capable of bearing arms has been forced to join the rebels in this part of Florida.

No vessel has attempted to run the blockade at this port.

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

J. C. HOWELL,
Lieutenant, Commanding.

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

Order of the Secretary of the Navy to Flag-Officer Lardner, U. S. Navy, regarding the assignment of Commodore Wilkes, U. S. Navy, to command in the West Indies and Bahamas.

NAVY DEPARTMENT, *September 8, 1862.*

SIR: Commodore Charles Wilkes having been appointed to command a squadron of vessels for service in the West Indies and Bahamas, the latter will not, as heretofore, be embraced within the limits of your command. The steamer *Santiago de Cuba* will form a part of his

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force, and you will direct the commanding officer of that vessel to report to him on his arrival out.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore J. L. LARDNER,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

Abstract log U. S. bark Kingfisher, Acting Volunteer Lieutenant Couthouy, U. S. Navy, commanding.

September 8, 1862.—St. Joseph's Bay.—At 5 a. m. called all hands, got underway and stood up for the salt works.* At 9:30 sent Acting Master Allen and Master's Mate Whiteside on shore in fourth cutter under a flag of truce with a notice, giving them two hours to leave the place. At 11, saw the people leaving taking 4 cart loads of salt with them. 11:40, time having expired, fired 3 shell into the woods. At 1 p. m. sent launch, first, and third cutters, all armed, in charge of Acting Masters Hallet and Allen and Master's Mate Whiteside on shore for the purpose of destroying the property at the salt works, throwing a shell into the woods occasionally from our guns. At 4, boats returned having destroyed the property, and brought off large chests of carpenter's tools. Ammunition expended, 4 Parrott percussion shell and 4 2-pound charges powder; 3 VIII-inch 10-second shell, 3 8-pound charges powder; 5 VIII-inch hollow shot, 7 6-pound charges.

Letter from the Assistant Secretary of the Navy to Flag-Officer Lardner, U. S. Navy, regarding temporary measures of relief in West Indies and Bahamas.

NAVY DEPARTMENT, *September 9, 1862.*

MY DEAR SIR: We feel deeply your situation, with an important command, and death in its most appalling form surrounding you. To relieve you from part of your responsibility temporarily we are about to send off Wilkes with the *Wachusett*, *Dacotah* (sailed), *Sonoma*, *Cimarron* (sailed), *Tioga*, and *Octorara*, giving him also, for the time being, the *Santiago de Cuba*, now in the Bahamas. He will scour the Bahamas and West Indies in pursuit of the *Oreto* and *290*, and this accomplished his squadron will be distributed amongst the others, and your limits resume their former position. We know you want more vessels, but the present crisis here and the fever, and the brokendown ships seem to cripple our best efforts.

The *San Jacinto* will go to you on the 1st October. We shall direct the vessels to approach Key West and communicate only by boat until the fever has disappeared.

We don't think any supplies are run into the ports within the limits of your command. If you can move your headquarters to the Tortugas or any point more healthy where we can communicate, I do not see why you should not do so and notify us. Trusting that a Merciful

* See report of Lardner, p. 316.

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Providence will save you through this fiery trial for the good of our beloved country,

I am, most truly, your friend,

G. V. Fox.

Flag-Officer J. L. LARDNER, U. S. Navy.

Report of Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, regarding the capture of the schooner Lavinia.

U. S. S. SANTIAGO DE CUBA,
Key West, September 10, 1862.

SIR: I have the honor to report the capture of the schooner *Lavinia* on the 27th August, by the *Santiago de Cuba.*

She was bound from Wilmington, N. C., to Nassau, was captured in latitude 27° 53′ N., longitude 76° 51′ W., the N. E. end of Abaco bearing south, was without papers or flag, and loaded with turpentine. I sent her to Key West, under charge of Acting Master's Mate Ellery, and a prize crew.

I enclose a muster roll of officers and men belonging to the *Santiago de Cuba* at the time of capture, no other vessel of war being in sight.

I am, respectfully, your obedient servant,

DANL. B. RIDGELY,
Commander, U. S. Navy.

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

Abstract log U. S. S. Sagamore, Lieutenant-Commander Bigelow, U. S. Navy, commanding.

September 11, 1862.—At 10 a. m. sent launch and second cutter on shore armed, the first in charge of Acting Master Babson and Master's Mate Sidell, the second in charge of Acting Master Fales and Assistant Engineer Leavitt. Boats landed and employed in destroying salt works. At 11 stood underway and stood in nearer the town. At 5:45 p. m. boats still employed destroying salt works.

September 12.—At 7:30 a. m. second cutter in charge of Acting Master Fales, 15 men, launch in charge of Acting Master Babson, 17 men, left the ship to destroy salt works.

Report of Acting Rear-Admiral Lardner, U. S. Navy, regarding the reported departure from Havana of the steamer Oreto (C. S. S. Florida).

No. 104.] FLAGSHIP ST. LAWRENCE,
Key West, September 13, 1862.

SIR: In my dispatch of the 31st ultimo, I reported to the Department the information I had of the steamer *Oreto*, and the measures I had taken to capture her.

The latest information from Havana is that she left that place on the 1st instant in a leaky condition and with the yellow fever on board.

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It was believed by Mr. Shufeldt that she would attempt no attack upon our commerce, but make the best of her way to some Southern port.

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

J. L. LARDNER,
Commodore, Commanding Eastern Gulf Squadron.

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

Appointment from the Secretary of the Navy to Commodore Lardner, U. S. Navy, as acting rear-admiral while commanding East Gulf Squadron.

NAVY DEPARTMENT, *September 15, 1862.*

SIR: You are hereby appointed an acting rear-admiral to take effect from the 16th July, 1862, and to continue until the expiration of your present command.

I am, respectfully,

GIDEON WELLES.

Acting Rear-Admiral JAMES L. LARDNER,
Comdg. Eastern Gulf Blkdg. Squadron, Key West, Fla.

Stations of vessels composing the East Gulf Blockading Squadron.

FLAGSHIP ST. LAWRENCE,
Key West, September 15, 1862.

SIR: I have the honor to report the respective stations of the vessels of this squadron:

Name.	Commander.	Class and station.
STEAMERS.		
1. San Jacinto	Comdr. W. Ronckendorff	Sent to Boston, Aug. 1, with yellow fever on board.
2. Mercedita	Comdr. H. S. Stellwagen	Sailed July 28 to New York for repairs.
3. Quaker City	Comdr. J. M. Frailey	Sent to Philadelphia for repairs of boilers.
4. Santiago de Cuba	Comdr. D. B. Ridgely	Sent to Ship Island for coal.
5. Somerset	Lt. Comdr. E. English	Blockading Cedar Keys.
6. Sagamore	Lt. G. A. Bigelow	Blockading St. Andrew's Bay.
7. Tahoma	Lt. Comdg. J. C. Howell	Visiting all the blockading stations.
8. Fort Henry	Actg. Lt. Comdg. E. Y. McCauley	Blockading Apalachicola.
9. Young Rover	Act. Mast. I. B. Studley	Blockading St. Marks.
10. Huntsville	Act. Vol. Lt. Comdg. W. C. Rogers	Key West. Yellow fever on board.
11. Penguin	Lt. Comdg. J. C. Williamson	Blockading Charlotte Harbor.
12. R. R. Cuyler	Comdr. F. Winslow	Sailed Aug. 20 for Providence Channel.
13. Magnolia	Lt. Comdg. J. H. Spotts	Key West.
SAILING VESSELS.		
14. St. Lawrence	Comdr. J. F. Schenck	Frigate. Flagship; Key West.
15. Bainbridge	Comdr. T. M. Brasher	Brig. Ordered to Aspinwall.
16. Ethan Allen	Act. Vol. Lt. Comdg. Wm. B. Eaton.	Bark. Blockading Tampa Bay.
17. Kingfisher	Act. Vol. Lt. Comdg. J. P. Couthouy	Bark. Blockading St. Joseph's Bay.
18. J. L. Davis	Act. Vol. Lt. Comdg. John West	Bark. Supplying squadron with stores and provisions.
19. Pursuit	Act. Vol. Lt. Comdg, David Cate	Bark. Cruising between Tortugas and Cape San Blas.
20. Amanda	Act. Vol. Lt. Comdg. G. E. Welch	St. George's Sound.
21. Wanderer	Act. Mast. E. S. Turner	Schooner. Cape Sable and Florida Reef.

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Name.	Commander.	Class and station.
SAILING VESSELS—cont'd.		
22. J. S. Chambers	Act. Mast. D. F. Mosman	Cruising between Tortugas and Cuba.
23. Samuel Rotan	Act. Vol. Lt. Comdg. W. W. Kennison.	Schooner. Apalachicola.
24. Beauregard	Act. Mast. W. A. Arthur	Schooner. Tampa Bay.
25. National Guard	Act. Mast. Wm. Lee Hays	Ship. Sent to New York for repairs. Crew's time out.
26. Eugenie	Act. Mast. S. F. Holbrook	Schooner. Guard ship; Key West.

Very respectfully, your obedient servant,
J. L. LARDNER,
Commodore, Commanding Eastern Gulf Squadron.

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

Report of Commander Howell, U. S. Navy, commanding U. S. S. Tahoma, regarding the death from yellow fever of Acting Master Hurley, U. S. Navy.

U. S. GUNBOAT TAHOMA,
St. Andrew's Bay, September 18, 1862.

SIR: I regret to be obliged to report to you the melancholy intelligence of the death of Acting Master Henry Hurley, of this vessel, who died of yellow fever at meridian September 17, instant. I went into St. Andrew's Bay for the purpose of burying him. He is interred on the most eastern bluff of Hurricane Island, and a headboard with his name, rank, and date of decease (the letters cut in) marks his grave.

I am glad to say that no other case of fever has yet appeared.

I am, very respectfully, your obedient servant,
J. C. HOWELL,
Commander.

Commodore J. L. LARDNER,
Commanding Eastern Gulf Squadron.

Respectfully submitted to honorable Secretary of the Navy by—
J. L. LARDNER,
Acting Rear-Admiral, Commanding Squadron.

Report of Acting Rear-Admiral Lardner, U. S. Navy, regarding the arrival at Key West of the U. S. bark Roebuck.

No. 107.] FLAGSHIP ST. LAWRENCE,
Key West, September 19, 1862.

SIR: I have the honor to report the arrival to-day of the bark *Roebuck*, Acting Master John Sherrill in command, to join this squadron.

Very respectfully, your obedient servant,
J. L. LARDNER,
Commodore, Commanding Eastern Gulf 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 Lardner, U. S. Navy, regarding transfer of command for the U. S. bark Ethan Allen.

NAVY DEPARTMENT, *September 19, 1862.*

SIR: Commander Trenchard, of the *Rhode Island*, has been directed by the Department, upon falling in with the bark *Ethan Allen*, to deliver an order to Acting Volunteer Lieutenant Eaton, detaching him from the command of that vessel, and also giving him authority, if he desires it, to bring to the North with him the executive officer of the *Ethan Allen*. Acting Master I. A. Pennell, now on board the *Rhode Island*, has been ordered to relieve Acting Volunteer Lieutenant Eaton.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral J. L. LARDNER,
Comdg. East Gulf Blockdg. Squadron, Key West, Fla.

Order of the Secretary of the Navy to Acting Rear-Admiral Lardner, U. S. Navy, for the interdiction of all traffic with the blockaded country.

NAVY DEPARTMENT, *September 24, 1862.*

SIR: You will allow no vessel to import or export merchandise at any port of the blockaded country. Key West is the only open port for general traffic within the limits of the Eastern Gulf Blockading Squadron.

You will not regard what are called "permits" from any officer except the Secretary of the Treasury, War, or Navy as authorizing the ingress or egress of any vessel in violation of the blockade.

There must be no favoritism or license given to any one or more of our countrymen to traffic within the blockaded region or to import or export merchandise. That would be justly considered evasive of the blockade and in bad faith.

No officer of the Army or Navy is authorized to grant permits, and you will seize all vessels engaged in illegal traffic.

Such vessels as are under the authority of the War or Navy Department may be engaged to carry supplies to the Army or Navy, but will take no return cargo. The blockade is intended to interdict all trade whatsoever with the country blockaded during its continuance, and should be rigidly enforced.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral JAMES L. LARDNER,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

Report of Acting Rear-Admiral Lardner, U. S. Navy, regarding the capture of the British schooner Isabel.

No. 118.] FLAGSHIP ST. LAWRENCE,
Key West, September 29, 1862.

SIR: I report the capture of the English schooner *Isabel* (provisional register), a few days out from St. Marks with a cargo of cotton, by

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the bark *J. L. Davis*, Acting Master John West, and sent to this port for adjudication.

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

J. L. LARDNER,
Acting Rear-Admiral, Commanding Eastern Gulf Squadron.

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

Stations of vessels composing the East Gulf Blockading Squadron.

FLAGSHIP ST. LAWRENCE,
Key West, October 2, 1862.

SIR: I have the honor to report the respective stations of the vessels of this squadron:

Name.	Commander.	Class and station.
STEAMERS.		
1. San Jacinto	Comdr. W. Ronckendorff	Sent to Boston Aug. 1 with yellow fever on board.
2. Mercedita	Comdr. H. S. Stellwagen	Sailed July 28 to New York for repairs.
3. Quaker City	Comdr. J. M. Frailey	Sent to Philadelphia for repairs to boilers.
4. Santiago de Cuba	Comdr. D. B. Ridgely	Cruising off Tortugas and coast of Cuba.
5. Somerset	Lt. Comdr. E. English	Blockading Apalachicola.
6. Sagamore	Lt. Comdg. G. A. Bigelow	Blockading St. Andrew's Bay.
7. Tahoma	Lt. Comdg. J. C. Howell	Blockading Cedar Keys.
8. Fort Henry	Act. Lt. Comdg. E. Y. McCauley	Blockading Apalachicola.
9. Young Rover	Act. Mast. I. B. Studley	Ordered to Key West.
10. Huntsville	Act. Vol. Lt. Comdg. W. C. Rogers	Key West.
11. Penguin	Lt. Comdg. J. C. Williamson	Blockading Charlotte Harbor.
12. R. R. Cuyler	Comdr. F. Winslow	
13. Magnolia	Lt. Comdg. J. H. Spotts	Key West, coaling.
14. Dacotah	Comdr. J. P. McKinstry	Cruising on coast of Cuba between Havana, Bahia Honda, and Tortugas.
SAILING VESSELS.		
15. St. Lawrence	Comdr. J. F. Schenck	Frigate. Flagship; Key West.
16. Bainbridge	Comdr. T. M. Brasher	Brig. Order sent to her to go to Aspinwall.
17. Ethan Allen	Act. Vol. Lt. Comdg. Wm. B. Eaton	Bark. Ordered to St. Joseph's Bay.
18. Kingfisher	Act. Vol. Lt. Comdg. J. P. Couthouy	Bark. Blockading St. Joseph's Bay.
19. J. L. Davis	Act. Vol. Lt. Comdg. J. West	Bark. Supplying the squadron with stores and provisions.
20. Pursuit	Act. Vol. Lt. Comdg. D. Cate	Bark. Blockading Tampa Bay.
21. Amanda	Act. Vol. Lt. Comdg. G. E. Welch	Bark. Blockading St. George's Sound.
22. Roebuck	Act. Mast. J. Sherrill	Bark. Blockading St. Marks.
23. Wanderer	Act. Mast. E. S. Turner	Schooner. Cruising between Cape Sable and Florida Reef.
24. J. S. Chambers	Act. Mast. L. Nickerson	Schooner. Ordered in search of Bainbridge.
25. Samuel Rotan	Act. Vol. Lt. Comdg. W. W. Kennison.	Blockading St. Andrew's.
26. Beauregard	Act. Mast. W. A. Arthur	Schooner. Blockading Tampa Bay.
27. Eugenie	Act. Mast. S. F. Holbrook	Schooner. Guard ship; Key West.
28. National Guard	Act. Mast. Wm. Lee Hays	Ship. Sent to New York for repairs. Crew's time out.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding East Gulf Squadron.

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

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Report of Acting Rear-Admiral Lardner, U. S. Navy, regarding the destruction of salt works at St. Andrew's and at St. Joseph's bays.

No. 122.] FLAGSHIP ST. LAWRENCE,
Key West, October 2, 1862.

SIR: I have the honor to report that salt works of the rebels at St. Andrew's Bay, capable of making 216 bushels of salt per day, were destroyed by Lieutenant-Commander Bigelow, of the *Sagamore*, on the 11th* of September last.

The salt works at St. Joseph's Bay, estimated of capacity to make 200 bushels of salt a day, were destroyed by Lieutenant Commanding Couthouy, of the *Kingfisher*, on the 8th* of September.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Comdg. Eastern Gulf Squadron.

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

Expeditions for the destruction of salt works on the Fernandina Railroad, October 4 and 6, 1862.

Report of Lieutenant-Commander English, U. S. Navy, commanding U. S. S. Somerset, regarding first expedition.

U. S. GUNBOAT SOMERSET,
Cedar Keys, October 7, 1862.

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

Having received reliable information that most all the rebel troops stationed at No. 4 (the present terminus of the Fernandina Railroad) had been sent away, and knowing they had very extensive salt works there, I felt it my duty to destroy them, if possible. Accordingly, on the morning of the 4th instant I took position with this vessel as close as the draft of water would admit; threw some dozen shells, when they hoisted the white flag. Dispatched the boats in charge of Acting Master Dennison with instructions to destroy all the salt works that could be found. He had succeeded in demolishing quite a number without any resistance. Upon arriving at the place where the white flag was flying he found the works to be very large. Seeing several women at the house, he could not fire. No sooner, however, had his men gotten out of the boats to destroy the works than they were fired upon by some 25 persons concealed in the rear. He returned the fire, killing and wounding several. The party that had been sent with the howitzer not being able to get up, the tide falling, I recalled them. They destroyed several barrels of salt, a number of boats; captured one launch and a large flat. The conduct of the officers and crew was all that could be desired. On the morning of the 6th, the *Tahoma* having arrived, a much larger expedition was fitted out, which proved perfectly successful, without meeting with much resistance. The whole number of salt boilers destroyed in the two days by the two parties was between 50 and 60, some of them making as high as 5

*See log extracts under dates.

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bushels per day, and from all the information I can obtain from contrabands they were making at least 150 bushels every twenty-four hours, working night and day.

Enclosed I send the report of the surgeon of the casualties of the 4th instant.

I am, very respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant-Commander.

Acting Rear-Admiral JAMES L. LARDNER,
Commanding Eastern Gulf Blockading Squadron.

[Enclosure.]

Report of casualties.

U. S. S. SOMERSET,
Off Cedar Keys, Fla., October 4, 1862.

SIR: I have to report the following casualties in the action of to-day in the destruction of the salt works at Station No. 4: Killed, none. Wounded dangerously, 2.

1. Henry Everett, captain of after guard, wounded in four places with buckshot; one entering the abdomen, below the umbilicus, one passing through the left thigh, one lodging in the left ankle, and one in the right arm.

2. Randolph Cooke, seaman; wounded in the throat, a shot passing through the larynx and œsophagus into the left side of the neck.

Wounded severely, 4.

1. James O'Neill, seaman; wounded in four places with buckshot, two passing through the left thigh, one through the left arm near the wrist, and one striking the chest without penetrating.

2. Willis H. Hines, seaman; gunshot wound of the left arm, a musket ball passing the deltoid muscle.

3. John Willard, seaman; gunshot wound of the right arm, a buckshot passing through the forearm, between the radius and ulna.

4. Thomas Wilson, first ordinary seaman; gunshot wound of the left arm, a buckshot passing nearly through the deltoid muscle.

Wounded slightly, 2.

1. William E. Dennison, acting master and executive officer; struck on the right hip by a spent ball.

2. Frederick Block; struck on the forehead by a spent buckshot.

Very respectfully, your obedient servant,

L. J. DRAPER,
Acting Assistant Surgeon.

Lieutenant-Commander EARL ENGLISH, U. S. Navy.

Report of Commander Howell, U. S. Navy, commanding U. S. S. Tahoma, transmitting report regarding second expedition.

U. S. GUNBOAT TAHOMA,
Cedar Keys, October 14, 1862.

SIR: I have the honor to report that I arrived at this place on the 4th of October, instant, having touched at Tampa Bay and delivered the dispatches with which I was charged.

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I found the U. S. S. *Somerset* at anchor off Depot Key. A boat was sent to me to report that in an attack on some salt works 15 men of the *Somerset*, under the executive officer, had been fired upon from a house, in front of which two or three women were walking, and from whose top a large white flag was flying, and 7 of the 15 wounded. The force was obliged to return without accomplishing all their work. I determined to fit out a strong expedition—to send men enough to overcome all opposition.

The rebels here needed a lesson and they have had it.

I respectfully refer you to Lieutenant-Commander Crosman's report for particulars. In the two expeditions between 50 and 60 boilers were destroyed. The houses were burned on account of the treacherous use made of them on October 4. Credit is due Lieutenant-Commander Crosman, in charge of the combined expedition, and to Acting Master and Executive Officer Dennison, of the *Somerset*, in charge of the *Somerset's* boats, and to the officers and men of both vessels for the successful issue. A large amount of property was destroyed and not a man was injured on our side. It is said that the salt works destroyed were capable of making 150 bushels of salt per diem.

I have the honor to enclose the proceedings of two summary courts-martial. The sentences are light enough, in my judgment.

The weather for the past week has been very bad. It is now quite cool and the weather still unsettled.

I am, very respectfully, your obedient servant,

J. C. HOWELL,
Commander, U. S. Navy.

Rear-Admiral J. L. LARDNER,
Commanding U. S. Squadron, Key West.

Report of Lieutenant-Commander Crosman, U. S. Navy, commanding second expedition.

U. S. GUNBOAT TAHOMA,
Off Sea Horse Key, October 8, 1862.

SIR: I have the honor to report that on the morning of the 6th instant, an expedition left the harbor for the purpose of demolishing some salt works of the rebels upon the mainland. The expedition consisted of four boats from this ship and four from the U. S. S. *Somerset*, numbering in all 111 men. Two of the boats had howitzers. Twenty or thirty armed guerrillas were put to flight by the shell, shrapnel, and canister with which the houses, woods, and underbrush were searched; then the small-arms men landed, deployed as skirmishers on each flank of the guns, and the working parties destroyed the boilers, which were of various shapes and curious construction. The houses in the immediate vicinity were fired and the boats proceeded to the next station. Here the boats covered the working parties and no small-arms men were landed. It was necessary to put howitzer's shell through two very thick cast-iron and two strong wrought-iron boilers; the buildings were then burned. Just after leaving this latter place the cars came in, and probably brought a reinforcement, as people on shore yelled and shouted, and fired some 20 shots at the boats. From the sound I judged them to be Minié or Enfield rifle bullets. None of them, however, struck any of the men, nor would they have done any harm, as the distance was too great.

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The expedition was entirely successful, destroyed some 28 boilers, burned to the ground all the buildings within reach, besides two up on Way Key; no confusion was exhibited in landing, nor was there any departure from the instructions given prior to it; no useless expenditure of ammunition, and no one hurt.

I am, very respectfully, your obedient servant,

A. F. CROSMAN,
Lieutenant-Commander, in Command of Expedition.

Commander J. C. HOWELL,
Commanding U. S. Gunboat Tahoma, Cedar Keys, Fla.

Report of Lieutenant-Commander Blake, U. S. Navy, commanding U. S. S. R. R. Cuyler, regarding the departure of that vessel for sea.

U. S. S. R. R. CUYLER,
Portsmouth, October 7, 1862.

SIR: I have the honor to inform the Department that the vessel under my command proceeded to sea this day in accordance with the letter of instructions of the 27th instant, directed to her late commander, Lieutenant Commanding William C. West.

I also have the honor to enclose a list of her officers and crew.

Most respectfully, your obedient servant,

H. C. BLAKE,
Lieutenant-Commander, U. S. Navy.

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

Report of Acting Rear-Admiral Lardner, U. S. Navy, regarding the dispatching of the U. S. S. Young Rover to Philadelphia for repairs.

No. 134.] FLAGSHIP ST. LAWRENCE,
Key West, October 9, 1862.

SIR: The machinery of the purchased screw steamer *Young Rover* requiring extensive repairs and the terms of service of her crew having expired more than a month ago, I have sent her to Philadelphia for repairs and a new crew.

She also takes home some invalids and a number of men from the West Gulf Blockading Squadron.

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

J. L. LARDNER,
Acting Rear-Admiral, Commanding Eastern Gulf Squadron.

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

Report of Acting Rear-Admiral Lardner, U. S. Navy, regarding the dispatching of the U. S. bark Kingfisher to Boston.

No. 136.] FLAGSHIP ST. LAWRENCE,
Key West, October 11, 1862.

SIR: The terms of enlistment of the *Kingfisher's* crew having expired for some time, and symptoms of scurvy prevailing among them, I have

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ordered the commander of that vessel to Boston, and to report to the Department upon his arrival.

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

J. L. LARDNER,
Acting Rear-Admiral, Commanding Eastern Gulf Squadron.

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

Letter from British vice-consul at Key West to the Secretary of the Navy, acknowledging valuable aid rendered to the British bark Telegraph.

BRITISH VICE-CONSULATE,
Key West, October 14, 1862.

SIR: I beg leave to acknowledge the very humane and valuable service rendered at sea by the U. S. brig *Bainbridge*, Lieutenant D. Lynch, commanding, to the British bark *Telegraph*, Captain John Lee, which vessel was boarded by the *Bainbridge* in latitude 23° 34′, longitude 84° 16′, the crew being sick and unable to do any duty, and the captain hardly able to stand up.

The commander of the *Bainbridge*, after relieving the sick, put a crew on board and accompanied her to this port, but for which, the captain informs me, the vessel would undoubtedly have been lost and the crew suffered severely.

I shall at an early day inform the British Government of this act of promptness and humanity.

I am, sir, your most obedient humble servant,

R. W. WELCH,
British Vice-Consul.

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

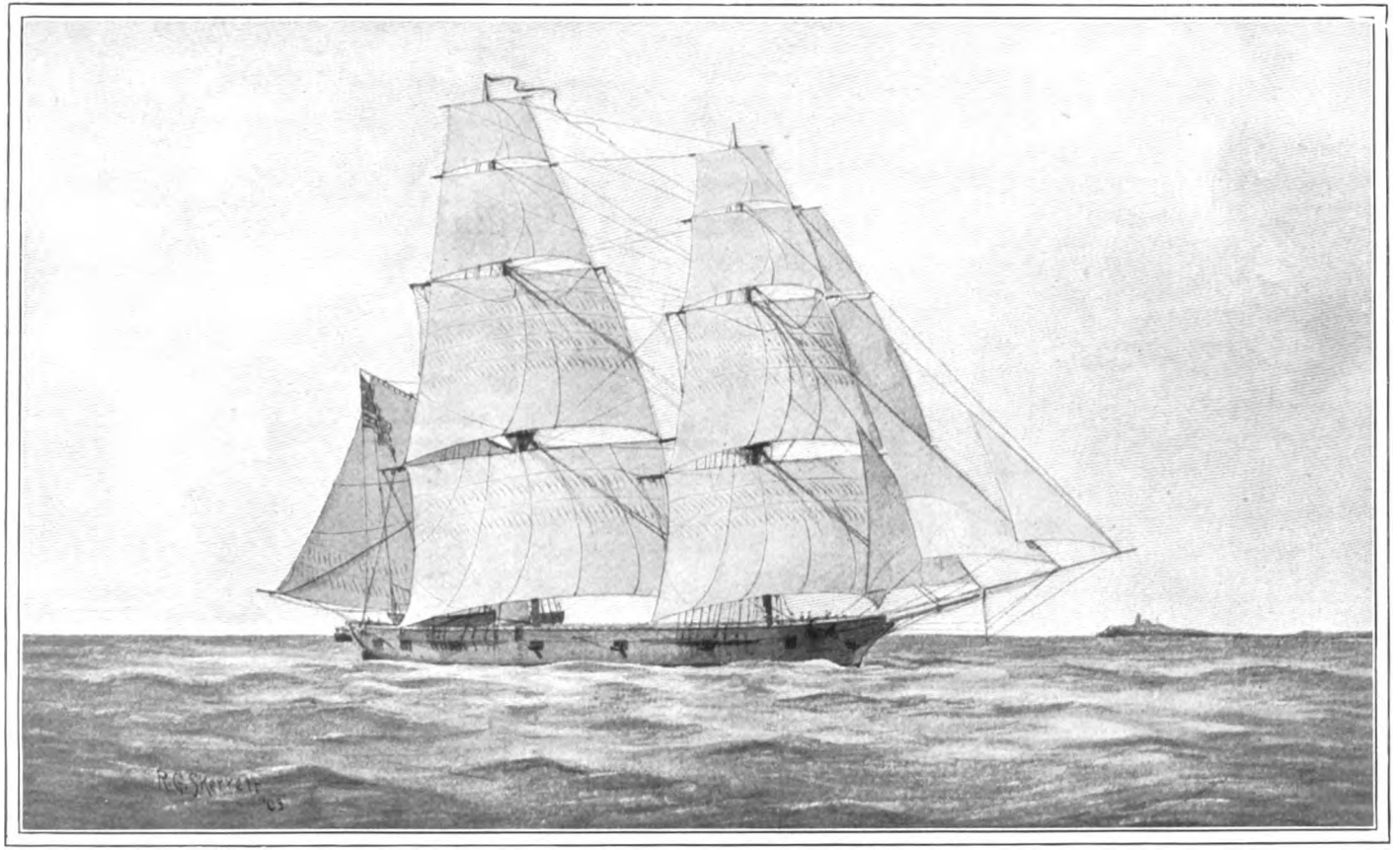
Stations of vessels composing the East Gulf Blockading Squadron.

FLAGSHIP ST. LAWRENCE,
Key West, October 15, 1862.

SIR: I have the honor to report the respective stations of the vessels of this squadron:

Name.	Commander.	Class and station.
STEAMERS.		
1. Tahoma	Comdr. J. C. Howell	Blockading Cedar Keys.
2. Magnolia	Comdr. J. H. Spotts	Visiting squadron with supplies.
3. Penguin	Comdr. J. C. Williamson	Blockading Charlotte Harbor.
4. Somerset	Lt. Comdr. E. English	Blockading West Pass, Apalachicola.
5. Sagamore	Lt. Comdr. G. A. Bigelow	Blockading, ordered from West Pass, Apalachicola.
6. Fort Henry	Act. Lt. Comdg. E. Y. McCauley	Blockading Apalachicola.
7. Huntsville	Act. Vol. Lt. Comdg. W. C. Rogers	Blockading St. Joseph's Bay.
8. Young Rover	Act. Mast. I. B. Studley	Ordered Oct. 11 to Philadelphia for repairs. Crew's time out.
9. Port Royal	Lt. Comdr. G. U. Morris	At Key West repairing.

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UNITED STATES BRIG BAINBRIDGE.

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Name.	Commander.	Class and station.
SAILING VESSELS.		
10. St. Lawrence	Comdr. J. F. Schenck	Frigate. Flagship; Key West.
11. Ethan Allen	Act. Mast. I. A. Pennell	Bark. Blockading St. Joseph's Bay.
12. Kingfisher	Act. Vol. Lt. Comdg. J. P. Couthouy	Bark. Ordered north. Crew's time out and scurvy on board.
13. J. L. Davis	Act. Vol. Lt. Comdg. J. West	Bark. Supplying squadron with stores and provisions.
14. Pursuit	Act. Vol. Lt. Comdg. D. Cate	Bark. Blockading Tampa Bay.
15. Amanda	Act. Vol. Lt. Comdg. G. E. Welch	Bark. Blockading St. George's Sound, East Pass.
16. Roebuck	Act. Mast. J. Sherrill	Bark. Blockading St. Marks.
17. Wanderer	Act. Mast. E. S. Turner	Blockading St. Andrew's Bay.
18. J. S. Chambers	Act. Mast. L. Nickerson	Schooner. Blockading St. George's Sound.
19. Samuel Rotan	Act. Vol. Lt. Comdg. W. W. Kennison	Schooner. Blockading St. Andrew's Bay.
20. Beauregard	Act. Mast. W. A. Arthur	Schooner. Blockading Tampa Bay.
21. Eugenie	Act. Mast. S. F. Holbrook	Schooner. Guard ship; Key West.

Very respectfully, your obedient servant,

JAS. FINDLAY SCHENCK,
Commander, for Acting Rear-Admiral Lardner.

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

Report of Acting Lieutenant McCauley, U. S. Navy, regarding expedition in Apalachicola River for the capture of sloop G. L. Brockenborough.

U. S. S. FORT HENRY,
St. George's Sound, Fla., October 16, 1862.

SIR: A second reconnoissance up the Apalachicola River resulted in the capture of the sloop *G. L. Brockenborough.* Yesterday the boats of this vessel discovered her in a creek some distance up from the town. Upon signaling, the *Sagamore* sent her launch armed with howitzer, which cleared the banks of the river of the guerrillas.

I regret to say that on passing the town of Apalachicola fire was opened on the boats by a set of miscreants from amid a crowd of women and children. I am happy to commend Acting Master Babson, in charge of the *Sagamore's* launch, for not returning the fire. On rounding the point a fire of musketry was kept up on the boats from behind houses, fences, etc. This was returned by our boats, and two of the assailants were seen to fall. The fire was kept up and returned by our boats, until the sloop was grounded on the bar. Several of our men were hit, but none wounded, while the boats, bored through and through, attested the shortness of the range.

We found the sloop scuttled. She was brought out with 64 bales of cotton on board. I have brought her down to the anchorage. As soon as she is raised I will send her to Key West. Two men who were found on board, one of whom professes to be her captain, the other a Southern gentleman professing loyalty to the United States Government, but whose statements my information proves untrue, I will reland near Apalachicola. Their anxiety to get to Havana inclines me to believe that they are a pair of emissaries seeking to gain transportation by this means.

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The *J. L. Davis* has supplied us with two months' provisions, to end the 8th of December. I have on board thirty days' coal, at my average rate of consumption.

I beg leave to express my commendation of the manner in which Acting Master R. B. Smith conducted the expedition which resulted in the capture of the sloop. To his care and foresight I am indebted for the result accomplished without any loss. Acting Master Edwin Babson, of the *Sagamore*, led the advance and covered the retreat of the boats with his howitzer in a manner that promises well for his efficiency should he be ever more seriously engaged. Lieutenant-Commander Bigelow has consented to receive on board, for passage to Key West, a refugee, wife and child, loyalists, evading Southern conscription.

Very respectfully, your obedient servant,

E. Y. McCAULEY,
Acting Lieutenant, Commanding U. S. S. Fort Henry.

Rear-Admiral J. L. LARDNER,
Commanding U. S. Naval Forces, Eastern Gulf.

Report of Lieutenant-Commander Bigelow, U. S. Navy, commanding U. S. S. Sagamore, regarding the capture of the schooner Frances of Nassau, New Providence.

U. S. GUNBOAT SAGAMORE,
Off Carysfort Reef Light, Fla. (distant 16 miles), October 23, 1862.

SIR: I have the honor to inform you that at 8 a. m. of this date a small sail was discovered to the eastward, distant 5 miles. Bore down upon her, hoisted the ensign and fired a gun, which brought her to. Sent Acting Master William Fales on board her, who reported her as the schooner *Frances*, of and from Nassau, bound to Belize, Honduras, with a cargo of salt, powder, gin, dry goods, cotton cards, rum, and nails; 3 in her crew; Captain E. F. Rich; owned by Robert Ennings; 7 tons burden. The vessel having no visible name, her cargo being contraband, her position suspicious (7 miles from Carysfort Reef when first seen, and twenty days from Nassau), and her papers deficient, I sent her to Key West under charge of Acting Master's Mate Franklin E. Ford for adjudication.

Very respectfully, your obedient servant,

GEO. A. BIGELOW,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

Report of Acting Master Willcomb, U. S. Navy, commanding U. S. S. Stars and Stripes, of arrival for duty in the East Gulf Squadron.

U. S. S. STARS AND STRIPES,
Off Key West, October 24, 1862.

SIR: In obedience to my orders of September 29, I have this day reported to Rear-Admiral J. L. Lardner for duty in the Eastern Gulf Blockading Squadron.

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

CHARLES L. WILLCOMB,
Acting Master, Commanding.

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

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Report of Acting Volunteer Lieutenant Couthouy, U. S. Navy, requesting instructions regarding the disposition of refugees.

U. S. BARK KINGFISHER,
Boston Harbor, October 26, 1862.

SIR: I have the honor to ask your instructions in regard to the disposition of James Duff and James Alen Smith, refugees, citizens of the State of Georgia and late residents of Columbus, who were received on board this ship at St. Joseph's Bay, Fla., on 24th September last. They are both mechanics, and were employed up to the time of their escape in the rebel Government foundry at Columbus, Duff having been, as he states, foreman of the molding shop. They represent themselves as having run away to avoid being compelled to take up arms against the flag under which they were born, and have duly subscribed the oath of allegiance (which will be found herewith enclosed), and I have observed nothing in them that would lead me to question the loyalty they profess.

These persons report that the destruction of the extensive steam salt works in St. Joseph's Bay, Fla.,* on the 8th ultimo, by this vessel, was a heavy blow to the rebels, and created great excitement throughout Georgia and Florida, these works having been the main source on which those States relied for a supply of salt for the winter's provisions for their troops, and that it was a greater injury to the rebels than if we had captured 20,000 prisoners. They state that the capital actually invested in the works by the company conducting them was $20,000, which is of course a dead loss, in addition to which they lost during our stay 11 able-bodied contrabands taken on board this vessel. The particulars of this affair were given to Acting Rear-Admiral J. L. Lardner, commanding Eastern Gulf Squadron, in my report to him of 9th ultimo. Being where I could not receive any instructions under a long time, I felt it my duty, in view of the fact that these works were furnishing the rebels with $60,000 worth of an article of primary necessity every month, to take the responsibility upon myself of destroying them without waiting for orders.

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

JOS. P. COUTHOUY,
Acting Volunteer Lieutenant, Commanding.

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

Report of Acting Rear-Admiral Lardner, U. S. Navy, announcing the interdiction of trade.

No. 145.] FLAGSHIP ST. LAWRENCE,
Key West, October 27, 1862.

SIR: I have had the honor to receive your letter of the 24th of September, directing me to "allow no vessel to import, or export merchandise at any port of the blockaded country," and stating that "Key West is the only open port for general traffic within the limits of the Eastern Gulf Blockading Squadron."

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*See p. 316.

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I report that the blockade is believed to be rigidly enforced and all trade whatever with the country interdicted.

I am, very respectfully, your obedient servent,

J. L. LARDNER,
Acting Rear-Admiral, Comdg. Eastern Gulf Squadron.

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

Report of Lieutenant-Commander Bigelow, U. S. Navy, commanding U. S. S. Sagamore, regarding the capture of British schooner Trier, of Nassau, New Providence.

U. S. GUNBOAT SAGAMORE,
Off Indian River Inlet, Florida, October 28, 1862.

SIR: I have the honor to inform the Department that this day I captured the English schooner *Trier*, of Nassau, from Green Turtle Cay, and cleared for Port Royal, S. C. When first discovered, she was standing in for the land, but kept away on seeing this vessel. She carried no license from the American consul, and I therefore seized her and sent her to Key West for adjudication. Her cargo consists of 100 bags of salt, 1 case of dry goods, 2 boxes of candles, 4 boxes of tea, and 4 boxes of soap.

When boarded she was 6 miles east of Indian River Inlet.

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

GEO. A. BIGELOW,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of U. S. Navy, Washington, D. C.

Stations of vessels composing the East Gulf Blockading Squadron.

FLAGSHIP ST. LAWRENCE,
Key West, November 1, 1862.

SIR: I have the honor to report the respective stations of the vessels of this squadron:

Name.	Commander.	Class and station.
STEAMERS.		
1. Tahoma	Comdr. J. C. Howell	Blockading Cedar Keys.
2. Magnolia	Comdr. J. H. Spotts	Key West. Reports boilers and smoke-stack burned out. A survey has been ordered.
3. Penguin	Comdr. J. C. Williamson	Blockading Charlotte Harbor.
4. Somerset	Lt. Comdg. A. F. Crosman	Blockading Apalachicola.
5. Sagamore	Lt. Comdg. E. English	Just returned from Jupiter Inlet and Indian River with two small prizes.
6. Fort Henry	Actg. Lt. Comdg. E. Y. McCauley	Blockading Apalachicola.
7. Huntsville	Actg. Vol. Lt. Comdg. W. C. Rogers.	Key West. Coaling.
8. Port Royal	Lt. Comdr. G. U. Morris	Key West. Repairing.
9. Stars and Stripes	Actg. Mast. Comdg. C. L. Willcomb.	Sailed to-day for Tampa and Apalachicola Bay.

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Name.	Commander.	Class and station.
SAILING VESSELS.		
10. St. Lawrence	Comdr. J. F. Schenck	Frigate, Flagship; Key West.
11. Ethan Allen	Actg. Mast. Comdg. I. A. Pennell	Bark. Blockading St. Joseph's Bay.
12. J. L. Davis	Actg. Mast. J. West	Bark. Key West, taking in coal and provisions for blockading vessels.
13. Pursuit	Actg. Vol. Lt. Comdg. D. Cate	Bark. Blockading Tampa Bay.
14. Amanda	Actg. Vol. Lt. Comdg. G. E. Welch	Bark. Blockading St. George's Sound, East pass.
15. Roebuck	Actg. Mast. Comdg. J. Sherrill	Bark. Blockading St. Marks.
16. Wanderer	Actg. Mast. Comdg. E. S. Turner	Blockading St. Andrew's Bay.
17. J. S. Chambers	Actg. Mast. Comdg. L. Nickerson	Schooner. Blockading St. George's Sound.
18. Samuel Rotan	Actg. Vol. Lt. Comdg. W. W. Kennison.	Schooner. Key West, in want of repairs.
19. Beauregard	Actg. Mast. Comdg. W. A. Arthur	Schooner. Blockading Tampa Bay.
20. Eugenie	Actg. Mast. Comdg. S. F. Holbrook	Schooner. Guardship; Key West.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding East Gulf Squadron.

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

Order of the Secretary of the Navy to Acting Rear-Admiral Lardner, U. S. Navy, detaching him from the East Gulf Blockading Squadron and granting leave of absence.

NAVY DEPARTMENT,
Washington, November 4, 1862.

SIR: Your letter of the 17th ultimo requesting to be detached from the command of the Eastern Gulf Blockading Squadron in consequence of ill health has been received, and the Department informs you that Commodore T. Bailey has been ordered to relieve you from your command, and upon his reporting you will transfer to him all public papers, unexecuted orders, etc., pertaining to the squadron and will regard yourself as detached from the Eastern Gulf Blockading Squadron, with a leave of absence until your health is sufficiently restored for the performance of duty.

I am, respectfully,

GIDEON WELLES.

Acting Rear-Admiral JAMES L. LARDNER,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

Order of the Secretary of the Navy to Commodore Bailey, U. S. Navy, to proceed to relieve Acting Rear-Admiral Lardner, U. S. Navy, in command of the East Gulf Blockading Squadron.

NAVY DEPARTMENT,
Washington, November 4, 1862.

SIR: You are hereby detached from the command of the naval station at Sacketts Harbor, N. Y., and you will proceed with all convenient dispatch to Key West, Fla., and on your arrival relieve Acting Rear-Admiral Lardner from the command of the Eastern Gulf Blockading Squadron. After assuming command you will regard yourself as acting rear-admiral, to continue while in command of the squadron.

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Acting Rear-Admiral Lardner has been instructed to transfer to you all matters pertaining to his command.

I am, respectfully, GIDEON WELLES.

Commodore THEODORUS BAILEY,
U. S. Navy, Sacketts Harbor, N. Y.

Report of Commodore Bailey, U. S. Navy, acknowledging orders to proceed to the command of the East Gulf Blockading Squadron.

U. S. NAVAL STATION, SACKETTS HARBOR,
November 8, 1862.

SIR: I have the honor to acknowledge the receipt of your order of the 3d instant, detaching me from the command of this naval station and ordering me to proceed to Key West and relieve Acting Rear-Admiral Lardner from the command of the Eastern Gulf Blockading Squadron.

I am closing the accounts of this navy yard with all dispatch and will proceed as directed.

I am, very respectfully, your obedient servant,

THEODORUS BAILEY,
Commodore.

Hon. GIDEON WELLES,
Secretary of the Navy.

Stations of vessels composing the East Gulf Blockading Squadron.

FLAGSHIP ST. LAWRENCE,
Key West, November 15, 1862.

SIR: I have the honor to report the respective stations of the vessels of this squadron:

Name.	Commander.	Class and station.
STEAMERS.		
1. Tahoma	Comdr. J. C. Howell	Blockading Cedar Keys.
2. Magnolia	Comdr. J. H. Spotts	Key West, repairing.
3. Penguin	Comdr. J. C. Williamson	Blockading Charlotte Harbor.
4. Somerset	Lt. Comdr. A. F. Crosman	Blockading Apalachicola.
5. Sagamore	Lt. Comdr. E. English	Key West, coaling.
6. Fort Henry	Act. Lt. Comdg. E. Y. McCauley	Blockading Apalachicola.
7. Huntsville	Act. Vol. Lt. Comdg. W. C. Rogers	Cruising off Tortugas.
8. Port Royal	Lt. Comdr. G. U. Morris	Blockading Apalachicola.
9. Stars and Stripes	Act. Mast. Comdg. C. L. Willcomb	Key West, repairing.
SAILING VESSELS.		
10. St. Lawrence	Comdr. J. F. Schenck	Frigate. Flagship: Key West.
11. Ethan Allen	Act. Mast. Comdg. I. A. Pennell	Bark. Blockading St. Joseph's Bay.
12. J. L. Davis	Act. Mast. Comdg. J. West	Bark. Key West.
13. Pursuit	Act. Vol. Lt. Comdg. D. Cate	Blockading Tampa Bay.
14. Amanda	Act. Vol. Lt. Comdg. G. E. Welch	Bark. Ordered to St. George's Sound.
15 Roebuck	Act. Mast. Comdg. J. Sherrill	Bark. Blockading St. Marks.
16. Wanderer	Act. Mast. Comdg. E. S. Turner	Schooner. Blockading St. Andrew's.
17. J. S. Chambers	Act. Mast. Comdg. L. Nickerson	Schooner. Blockading St. George's Sound.
18. Samuel Rotan	Act. Vol. Lt. Comdg. W. W. Kennison.	Schooner. Sent to Philadelphia for repairs.
19. Beauregard	Act. Mast. W. A. Arthur	Schooner. Blockading Tampa Bay.
20. Eugenie	Act. Mast. Mate W. McClintock	Schooner. Guardship; Key West.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding East Gulf Squadron.

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

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Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. S. Huntsville, regarding the capture by that vessel of the Confederate schooner Ariel.

U. S. S. HUNTSVILLE,
Off Tortugas Island, November 15, 1862.

SIR: I have the honor to inform you that I captured last evening, in latitude 24° 33′ N., longitude 83° 57′ W., the Confederate schooner *Ariel*, of Mobile, and bound from Havana to the former port, with an assorted cargo of lead, tin, wines, coffee, cigars, medicines, etc.

She ran the blockade of Mobile, October 11, with a cargo of cotton under the command of a man named Chesley (some time since captured in the steamer *Swan*).

She has a Confederate register, and I send her to Key West for condemnation.

Schooner and cargo cost in Havana about $12,000.

Please find enclosed complete list of officers and muster roll of the crew at this date.

Respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant, Commanding U. S. S. Huntsville.

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

Report of Acting Rear-Admiral Lardner, U. S. Navy, regarding the purchase of the sloop G. L. Brockenborough for sum named by prize court.

No. 159.] FLAGSHIP ST. LAWRENCE,
Key West, November 15, 1862.

SIR: The sloop *G. L. Brockenborough*, lately captured with a load of cotton at Apalachicola by the acting lieutenant commanding, McCauley, who reports her as being a most serviceable vessel to assist the blockade in the extensive shallow waters of the bay.

I have taken her for the Government at the appraisement of the court, $900, and fitted her with a rifled howitzer and galley.

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

J. L. LARDNER,
Acting Rear-Admiral, Commanding Eastern Gulf Squadron.

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

Report of Acting Master Crocker, U. S. Navy, regarding the capture of the British schooner Maria and Confederate schooner Course.

U. S. S. KENSINGTON,
Pensacola Bay, November 25, 1862.

SIR: On the 12th instant the British schooner *Maria*, from Belize, Honduras, and on the 11th instant the Confederate schooner *Course*, from Havana, were taken in the attempt to run the blockade at Sabine Pass, and sent to Key West for adjudication. The vessels assisting at

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the capture were the U. S. schooner *Rachel Seaman*, Acting Master Hooper in command, and the prize schooner *Velocity* and prize steamer *Dan*, both manned by a part of the officers and crew of this vessel, but at that time temporarily under command of Acting Master Hooper as senior officer.

* * * * * * *

I am, respectfully, your obedient servant,

FREDERICK CROCKER,
Acting Master, Commanding.

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

Report of Lieutenant-Commander English, U. S. Navy, commanding U. S. S. Sagamore, regarding the capture of the British schooner Agnes and sloop Ellen.

U. S. GUNBOAT SAGAMORE,
Coast of Florida, November 29, 1862.

SIR: I have the honor to report to the Department that on the 24th instant the boats belonging to this vessel captured, in Indian River, Florida, the English schooner *Agnes*, and also the English sloop *Ellen*. I have sent them to Key West for adjudication.

Enclosed I send a list of the officers and crew belonging to this vessel.

I am, very respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant-Commander.

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

Stations of vessels composing the East Gulf Blockading Squadron.

FLAGSHIP ST. LAWRENCE,
Key West, November 30, 1862.

Name.	Commander.	Station.
STEAMERS.		
1. Tahoma	Comdr. J. C. Howell	Coaling at Key West.
2. Magnolia	Comdr. J. H. Spotts	Repairing at Key West.
3. Penguin	Comdr. J. C. Williamson	Blockading Charlotte Harbor.
4. Somerset	Lt. Comdr. A. F. Crosman	Blockading Apalachicola.
5. Sagamore	Lt. Comdr. Earl English	Cruising near Indian River and Jupiter Inlet.
6. Fort Henry	Actg. Lt. Comdg. E. Y. McCauley	Blockading Cedar Keys.
7. Huntsville	Actg. Vol. Lt. Comdg. W. C. Rogers	Coaling at Key West.
8. Port Royal	Lt. Comdr. G. U. Morris	Blockading Apalachicola.
9. Stars and Stripes	Actg. Master Comdg. C. L. Willcomb.	Repairing at Key West.
SAILING VESSELS.		
10. Frigate St. Lawrence	Comdr. J. F. Schenck	Flagship, at Key West.
11. Bark Ethan Allen	Actg. Master Comdg. I. A. Pennell.	Blockading St. Joseph's Bay.
12. Bark J. L. Davis	Actg. Master Comdg. J. West	Carrying supplies to squadron.
13. Bark Pursuit	Actg. Vol. Lt. Comdg. D. Cate	Blockading Tampa Bay.
14. Bark Amanda	Actg. Vol. Lt. Comdg. G. E. Welch	Blockading St. George's Sound.
15. Bark Roebuck	Actg. Master Comdg. J. Sherrill	Blockading St. Marks.

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Name.	Commander.	Station.
SAILING VESSELS—cont'd.		
16. Schooner Wanderer....	Actg. Master Comdg. E. S. Turner .	Blockading St. Andrew's.
17. Schooner J. S. Chambers.	Actg. Master Comdg. L. Nickerson.	Blockading St. George's Sound.
18. Schooner Sam. Rotan ..	Actg. Vol. Lt. Comdg. W. W. Kennison.	Sent to Philadelphia for repairs.
19. Schooner Beauregard ..	Actg. Master Comdg. W. A. Arthur.	Blockading Tampa Bay.
20. Schooner Eugenie.....	Actg. Master's Mate W. McClintock.	Guard ship: Key West.

J. L. LARDNER,
Acting Rear-Admiral, Commanding Eastern Gulf Squadron.

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

[Telegram.]

NAVY DEPARTMENT, *December 1, 1862.*

Let the *Gem of the Sea* proceed to Key West, in obedience to previous orders.

GIDEON WELLES,
Secretary of the Navy.

COMMODORE J. B. MONTGOMERY,
Commandant Navy Yard, Boston.

Report of Lieutenant-Commander English, U. S. Navy, commanding U. S. S. Sagamore, regarding the capture of the British schooner By George, from Nassau, New Providence.

U. S. GUNBOAT SAGAMORE,
Off Indian River, Florida, December 3, 1862.

SIR: I have the honor to report to the Department that on the morning of the 1st instant, whilst cruising off Indian River, I captured the English schooner *By George*, from Nassau, New Providence, with an assorted cargo of coffee, salt, etc. I have sent her to Key West for adjudication.

Enclosed I send a correct list of the officers and crew of this vessel.

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

EARL ENGLISH,
Lieutenant-Commander.

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

General Order of Acting Rear-Admiral Bailey, U. S. Navy, upon assuming command of the East Gulf Squadron.

GENERAL ORDER, No. 1.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, December 9, 1862.

The undersigned has the honor to announce to the fleet that he has this day assumed command of the Eastern Gulf Blockading Squadron.

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Success in battle, or zeal and energy in enforcing the blockade, will be the tests of merit.

It will be the pleasure of the admiral to recommend for promotion such officers and men as may distinguish themselves by successful bravery in conflict with the enemy, or by earnest ability and energy in enforcing the blockade.

The outward pressure of our Navy, in barring the enemy's ports, crippling the power, and exhausting the resources of the States in rebellion; in depriving them of a market for their peculiar productions, and of the facilities for importing many vital requisites for the use of their Army and peoples, is slowly, surely, and unostentatiously reducing the rebellion to such straits as must result in their unconditional submission, even though our gallant Army does not achieve another victory.

I enjoin upon commanders of vessels to report instances of individual heroism, and of enterprise in making captures, for notice.

General orders issued by my predecessors will be obeyed until otherwise directed.

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

Instructions of the Secretary of the Navy to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. supply steamer Circassian.

NAVY DEPARTMENT, *December 9, 1862.*

SIR: The *Circassian* having been fitted up to run regularly as a supply, passenger, and dispatch steamer to the Gulf squadrons, you will proceed with her from New York on this service on the 15th instant, observing the following instructions:

On the outward trip, touch at Port Royal, S. C., and Turtle Harbor, near Carysfort Light, and leave at those places, respectively, the passengers, mails, and other matter you may have for the squadrons of Rear-Admiral Du Pont and Acting Rear-Admiral Wilkes; also furnish any vessels of the squadron of the latter you may meet with any needed fresh supplies.

The Eastern Gulf Blockading Squadron commences at Cape Canaveral. It will be your duty to communicate with all the vessels on blockading service from that point to the extreme limits of the blockade on the coast of Texas, both on your outward and homeward trips, delivering to them mails, passengers, etc., furnishing them with needed fresh supplies, and receiving their mails, passengers, and invalids to be brought north.

Complaint has been made of the failure on previous occasions of the supply steamers to touch off Apalachicola and other points on the Gulf coast. Be careful to pass by none of the blockading stations without communicating. Have your mails for the respective vessels properly assorted and ready for delivery.

On your homeward trip, touch at Turtle Harbor, Port Royal, off Wilmington, and at Hampton Roads. From the latter point forward your mails via Baltimore to the Department, and after communicating with the senior officer present, continue your course to New York.

Key West is the depot of Acting Rear-Admiral Bailey, commanding the Eastern Gulf, and Pensacola of Rear-Admiral Farragut, commanding the Western Gulf Squadron.

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Before sailing from New York, forward to the Department a list of the passengers and seamen going out in the *Circassian*, stating their destination, and on your return the following papers, together with a brief report of your cruise, viz:

1. List of passengers brought home, stating from what place or vessel received, and the cause of their return.
2. List of seamen brought home, with similar information.
3. List of prisoners brought home, with similar information.
4. List of vessels supplied on the outward trip or communicated with, when and where.
5. List of vessels supplied or communicated with on homeward trip, with similar information.
6. List of other vessels spoken or boarded during the voyage, showing when and where spoken or boarded, their nationality, where from, where bound, etc.

All prisoners not in the naval service brought home will be turned over to the U. S. marshal at New York on your arrival; those in the naval service to the commandant of the navy yard.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant WM. B. EATON, U. S. Navy,
Commanding U. S. S. Circassian, New York.

Report of Commander Newcomb, U. S. Navy, commanding U. S. brig Perry, of arrival at Key West for duty.

U. S. BRIG PERRY,
Key West, Fla., December 9, 1862.

SIR: I have the honor to report my arrival at this port on the 4th instant; also the receipt of orders dated November 6, 1862. I shall leave to-morrow in obedience to my instructions, having refitted at this port.

With much respect, your most obedient servant,

HENRY S. NEWCOMB,
Commander, U. S. Navy.

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

Report of Acting Rear-Admiral Bailey, U. S. Navy, of the arrival of the U. S. ship Dale, bringing ordnance stores and men.

No. 2.] FLAGSHIP ST. LAWRENCE,
Key West, December 10, 1862.

SIR: I have the honor to report the arrival of the U. S. ship *Dale*, with ordnance stores and 59 supernumerary men for this squadron.

Very respectfully, your obedient servant,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Order of Acting Rear-Admiral Bailey, U. S. Navy, to Commander Spotts, U. S. Navy, commanding U. S. S. Magnolia, to proceed on special duty to Havana.

FLAGSHIP ST. LAWRENCE,
Key West, December 10, 1862.

SIR: When in all respects ready for sea, you will proceed with the vessel under your command to Havana, communicate with Mr. Shufeldt, obtain from him what naval information of importance you can, get the mail for the squadron and Key West, and return to this port.

Overhaul all suspicious vessels found at a greater distance than one marine league from the coast of Cuba.

Very respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Commander JAS. H. SPOTTS,
Commanding U. S. S. Magnolia.

Report of Acting Rear-Admiral Bailey, U. S. Navy, stating the cause of the detention of the steamer Blackstone.

No. 3.] FLAGSHIP ST. LAWRENCE,
Key West, December 12, 1862.

SIR: I have the honor to report that the chartered supply steamer *Blackstone*, having Commodore J. L. Lardner on board as a passenger, returned to port this morning, bringing in tow the U. S. bark *Gemsbok*. The two vessels brought the One hundred and fifty-sixth Regiment, New York Volunteers, attached to General Banks' command. This regiment was wrecked on the 10th instant, in Army steam transport *M. Sanford*, Sanford, master, close by Carysfoot Reef light-house, clear weather, wind north, under circumstances which create a suspicion of design.

The *Blackstone* will be dispatched immediately on her homeward trip.

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regretting the sale of prizes at Key West, as an indirect means of aid to the enemy.

No. 4.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, December, 15, 1862.

SIR: The matter of selling prizes at Key West under the direction of the district court has become a great evil. These vessels are taken

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by the purchasers to Havana or Nassau, where, Mr. Shufeldt, our consul-general, informs me, they are sold to British subjects and employed in the trade of running the blockade with supplies for the rebels.

I enclose a list* furnished me by Mr. S., as well as a letter* which I have sent on the subject to the judge of the prize court here. I trust that the Department will take steps to abate this practice, which results in giving indirect aid and comfort to the enemy.

I have the honor to be, your obedient servant,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding vessels of his command and their disposition.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, December 15, 1862.

SIR: I have the honor to enclose a statement of the respective stations of the vessels composing the Eastern Gulf Blockading Squadron. I have them spread out to the best advantage. The steamer *Magnolia*, on which I depended as a dispatch vessel, etc., is reported by her commander and engineer as unfit for further service. I shall order a survey, and if her boilers and smokestack can be patched sufficiently will send her north. Commander Spotts informs me that one boiler is so far gone that it is impossible to make it tight by patches, and the other can not be repaired so as to stand more than ten days' steaming. As soon as Judge Marvin returns from the North I will endeavor to arrange with him to take into the service, at a valuation, the prize schooners *Two Sisters* and *Ariel*, to stop passages which I have not vessels to guard.

If the Department can send me two or three steamers of light draft I can employ them most effectively. Enclosed I send you General Order to the Squadron, No. 1.†

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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* Not necessary to publish.

† See p. 329.

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Stations of vessels composing the East Gulf Blockading Squadron.

FLAGSHIP ST. LAWRENCE,
Key West, December 15, 1862.

Name.	Commander.	Class and station.
STEAMERS.		
1. Tahoma	Comdr. J. C. Howell	Blockading Tampa Bay.
2. Magnolia	Comdr. J. H. Spotts	Boilers and smokestack being repaired at Key West, to enable her to go north.
3 Penguin	Comdr. J. C. Williamson	Blockading Charlotte Harbor.
4. Somerset	Lt. Comdr. A. F. Crosman	Blockading Apalachicola.
5. Sagamore	Lt. Comdr. E. English	Cruising near Indian River and Jupiter Inlet.
6. Fort Henry	Actg. Lt. Comdg. E. Y. McCauley	Blockading Cedar Keys.
7. Huntsville	Actg. Vol. Lt. Comdg. W. C. Rogers	Cruising off Tortugas and toward Yucatan.
8. Port Royal	Lt. Comdg. G. U. Morris	Blockading Apalachicola.
9. Stars and Stripes	Actg. Master Comdg. C. L. Willcomb.	Blockading St. Andrew's Bay.
SAILING VESSELS.		
10. St. Lawrence	Comdr. J. F. Schenck	Frigate. Flagship; Key West.
11. Ethan Allen	Actg. Master Comdg. I. A. Pennell.	Bark. Blockading St. Joseph's Bay.
12. J. L. Davis	Actg. Master Comdg. J. West	Bark. Carrying supplies to squadron.
13. Pursuit	Actg. Vol. Lt. Comdg. D. Cate	Bark. Blockading Tampa Bay.
14. Amanda	Actg. Vol. Lt. Comdg. G. E. Welch.	Bark. Blockading St. George's Sound.
15. Roebuck	Actg. Master Comdg. J. Sherrill	Bark. Blockading St. Marks.
16. Wanderer	Actg. Master Comdg. E. S. Turner.	Schooner. Blockading St. Andrew's.
17. J. S. Chambers	Actg. Master Comdg. L. Nickerson	Schooner. Blockading St. George's Sound.
18. Samuel Rotan	Actg. Vol. Lt. Comdg. W. W. Kennison.	Schooner. Sent to Philadelphia for repairs.
19. Beauregard	Actg. Master Comdg. W. A. Arthur	Schooner. Blockading Tampa Bay.
20. Eugenie	Actg. Master Wm. McClintock	Schooner. Guardship; Key West.
21. Dale	Actg. Master J. O. Barclay	Ordnance ship. Key West.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, East Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander English, U. S. Navy, commanding U. S. S. Sagamore, regarding the destruction of sloops in Jupiter Inlet and the capture of schooner Alicia.

U. S. GUNBOAT SAGAMORE,
Key West, December 18, 1862.

SIR: I have the honor to report that on the 5th instant the boats belonging to this vessel captured and destroyed two rebel sloops in Jupiter Inlet, and on the 10th instant they captured in Indian River the English schooner *Alicia*, of Nassau, loaded with cotton. I have brought the *Alicia* in to Key West for adjudication.

I am, sir, your most obedient servant,

EARL ENGLISH,
Lieutenant-Commander.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding East Gulf Blockading Squadron.

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Report of Lieutenant-Commander English, U. S. Navy, requesting instruction regarding the disposition of money received for cotton.

U. S. GUNBOAT SAGAMORE,
Key West, Fla., December 18, 1862.

SIR: In taking command of this vessel, Lieutenant-Commander George A. Bigelow transferred to me the sum of $2,072.62, money that accrued from the sale of a lot of cotton found scattered along the beach on St. George's Island, near Apalachicola. It had the appearance of wrecked cotton, being wet with salt water.

I would most respectfully request to be informed by the Department what disposition to make of the money.

I am, sir, your most obedient servant,

EARL ENGLISH,
Lieutenant-Commander.

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

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master's Mate Molloy, U. S. Navy, to assume command of the U. S. schooner Ariel.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, Fla., December 21, 1862.

SIR: You are hereby detached from the U. S. bark *Gem of the Sea* and will report to me for the command of the gunboat schooner *Ariel.*

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

[Acting] Master's Mate WM. C. MOLLOY, U. S. Navy.

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. S. Huntsville, regarding the capture of the schooner Courier (recently President).

U. S. S. HUNTSVILLE,
Off Tortugas, December 22, 1862.

SIR: I have the honor to report to you the capture this day of the schooner *Courier* (recently the American schooner *President*, of Key West), under a provisional British register.

She has no log book, and her papers are irregular and her cargo suspicious.

She has a British consular certificate from Havana for Matamoras, but her captain states that he is bound to Nassau, and is two days out.

His story being contradictory, and as she was within 12 miles of Tortugas light at the time of her capture, which position is very far from her course to either of the above ports, I have deemed it my duty to detain her and send her to Key West for adjudication.

Her cargo is salt, coffee, sugar, and dry goods.

Please find enclosed complete list of officers and muster roll of crew.

Respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant, Commanding.

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

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Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding arrival at Key West of California mail steamer Ariel, requesting convoy service.

No. 6.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, December 24, 1862.

SIR: The California mail steamer *Ariel*, from Aspinwall, arrived here on the evening of the 22d instant, having been captured and ransomed by the rebel steamer *Alabama*. The *Ariel* put in here for coal and to ask convoy to the next treasure steamer from Aspinwall. I had at the time no suitable steamer to send, but, fortunately, the next afternoon the U. S. S. *Augusta*, of the South Atlantic Blockading Squadron, Commander E. G. Parrott, arrived, which vessel I dispatched* immediately to Aspinwall to afford convoy, as you will perceive by the copy of the order enclosed.

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

THEODORUS BAILEY,
Acty. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Semmes, U. S. Navy, to proceed to blockade duty in Tampa Bay, in command of U. S. S. Tahoma.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, Fla., December 24, 1862.

SIR: In compliance with your orders from the Navy Department, you will proceed in the *Circassian* to Tampa Bay and relieve Lieutenant Howell from the command of the U. S. gunboat *Tahoma*.

Lieutenant Howell will hand over to you all orders and circulars appertaining to your duties on the blockade. You will be vigilant in maintaining the blockade and use all your energies in making captures of vessels of the enemy and those engaged in breaking the blockade.

Send to the Secretary Navy, through me, a complete list of your officers, made up to the 31st day of December.

I am, very respectfully, your obedient servant,

THEODORUS BAILEY,
Acty. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Lieutenant-Commander A. A. SEMMES.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding various vessels of his command.

No. 12.] FLAGSHIP ST. LAWRENCE,
Key West, December 26, 1862.

SIR: I have the honor to report that the U. S. bark *Gem of the Sea* arrived at this port on the 18th instant for duty in the squadron. On the 22d instant she sailed with orders to cruise off Jupiter Inlet, Indian River, and Cape Canaveral.

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*See Series I, Volume 13, p. 487.

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The *Sagamore* is here calking and coaling, and will soon be placed on blockade. The *Magnolia* is repairing boiler and the *Wanderer* preparing to go on the ways to be recoppered and to undergo other repairs. The *Huntsville* arrived on the 23d instant with a prize schooner, and will immediately resume her place on the blockade.

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Potter, U. S. Navy, commanding U. S. S. Magnolia, regarding the capture of the British schooner Carmita.

U. S. S. MAGNOLIA,
Off Marquesas Keys, December 27, 1862.

SIR: I have the honor to inform you that this day, while cruising in the vicinity of Tortugas and adjoining passages, the masthead lookout discovered a schooner to the N. W. of Marquesas Keys steering to the northward, the wind at the time being from the S. E. I immediately stood for her and came up with her 10 miles N. W. ½ W. from the west end of Marquesas. She proved to be the British schooner *Carmita* (formerly the *Piramista*, of Key West), Francois Menendez, commanding.

On being boarded the captain reported that he was from Havana bound to Nassau, New Providence, and produced a clearance to that effect. But his being found altogether out of the usual course of vessels bound from Havana to Nassau, and the course he was steering when discovered by us, together with the character of his cargo and the fact that he had once before been captured in the steamer *Salvo* while attempting to run the blockade, induces me to put a prize master and crew on board of her and send her to Key West for adjdudication.

I am, very respectfully, your obedient servant,

CHARLES POTTER,
Acting Master, Commanding U. S. S. Magnolia.

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

Report of Acting Master Sherrill, U. S. Navy, commanding U. S. bark Roebuck, regarding the capture by that vessel of the British schooner Kate.

U. S. BARK ROEBUCK,
Apalachee Bay, December 27, 1862.

SIR: I have the honor to submit the following statement in regard to the seizure of the British schooner *Kate*, E. M. Jefferson, master, fifteen days from Havana, with a cargo of salt, copperas, coffee, and liquors, by me this day, while attempting to run the blockade at St. Marks River. At 8:20 a. m. a sail was discovered to the E. N. E. running for the bar at the entrance of St. Marks River, when I immediately got underway and gave chase. Upon getting within range I

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fired a shot from my rifled gun across her bows, when she bore up for us and set the English red ensign. Upon being boarded the master said he was bound for Matamoras via New Orleans, but was steering for Apalachicola, as his vessel was leaking badly. Upon an examination it was found she had been scuttled; the auger used lay alongside the hole. The hole being plugged up, she made very little water. No manifest or charter party were found among her papers. From her log book it appears they made St. George's Island light-house on the 24th, and had been beating to the eastward since. I send her to Key West in charge of Acting Master James Folger as prize master and a prize crew of six men. I also send her former master and two of his crew. The balance of her crew I will send by the earliest opportunity.

I have provisions on board for ten days only, water for forty days, and wood for three months. Acting Master H. F. Coffin, of this vessel, is failing rapidly, and is desirous of returning North.

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

JOHN SHERRILL,
Acting Master, Commanding.

Acting Rear-Admiral T. BAILEY, U. S. Navy,
Commanding Eastern Gulf Squadron, Key West, Fla.

Report of Commander Williamson, U. S. Navy, regarding the case of the oyster schooner Charles Henry, of Key West.

U. S. S. PENGUIN,
Charlotte Harbor, December 29, 1862.

SIR: On the night of the 23d instant the schooner *Charles Henry*, of Key West, while oystering on the east side of Big Pine Island, was pursued by a rebel sloop of very light draft, having 5 men on board. The captain of the *Charles Henry* ran his vessel ashore on the island, and with his man escaped to the place of a person by the name of Brown, who brought them to this vessel on the afternoon of the 24th. I immediately dispatched two armed boats, under charge of Acting Master Durham, accompanied by Acting Master's Mates Anderson and Randlett. They saw the sloop after passing the point of the island and pursued her until darkness prevented them from seeing her. Still they continued the search for her among the innumerable small islands between Pine Island and the main. They anchored to await daylight, in hopes of seeing her again, as it was calm all night, but they saw nothing of her. The schooner they found, but the tide did not serve to get her off, and they returned to the steamer.

At about 2 a. m. of the 26th I sent a boat to get the schooner off, the tide serving at 5 a. m. They were successful, and, with the assistance of some of my awnings for sails, brought her alongside, the rebels having stolen her sails and scuttled her.

The two persons belonging to her I have on board, and I shall bring them and the vessel to Key West when I come down for supplies.

I am, very respectfully, etc., your obedient servant.

J. C. WILLIAMSON,
Commander, U. S. Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

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Report of Acting Master Potter, U. S. Navy, commanding U. S. S. Magnolia, regarding the capture by that vessel of the British sloop Flying Fish.

U. S. S. MAGNOLIA,
Off Tortugas, December 29, 1862.

SIR: I have the honor to inform you that while cruising in the vicinity of Tortugas, I, this day, fell in with the British sloop *Flying Fish* (formerly the *Dove*, of Apalachicola) 25 miles W. S. W. of Tortugas light-house. When she was first discovered from our masthead she was heading to the northward with the wind to the eastward. I had previously received information from reliable source that she was loading at Havana with the intention of ruuning the blockade at Bayport, Fla., and that she was to clear for Matamoras and go by the way of Tortugas. Captain Madge, owner, and commanding the above-named sloop, on being boarded, reported that he was from Havana, bound to Matamoras, and showed a clearance to that effect, but could produce no manifest of her cargo and no bill of sale for the vessel. He has also run the blockade on a previous occasion. This, together with other circumstances, induced me to put a prize crew on board and send her to Key West for adjudication. Enclosed herewith I send a complete list of persons entitled to shares of prize money.

I am, very respectfully, your obedient servant,

CHARLES POTTER,
Acting Master, Commanding U. S. S. Magnolia.

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

Report of Acting Rear-Admiral Bailey, U. S. Navy, transmitting report of the fleet surgeon advising that the flagship be sent north for disinfection.

No. 16.] FLAGSHIP ST. LAWRENCE,
Key West, December 30, 1862.

SIR: I have the honor to enclose a report from Fleet Surgeon Horner as to the sanitary condition of this ship, from which you will perceive that, in his opinion, the seeds of yellow-fever infection continue on board.

The 57 men mentioned by him are supernumeraries received by the *Dale* for distribution in the squadron, which is being done. I can not agree with him about Key West as a rendezvous or depot, but join in the opinion that the *St. Lawrence* and *J. L. Davis* should be sent north for disinfection early in the spring. I would be happy to have the *Colorado* substituted as my flagship, as she draws too much water for easy ingress or egress to any harbor in Admiral Farragut's station.

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squad.

Hon. GIDEON WELLES,
Secretary of the Navy.

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[Enclosure.]

U. S. FRIGATE ST. LAWRENCE,
Key West, Fla., December 24, 1862.

SIR: Notwithstanding the sanitary measures taken to free this vessel from yellow fever, it still continues to occur in her from time to time. Twenty-four cases have been taken under treatment since November 1, inclusive. Eight of these have happened in this month, and two are now being treated. For the above reasons, I again recommend to you, as I have done to Rear-Admiral Lardner, that this vessel be sent home in the spring for disinfection. Should she remain here next summer it is certain the disease will again become prevalent, and particularly among the 57 men who were added to her crew.

In my opinion, also, Key West is a very bad place of rendezvous for the squadron in summer, 24 vessels of the Navy and the merchant service having been infected with the fever in the harbor within the last five months, including the *James L. Davis*, the last infected. According to report yesterday, she has had 16 cases since she left here last month, making 18 with 2 cases left by her in the marine hospital, and of the former 2 have died. Should she continue infected, I would recommend that she likewise return to a Northern port in the coming spring.

Very respectfully, etc.,

G. R. B. HORNER,
Surgeon of the Fleet.

Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark Gem of the Sea, regarding the capture of sloop Ann, of Nassau, New Providence.

U. S. BARK GEM OF THE SEA,
At Anchor off the entrance to Indian River, January 1, 1863.

SIR: I have the honor to report to you that, on the 30th day of December last, we, with our boats, captured the sloop *Ann*, $3\frac{39}{100}$ tons, of and from Nassau, New Providence, 6 miles inside of Jupiter Inlet, East Fla., manned with three colored men and one white boy, all British subjects.

She ran the blockade on the 29th instant, and was bound up Indian River, loaded with the following cargo, viz, 76 bags Bahama salt, 3 small bags coffee, 4 gross matches, 1 box pipes, 2 bags garlic, 1 barrel potatoes, 12 small tin cans, 9 small tin pans, 1 box soap, and 1 barrel flour.

The sloop being old and leaky, I did not deem her and her cargo of a sufficient value to justify me in sending her in for adjudication.

I therefore destroyed her and also the 26 bags of salt and the 4 gross of matches, belonging to the cargo. The balance of the cargo, with her crew, I transferred to our ship, to be disposed of agreeable to your order.

All the papers found on board the prize sloop *Ann* I have forwarded to the senior officer commanding the Eastern Gulf Blockading Squadron, for his disposal, as I am uninformed of the disposition to be made

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of the papers found on board a captured vessel, and that vessel is not sent in for adjudication, but is destroyed.

Trusting that my proceedings will meet with your approbation,

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

I. B. BAXTER,
Acting Volunteer Lieutenant, U. S. Navy, Commanding.

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

General Order of Acting Rear-Admiral Bailey, U. S. Navy.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, January 1, 1863.

Instructions to officers commanding vessels attached to the Eastern Gulf Blockading Squadron.

1st. You will capture all vessels and cargoes owned by the rebels. Also, all merchant vessels, with their cargoes, under whatever flag they may be sailing, that have violated the blockade or attempted to violate it, in the voyage they may be prosecuting, by coming out, or attempting to come out of, or by entering, or attempting to enter into, any blockaded port or place, however near or distant the vessel may be from such port or place. You will also capture all vessels employed in carrying contraband of war to the enemy. Also, all American vessels trading with the enemy on the enemy's coast without license.

2d. To enable you to decide whether any vessel is liable to capture, you have the right to stop, visit, and search her.

3d. On boarding the vessel, the officer should, in a civil manner, demand of the captain the documents and papers belonging to the vessel or relating to the cargo for the purpose of examination and inspection. These consist generally of the ship's register, the shipping articles, charter party, bills of lading, invoices of the cargo, letters of advice, etc. These may be all true and may represent the character of the vessel, voyage, and cargo truly, or they may, or some of them may, be false and fabricated in order to cover up the unlawful designs of the parties interested in the ship or cargo. A well-informed shipmaster, engaged in a lawful voyage or trade, will readily deliver up for inspection all the papers relating to the ship or cargo, and will make any necessary explanations, as he will be likely by so doing to remove all suspicions against him, and avoid detention and capture. If, upon the examination of the papers, the position of the vessel, character of the cargo, and all other circumstances, it is manifestly plain that the vessel or cargo is not liable to capture, the papers should be restored and the vessel permitted to proceed on her voyage. If, on the contrary, the case is one of doubt and uncertainty, the officer should proceed to search the vessel for other papers or letters or flags suspected to be concealed or knowingly withheld. He may, if necessary to clear up the doubts about the case, open sealed letters or packages and read their contents, and may open the hatches and examine the character of the cargo. He should proceed just so far in the search, and no farther, as may be neccessary to enable the commanding officer to decide whether the vessel or cargo is liable to capture or not. All the facts of the case should be fully considered.

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4th. If the capture is made, a prize crew sufficient to navigate the vessel in safety should be put on board and the vessel sent in for adjudication. The commanding officer should cause the documents and papers found on board the vessel, including the log book, to be marked so as to distinguish such as were voluntarily exhibited to the boarding officer from such as were withheld or concealed. He should cause all the papers found on board, however minute or apparently unimportant, to be sealed up and sent to the U. S. district judge or the prize commissioners at the port to which the vessel is sent for adjudication. This service should be performed by the prize master or some person sent with the prize who knows the facts, and who can make affidavit before the judge or prize commissioners that the sealed package or packages contain all the papers found on board.

5th. It is unlawful for you to exercise any of the rights of war by visiting, searching, or capturing any vessel, or doing any other hostile act within the small bays, harbors, or inlets of any neutral nation, or within one marine league or three miles of the shore. And although you may anchor and remain in any of those places for any lawful purpose, unless forbidden by the sovereign, yet it is unlawful for you to use them as a station for the purpose of lying in wait for vessels, and issuing therefrom, or sending out boats to capture them. Such acts are an offense against the neutral nation.

6th. All prizes taken by the Eastern Gulf Blockading Squadron are to be sent to Key West for adjudication, unless circumstances of a controlling character compel the sending of them to some more northern port.

7th. The master, mate, supercargo (if there be any), and two or more of the seamen attached to the captured vessel must be produced to the prize commissioners, they being the necessary witnesses required by law.

8th. The prize master should be furnished:

(1st) With a copy of the printed form furnished by the Department for prize masters, containing his orders properly filled up.

(2d) With a letter to the judge of the United States district court, containing the full particulars of the seizure, stating the latitude and longitude at sea, and the bearing and distance of the nearest land, his reasons for regarding the captured vessel as a lawful prize, and what public ships or vessels were in sight at the time of capture and entitled to share in the prize.

(3d) With a letter to the Secretary of the Navy, containing the like information, and accompanied with a full list of the officers and crew entitled to share in the prize money, signed by the paymaster and approved by the captain. (It would be well for the paymaster to have such a list always on hand to anticipate the emergency.)

(4th) With a "complete statement in duplicate of the account of each man of the prize crew, specifying the date of his enlistment, the period and terms of his service," such account to be signed by the paymaster and commanding officer.

(5th) With a letter to the admiral commanding the squadron, detailing the circumstances of the capture, as in the letter to the Secretary of the Navy and the district judge.

9th. The captured prisoners are to be treated with kindness, and irons are not to be used, except when imperatively necessary for the safety of the captors and prizes.

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10th. On arrival in port the prize master will proceed at once to the United States district judge, or to the prize commissioners, deliver up his papers and obtain his instructions. He will next call upon the district attorney, and this done will report himself to the admiral commanding the squadron.

11th. No colors are to be hoisted at any time on the captured vessel, unless in case of necessity, and, in that event, only the colors under which she was sailing at the time of capture.

12th. It is of the utmost importance that these directions should be complied with, as a departure from them may greatly embarrass the court and create confusion and delay in the adjudication upon the prize.

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

Stations of vessels of the East Gulf Blockading Squadron January 1, 1863.

Name.	Commander.	Class and station.
STEAMERS.		
1. Tahoma	Comdr. J. C. Howell	Blockading Tampa Bay.
2. Magnolia	Actg. Mast. C. Potter	Cruising off Tortugas and Boca Grande.
3. Penguin	Comdr. J. C. Williamson	Blockading Charlotte Harbor.
4. Somerset	Lt. Comdr. A. F. Crosman	Blockading Apalachicola.
5. Sagamore	Lt. Comdr. E. English	Key West, waiting orders.
6. Fort Henry	Actg. Lt. E. Y. McCauley	Blockading Cedar Keys.
7. Huntsville	Actg. Vol. Lt. W. C. Rogers	Cruising off Tortugas and toward Yucatan Banks.
8. Port Royal	Lt. Comdr. G. U. Morris	Blockading Apalachicola.
9. Stars and Stripes	Actg. Mast. C. L. Willcomb	Blockading St. Andrew's Bay.
SAILING VESSELS.		
10. St. Lawrence	Comdr. J. F. Schenck	Frigate. Flagship; Key West.
11. Ethan Allen	Actg. Mast. I. A. Pennell	Bark. Blockading St. Joseph's Bay.
12. Pursuit	Actg. Vol. Lt. D. Cate	Bark. Blockading Tampa Bay.
13. Amanda	Actg. Vol. Lt. G. E. Welch	Bark. Blockading St. George's Sound.
14. Roebuck	Actg. Mast. J. Sherrill	Bark. Blockading St. Marks.
15. Wanderer	Actg. Mast. E. S. Turner	Schooner. Key West; on the ways, calking and coppering.
16. J. S. Chambers	Actg. Mast. L. Nickerson	Schooner. Blockading St. George's Sound.
17. Beauregard	Actg. Mast. W. A. Arthur	Schooner. Blockading Tampa Bay.
18. Eugenie	Actg. Mast. W. McClintock	Schooner. Guard ship; Key West.
19. Dale	Actg. Mast. J. O. Barclay	Sloop of war. Ordnance ship; Key West.
20. Gem of the Sea	Actg. Vol. Lt. I. B. Baxter	Bark. Cruising off Indian River, Jupiter Inlet, and Cape Canaveral.
21. Ariel	Actg. Master's Mate Wm. C. Molloy.	Schooner. Cruising inside Florida Reefs, east of Sombrero light.

THEODORUS BAILEY,
Acting Rear-Admiral, East Gulf Squadron.

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Report of Lieutenant-Commander Crosman, U. S. Navy, relating to proposed occupation of Apalachicola, Fla.

U. S. S. SOMERSET,
St. George's Sound, Fla., January 1, 1863.

SIR: I enclose herewith a tracing* of the railroad communications in Georgia, Alabama, Florida, west North Carolina, east Tennessee, and South Carolina, illustrative of my letter of the 17th ultimo.

Very respectfully, your obedient servant,

A. F. CROSMAN,
Lieutenant-Commander, U. S. Navy.

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

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. S. Huntsville, regarding the cruise of that vessel.

U. S. S. HUNTSVILLE,
Key West, January 1, 1863.

SIR: I have the honor to report my arrival here to-day.

Nothing of importance has occurred during the cruise, nor any suspicious vessels been seen.

While on the return here, on the morning of December 31, in latitude 22° 56′, longitude 84° 24′, I boarded the American hermaphrodite brig *Greyhound*, of New York, from Cienfuegos for Boston, Captain Pierce, who informed me that on the 29th, off Cape San Antonio, he was boarded by an officer from a three-masted bark-rigged propeller, under the English flag, the officer stating that it was one of her Majesty's ships.

He had previous to this fired at and boarded a Baltimore brig.

After examination, both were allowed to proceed, the officer endorsing upon the *Greyhound's* log book that she had been boarded by her Majesty's ship ——— [name and officers' name illegible].

Captain Pierce thinks he may have been a privateer, though it is hardly probable that he would have allowed both of these vessels with valuable cargoes to have escaped had he been one.

The *Huntsville's* coal is quite expended.

Very respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Squadron, Key West, Fla.

Instructions from Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander English, U. S. Navy, regarding a proposed boat expedition by refugees for capture of Confederate steamer.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, January 2, 1863.

SIR: You will receive upon the *Sagamore*, as supernumerary volunteers, for pay and rations, seven refugees from Indian River. Proceed

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*Omitted as not necessary to publish. The map shows the commercial importance of Apalachicola.

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to the mouth of that river and allow them to leave you in the night in a boat, which they will take with them, on an enterprise proposed by them for the capture of a rebel steamer.

Remain in the vicinity or at Jupiter Inlet sufficient time to satisfy you that they have succeeded or failed, say a week or ten days, and then return and report to me. Should the party not have returned before your leaving, you will give directions to the commander of the bark *Gem of the Sea* to look out for them, and in case they return to take them on board. Be vigilant in making captures of enemy's vessels and illegal traders breaking blockade.

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Lieutenant-Commander EARL ENGLISH,
Commanding U. S. S. Sagamore.

Order of Lieutenant-Commander English, U. S. Navy, to Acting Master's Mate Crane, U. S. Navy, commanding expedition for the capture of Confederate steamer.

U. S. GUNBOAT SAGAMORE,
Off Indian River, Florida, January 3, 1863.

SIR: You will proceed with the party under your command, capture and run the steamer down to the mouth of St. John's River, and then deliver her and report yourself and party to the officer commanding blockade at that place.

Should you not find it practicable to run her down the river, you will burn her, bringing with you the valves and eccentric strap, and return to this place with your party, capturing any vessels you may see on your way down Indian River.

Very respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant-Commander.

Acting Master's Mate HENRY A. CRANE.

Letter from Acting Rear-Admiral Bailey, U. S. Navy, to the Chief of Bureau of Ordnance, requesting a suitable supply of ordnance stores.

U. S. FRIGATE ST. LAWRENCE,
Key West, January 8, 1863.

SIR: I am disappointed in the amount of ordnance stores brought out in the ordnance ship *Dale* for the use of this squadron. By referring to the invoice brought by her from Philadelphia there appears to be no grape or canister, nor ordnance stores or projectiles for any class gun except IX or XI inch.

I beg that a suitable supply may be sent. There was probably a mistake made by the ordnance officer at Philadelphia in regard to the matter.

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Captain JOHN DAHLGREN,
Chief of Bureau of Ordnance, etc.

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Report of Lieutenant-Commander English, U. S. Navy, commanding U. S. S. Sagamore, regarding the capture of the British sloop Julia.

U. S. GUNBOAT SAGAMORE,
Off Jupiter Inlet, Florida, January 8, 1863.

SIR: It affords me much pleasure to report that I have captured the English sloop *Julia*, of Nassau, New Providence.

She was taken this morning about 10 miles north of Jupiter. I think she intended running in at Indian River Inlet, but having probably sighted the bark, changed her course for this place. Her cargo consists principally of salt.

From conversation held with the captain of this vessel, I find him interested in one of the persons who carried away the Cape Florida light, and I strongly suspect him also of being implicated in the same affair.

I have sent Acting Master's Mate Charles R. Fleming in charge.

I am, very respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant-Commander.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Report of Commander Schenck, U. S. Navy, transmitting report of the commanding officer of the U. S. schooner Ariel, regarding the capture of sloop Good Luck.

U. S. FRIGATE ST. LAWRENCE,
Key West, January 9, 1863.

SIR: I have the honor to transmit the report of Acting Master's Mate Molloy, in command of the *Ariel*, a tender of this ship.

By direction of Acting Rear-Admiral Bailey I have detained on board this ship, as a prisoner of war, Edward Dexter, the man spoken of in Mr. Molloy's report, together with James Bishop, also captured in the *Good Luck*.

I enclose a list of the officers and crew of the St. Lawrence at the time of the capture, separating the actual crew of the tender *Ariel*.

I have the honor to be, very respectfully, etc.

JAS. FINDLAY SCHENCK,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. SCHOONER ARIEL,
Key West, January 8, 1863.

SIR: On Tuesday, January 6, at 3:40 p. m., while cruising off Cape Florida, saw a suspicious-looking craft in Miami [Key Biscayne] Bay, close under the land. I made all possible sail and chased her through Bear's Cut into the Gulf, and at 6:20 captured her. The vessel proved to be the sloop *Good Luck*, from [New] Smyrna, bound for Nassau; her cargo consists of 9 barrels spirits of turpentine and 1 bale of cotton. She had no papers or colors on board, and a crew of

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two men. The captain, whose name is Edward Dexter, is very notorious, having run the blockade several times successfully since the commencement of the war. The sloop being leaky, and having no opportunity for sending the prisoners down, I thought it prudent to tow her down. Hoping my conduct will meet your approbation, I am, dear sir,

Your most obedient servant,

W. C. MOLLOY,
Acting Master's Mate, Commanding U. S. Schooner Ariel.

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

Report of Acting Rear-Admiral Bailey, U. S. Navy, transmitting reports of Lieutenant-Commander Crosman, U. S. Navy, regarding favorable conditions for the immediate occupation of Apalachicola, Fla.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, January 9, 1863.

SIR: I enclose herewith two reports from Lieutenant-Commander Crosman, of the *Somerset*. I intend to look into the subject-matter spoken of, and will then communicate more fully.

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

U. S. S. SOMERSET,
West Pass, St. George's Sound, December 17, 1862.

SIR: Having carefully enquired concerning the topography of the country to the northward of the town of Apalachicola, conversed with prominent citizens, and elicited reliable information from various sources, which I think may be applied most fortunately by the United States Government, I submit it below.

The city of Apalachicola is an important strategic point, inasmuch as its possession insures a base for any operations upon the interior of Georgia and Alabama. A sand bar, over which but 7 feet water can be carried in the fullest spring tide, and generally but 6, closes the entrance into the river from the sound to any but light-draft vessels. Formerly all vessels loading at Apalachicola lay outside of this bar, 2¾ miles from the wharves, in 12 feet water, and were laden by means of lighters.

Apalachicola River, upon which the town is situated, is navigable during the winter months and in the late fall, up to the important town of Columbus, Ga., to vessels drawing 7 feet. Columbus is one of the grand depots and sources of strength of the Confederacy. Besides the 60,000 to 70,000 bales of cotton stored there, filling all the warehouses in the town, three cotton factories, one rolling mill, foundries to cast cannon, machine shops, and two gun shops are in active operation. The navy yard, where the rebel gunboat *Chattahoochee* was built (which gunboat is in the river and waits an opportunity to get out and prey upon our commerce), and where are three more gunboats building, is only 150 miles to the southward. From Columbus

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railroads diverge, communicating with Montgomery, Ala., Savannah, Ga., Augusta, and Milledgeville, the capital of Georgia.

The Southern people are most fully aware of the vital importance of Apalachicola's being in their possession; and the governor of Florida, in his late annual message, laments as "a fatal error" its imprudent evacuation by the Confederates. It is now entirely unprotected; a regiment of United States troops could, at this propitious moment, land and take possession, and in a week throw up earthworks which would make them almost impregnable to any force the rebels can now send. Prominent citizens of the place, among them Messrs. Dodge, Chapman, and Partridge, tell me all look to its occupation by United States troops, as they are now without supplies and defenseless against the only rebel troops within 30 miles, a horse company of 50, a roving band of guerrillas, whom a handful of our men drove out of the city only yesterday.

But though its occupation is easy now, at any moment in the future troops may be sent down from Columbus to hold it. A company of 40 resolute men can come down at night, take possession of the town, mount guns upon works already thrown up, and any morning may show us the rebel colors floating over batteries in position to drive the blockaders from the bar and permit the egress of the rebel gunboat *Chattahoochee.*

Four or five light-draft gunboats drawing from 4 to 6 feet might go ahead, engage and sink the *Chattahoochee*, capture the light river steamers upon the river to serve as transports, and, followed by these river steamers, laden with troops, proceed up to Columbus before any communication whatever could reach that city.

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

A. F. CROSMAN,
Lieutenant-Commander, U. S. Navy, Commanding Somerset.

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

U. S. STEAMER SOMERSET,
December 22, 1862.

SIR: Accompanying this I send information concerning the navigability of the Apalachicola River, which is formed by the junction of the Flint and Chattahoochee.

Quantities of commissariat and quartermaster stores are in the important depot at Columbus. No telegraph from that or any other point is now in communication with Apalachicola. The only means of transmitting intelligence are by the river and by a circuitous road upon the mainland.

Lastly, at the least estimation, there are 1,000 head of good cattle running wild upon St. Vincent's Island, or meat enough to last an army of 10,000 men thirty days.

The *Somerset*, with coal and provisions, draws 8 feet 9 inches; hence, with the materials to work with here, I can not get across the bar.

Very respectfully, your obedient servant,

A. F. CROSMAN,
Lieutenant-Commander, U. S. Navy.

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

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Report of Lieutenant-Commander English, U. S. Navy, regarding the capture of British sloops Avenger and Julia, and assistance rendered to transport ships Lucinda and Sparkling Sea, from New York.

U. S. GUNBOAT SAGAMORE,
Key West, Fla., January 10, 1863.

SIR: I have the honor to report to the Department that in obedience to instructions received from Acting Rear-Admiral Theodorus Bailey, on the 2d instant, I proceeded to the mouth of Indian River Inlet; reached the place on the evening of the 4th instant, and started an expedition up Indian River that same night. At midnight got underway and proceeded to Jupiter Inlet to assume the blockade of that place. On the morning of the 5th instant sent the boats with armed crews inside Jupiter Inlet, where they captured the English sloop *Avenger*, of Nassau, loaded with coffee, gin, salt, and baled goods.

On the morning of the 8th instant captured the English sloop *Julia*, of Nassau, 10 miles north of Jupiter and about a half mile from the shore; her cargo consisted principally of salt. Took both vessels in tow as far as Cape Florida to start them inside the reef for Key West. At daylight discovered two vessels apparently ashore on the reef, with signals of distress flying; stood down for them; found one to be the ship *Lucinda*, of New York, laden with troops and horses. She had gone ashore the previous night, had thumped over the reef, and was inside between the north point of Long Reef and Triumph Reef. Went immediately to work, got her off without injury, and started her on her course. Then bore down for the vessel, which proved to be the ship *Sparkling Sea*, of New York, and had on board the Twenty-fifth New York Battery. She had run ashore at daybreak on the north point of Ajax Reef; will probably prove a total wreck. Finding it impossible to get her off, as she was hard and fast on the reef, with four or five feet of water in the hold, I received on board of this vessel the officers and men belonging to the Twenty-fifth New York Battery and proceeded with them to Key West, where I arrived this morning.

With great respect, I am your obedient servant,

EARL ENGLISH,
Lieutenant-Commander.

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

Report of Acting Master Pennell, U. S. Navy, regarding the destruction of salt works near St. Joseph's, Fla.

U. S. BARK ETHAN ALLEN,
St. Joseph's Bay, January 10, 1863.

SIR: I have the honor to report to you the destruction of a very large salt manufactory, about 3 miles south of the old town of St. Joseph's, and three-fourths of a mile inland from the beach. On the morning of the 9th, at 3 o'clock a. m., I got underway, stood up the bay, and anchored just at daylight abreast of where I supposed the salt works to be; sent three boats in charge of A. Weston, acting master and executive officer, Samuel McCormick, acting ensign, and

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John Wilcox, acting master's mate, with 40 men. They landed and found the works as I had been previously informed. The workmen must have left on the approach of the boats, as my officers informed me that their breakfasts were cooking over the fire, and the salt works in full operation.

Enclosed is Mr. Weston's report. The works were capable of making 75 bushels of salt per day. This is the fourth salt manufactory I have destroyed since I have been on this station.

I am, very respectfully, your obedient servant,

I. A. PENNELL,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Report of Acting Rear-Admiral Bailey, U. S. Navy, requesting the Department's permission to add to his command such prize vessels as required for enforcing the blockade.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, January 12, 1863.

SIR: You will see by the enclosed report of a survey that the schooner *Beauregard* has been condemned as unseaworthy. It will be expensive to repair her, and take much time.

I request permission of the Department to substitute one of the numerous prize vessels (now lying in this port) in her place on the blockade, on a valuation by commissioners to be appointed by the court, and I further desire that a general permission be given me to take from among the vessels that have been or may be hereafter condemned such one or more as I may find suited to my purposes, to be used in enforcing the blockade within the limits of my command. In all such cases I should, of course, only take the vessel for the United States after valuation, as above proposed. Unfortunately, as the matter is at present managed, interested Confederate agents stand ready to purchase all the light-draft, swift-sailing vessels when sold under the decree of condemnation of the court, and they are at once turned over to Havana agents to be again used in the evasion of the blockade.

The court has recently turned over to me the *Ariel*, schooner of 79 tons, at a valuation of $1,450, which I have manned and attached to this ship as a tender. The *Ariel* has already sent in a prize having a cargo of greater value than the $1,450 at which she was appraised.

The *Sagamore* has been calked; the *Wanderer* hauled up on the ways, calked, and coppered; the *Magnolia*, *Huntsville*, and *Penguin* are undergoing repairs to their boilers, as also the *Santiago de Cuba*, of the West India Squadron.

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East. Gulf Blockdg. Squadron.

JOHN LENTHALL, Esq.,
Chief of Bureau of Construction and Repair.

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Report of Lieutenant-Commander Semmes, U. S. Navy, commanding U. S. S. Tahoma, regarding the capture by that vessel of the Confederate sloop Silas Henry.

U. S. S. TAHOMA,
Key West, Fla., January 15, 1863.

SIR: I have the honor to inform the Department of the capture by this vessel in Tampa Bay of the rebel sloop *Silas Henry*, on the 8th instant, under the following circumstances:

At daylight discovered a vessel ashore on the southeastern side of Tampa Bay, between 4 and 5 miles distant. Weighed anchor immediately and steamed toward her. Approaching, discovered she was on fire. Sent boats, found her abandoned, and put the fire out. She proved to be loaded with sea-island cotton. The hull of the vessel alone escaped material injury. I have turned the cargo and hull over to the judge of the United States district court at this place.

I enclose a list of the officers and crew on board this vessel at the time of capture.

I am, respectfully, your obedient servant,

A. A. SEMMES,
Lieutenant-Commander.

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

Report of Acting Rear-Admiral Bailey, U. S. Navy, giving list of captures made by the vessels of his command.

No. 11.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, January 15, 1863.

SIR: I have the honor to report that the U. S. S. *Tahoma* arrived at this port this morning, bringing in tow the prize sloop *Silas Henry*, captured by the *Tahoma* on the 8th instant, laden with 50 bales of cotton, partly damaged, as the report of the commanding officer of the *Tahoma* will detail. This is the tenth prize captured since I took command of the squadron, to wit: The *Good Luck*, prize to the tender *Ariel;* the *Alicia*, prize to the *Sagamore;* the *Avenger*, prize to the *Sagamore;* the *Julia*, prize to the *Sagamore;* the *Courier*, prize to the *Huntsville;* the *Kate*, prize to the *Roebuck;* the *Dove*, prize to the *Magnolia;* the *By George*, prize to the *Sagamore;* the *Carmita*, prize to the *Magnolia;* the *Silas Henry*, prize to the *Tahoma.*

Besides these vessels captured, a number have from time to time been destroyed. The *Tahoma* arrived with her supply of coal nearly exhausted; she at once commenced coaling at the wharf, and will return to her position on the blockade to-morrow.

The *Beauregard*, having on a survey been condemned as unseaworthy, I have obtained from the United States court permission to take the prize schooner *Hermosa* in her place. I shall transfer the officers, crew, and armament of the *Beauregard* to the *Hermosa*, and put her upon the blockade, first sending her into dock for some needed repairs.

I have thought that the *Dale* could be made more useful on the blockade than she is at anchor in this harbor as an ordnance ship, especially as her ordnance stores are exceedingly limited in quantity as well as variety, consisting principally of powder and of projectiles and

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appurtenances for IX and XI inch guns only. Her commanding officer is desirous also of assuming his portion of the duties of the blockade, and I have therefore ordered him to prepare his vessel at once for sea.

The *Sagamore* left this port on the 13th instant for the purpose of cruising off Indian River. She returned unexpectedly last evening, having on her way up the coast fallen in with the wrecked transport *Sparkling Sea* and the steamer *Swan*, sent up by the quartermaster of the Forty-seventh Pennsylvania Volunteers to bring down the horses of the Twenty-fifth New York Artillery. The gale (still blowing) was very severe at this point, and Captain English, of the *Sagamore*, thought it unsafe to proceed farther. The wreck had gone to pieces, and everything remaining on board was lost, horses included. The *Swan* was also short of provisions, her crew, indeed, in nearly a starving condition. Under these circumstances, the *Sagamore* returned last evening, bringing on board the captain of the Twenty-fifth New York Battery and his men. The *Sagamore* will return to Indian River as soon as the gale abates.

The court has allowed me to take into the service the *Two Sisters* (prize) at a valuation; she was a Galveston pilot boat of 53 tons; I shall attach her as a tender to this ship. The *Hermosa* I shall, in like manner, attach as tender to one of the other vessels of the squadron. I have appointed Coast Pilot Courtland P. Williams, whose application I forwarded to you on the 12th instant, as acting ensign, pending the action of the Department, and have put him in charge of the *Two Sisters*. I have sent the *Wanderer* to Charlotte Harbor to take the place of the *Penguin*, now here undergoing repairs. I trust that my action in regard to these matters will meet your approval.

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

Hon. GIDEON WELLES.

Stations of vessels composing the East Gulf Blockading Squadron, January 15, 1863.

Name.	Commander.	Class and station.
STEAMERS.		
1. Tahoma	Comdr. A. A. Semmes	Key West. Coaling.
2. Magnolia	Actg. Master C. Potter	Key West. Repairing boiler.
3. Penguin	Comdr. J. C. Williamson	Do.
4. Somerset	Lt. Comdr. A. F. Crosman	Blockading Apalachicola.
5. Sagamore	Lt. Comdr. E. English	Key West. Arrived to-day; leaves for Indian River to-morrow.
6. Fort Henry	Actg. Lt. E. Y. McCauley	Blockading Cedar Keys.
7. Huntsville	Act. Vol. Lt. W. C. Rogers	Sent to Havana for mails and information.
8. Port Royal	Lt. Comdr. G. U. Morris	Blockading Apalachicola.
9. Stars and Stripes	Actg. Master C. L. Willcomb	Blockading St. Andrew's Bay.
SAILING VESSELS.		
10. St. Lawrence	Comdr. J. F. Schenck	Flagship. Key West.
11. Ethan Allen	Actg. Master I. A. Pennell	Bark. Blockading St. Joseph's Bay.
12. Pursuit	Act. Vol. Lt. D. Cate	Bark. Blockading Tampa Bay.
13. J. L. Davis	Actg. Master J. West	Bark. Key West; will leave with supplies for squadron to-morrow or on gale abating.
14. Amanda	Actg. Vol. Lt. G. E. Welch	Bark. Blockading St. George's Sound.
15. Rocbuck	Actg. Master J. Sherrill	Bark. Blockading St. Marks.

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Stations of vessels composing the East Gulf Blockading Squadron, January 15, 1863.—Ctd.

Name.	Commander.	Class and station.
SAILING VESSELS—cont'd.		
16. Wanderer	Actg. Master E. S. Turner	Schooner. Blockading Charlotte Harbor.
17. J. S. Chambers	Actg. Master L. Nickerson	Schooner. Blockading St. George's Sound.
18. Beauregard	Actg. Master W. A. Arthur	Schooner. Key West; condemned on survey.
19. Eugenie	Actg. Master Wm. McClintock	Schooner. Key West; guard ship.
20. Ariel	Actg. Master Wm. C. Molloy	Schooner, tender. Cruising between Knight's Key and Indian Key.
21. Gem of the Sea	Act. Vol. Lieut. I. B. Baxter	Bark. Cruising off Indian River, Jupiter Inlet, and Cape Canaveral.
22. Dale	Actg. Master J. O. Barclay	Ordnance ship. Key West; preparing for sea.

Respectfully submitted.

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto, to prepare that vessel for sea.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, Fla., January 15, 1863.

SIR: You will consider yourself, with the *San Jacinto* under your command, as attached to this squadron until further orders.

As soon as the tide serves you will proceed alongside the coal wharf, fill up the bunkers with coal, take on board two months' provisions and stores, and report your vessel ready for sea to myself or the senior officer present.

You will use the utmost dispatch in carrying out this order.

I am, very respectfully, your obedient servant,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East. Gulf Blckdg. Squadron.

Commander WM. RONCKENDORFF,
U. S. S. San Jacinto.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the retention of the U. S. S. San Jacinto under his command.

No. 12.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, January 16, 1863.

SIR: I have the honor to report that the *San Jacinto* arrived at this port yesterday forenoon; she came in to coal and repair machinery, intending, that done, to return to Hampton Roads. I have thought it most prudent to retain her for the present, for the following reasons:

The correspondence between the Secretary of the Navy and my predecessor, Acting Rear-Admiral Lardner, shows that it has always been the intention of the Department to reattach the *San Jacinto* to this squadron, she having left the squadron temporarily on account of

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yellow fever on board (see letters from Department of September 3, September 23, and October 4). There has never been any written intimation of any kind from the Department to contradict the expressions of an intention that she should rejoin this squadron, contained in the letters above referred to. On the contrary, I was specially instructed by the Assistant Secretary of the Navy, in conversations had with him at Washington, that the *San Jacinto* would be sent down to join this squadron immediately on her return to the North from her then cruise after the *Alabama*.

Finally, this squadron is in need of an effective vessel like the one in question. Under these circumstances, I have thought it clearly my duty to retain the *San Jacinto* until I can receive advices from the Department, and not to send her or permit her to proceed to the North, on a winter's coast, on the chance of being returned here immediately. In this conclusion, I trust I shall meet with your approval and concurrence. Meantime, I shall endeavor (while waiting your further instructions), to turn her to good account. I have ordered her to repair forthwith, and to coal, and shall, by the day after to-morrow, have her ready for sea. I hope to employ her where she will be effective.

I have the honor to be, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral, Commanding, etc.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding change of signal numbers.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, Fla., January 18, 1863.

SIR: In consequence of the capture of the *Harriet Lane*, and the presumption that the signal book has fallen into the enemy's hands, Rear-Admiral Farragut has, in his squadron, deemed it proper to change the signals by increasing the value of each by one, leaving the repeaters as they were.

I have ordered the same change to be made in the signals of this squadron.

Hoping it may be approved by the Bureau,

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

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Squadron.

Commodore CHARLES H. DAVIS,
Chief of Bureau of Navigation, Washington, D. C.

Order of the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, for the retention of the U. S. S. San Jacinto.

NAVY DEPARTMENT, *January 20, 1863.*
(Per Steamer *Union*.)

SIR: In a recent communication Commander Ronckendorff states that he will have to visit Key West soon for provisions for his vessel,

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the *San Jacinto*. On the arrival of that vessel you can retain her as your flagship.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral THEO. BAILEY,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

Order of the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, regarding captured officers of the Confederacy.

NAVY DEPARTMENT, *January 20, 1863.*
(Per Steamer *Union*.)

SIR: You will not hereafter release on parole any prisoners who are officers in the rebel service, captured by the vessels under your command, but send them North for the Government to dispose of.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral T. BAILEY,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the reported movements of the C. S. steamers Alabama and Florida.

No. 21.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, January 20, 1863.

SIR: The U. S. S. *Oneida*, Captain Hazard, arrived this evening with the enclosed communication* from Rear-Admiral Farragut, from which you will learn that the U. S. S. *Hatteras* was captured off Galveston by the rebel steamer *Alabama*, or *290*. The *Oneida* also brings the intelligence that the rebel steamer *Florida*, or *Oreto*, escaped from Mobile on the night of 15th January and was hotly pursued by the *Cuyler*. When last seen the *Cuyler* was about 4 miles astern of the chase. Having apprehensions that the *290* and the *Oreto* may have the design of raising the blockade of the ports on my station by uniting and capturing the small blockading steamers and sailing vessels scattered on blockade of the different ports, I send immediately the *Huntsville* to St. Marks and Apalachicola as a precaution. The *San Jacinto*, the only remaining steamer in port capable of getting up steam, I shall keep ready to put upon their track when I get information of their whereabouts.

I have the honor to request a reinforcement of steamers of speed and force to pursue and capture the rebel steamers, as well as protect my line of blockade. I am also informed by Lieutenant-Commanders Morris and Crosman that the rebels are building four gunboats on the Chattahoochee River under the direction of Catesby Jones, late of our Navy, and that two of them, heavily armed, are said to be ready to come down to engage our blockading vessels. This information renders it

*For reports of the engagement between the U. S. S. *Hatteras*, see Series I, volume 2, pp. 18–23.

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the more necessary that this squadron should receive the support indicated above.

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

Let *Vanderbilt* and others be at once put on her track.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding change of signal numbers.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, January 21, 1863.

SIR: I have received information from Rear-Admiral Farragut of the sinking of the *Hatteras* by the *Alabama*, or *290*. Whether another signal book has fallen into the enemy's hands or not I am unable to say. It is my impression that the signal book of the *Hatteras* had been corrected by Rear-Admiral Farragut according to the enclosed diagrams. It will probably be necessary again to change the signals, and with this view I address this communication to the Bureau.

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

T. BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Squadron.

Commodore CHAS. H. DAVIS,
Chief of Bureau Navigation.

Report of Acting Rear-Admiral Bailey, U. S. Navy, transmitting report of Lieutenant-Commander Crosman, U. S. Navy, regarding preparation of Confederate gunboats in Chattahoochee River.

No. 24.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, January 21, 1863.

SIR: I have the honor to enclose to you a copy of a communication received from Lieutenant-Commander Crosman, commanding the *Somerset*, blockading off Apalachicola, in regard to the gunboats now being fitted out by the rebels up the Chattahoochee River. I fully approve of the suggestions he makes, and invite the consideration of the Department to the subject.

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

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

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

[Enclosure.]

U. S. GUNBOAT SOMERSET,
St. George's Sound, Florida, January 1, 1863.

SIR: As per order, I forward quarterly returns of ordnance, coal, and provisions, reports of punishments, together with lists of the number of contrabands.

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Upon the night of the 27th ultimo, one of the boats of this vessel capsized in a squall. Four men, among the best in this ship, were drowned, and though the islands have been scoured, no trace can be discovered of their bodies. Their names are: John Martin, captain of forecastle; George Farrel, coxswain; Angus Sinclair, captain of forecastle; Horace Bartlett, seaman.

The boats had been going during the day, and a volunteer crew was sent upon her last trip. I have forwarded to the honorable Secretary of the Navy the accounts of these men, and have also written to the only relatives of whose existence I am aware, the mother of Martin and the wife of Bartlett. This sad loss brings my number of vacancies up to the following, viz, 5 seamen, 3 ordinary seamen, 3 landsmen, 2 coal heavers, and 1 marine, making a total of 14 men, or a full gun's crew. I earnestly request that these vacancies be filled.

I have on board two months' provisions and 16 tons of coal. Upon the beach of Sandy [Sand] Island, at West Pass, are about 80 tons, the Port Royal having coaled there since my last visit.

The mail steamer *Circassian* stopped off the bar at West Pass on the 29th of December (last month). I have the honor to acknowledge the receipt of the circular issued by you, assuming the command of this squadron, of general instructions to commanding officers upon the station, and of a circular calling attention to the direction of the Bureau of Ordnance in relation to 100-pounder rifled guns. I acknowledge also general orders from the Department, dated one on the 3d and three on the 12th December, 1862, together with a list of the vessels fitting out to run the blockade from Nassau and Havana. By the *Davis* I sent through you to the Secretaries of the Navy and War information regarding the navigability of the Apalachicola and Chattahoochee rivers. This is reliable, and I beg you to consider the importance of this town as a base for offensive operations upon the interior.

The Confederates are now busily employed fortifying the banks, and show, by the efforts they are making to obstruct the channel of the stream, how valuable they consider the city of Columbus and the whole interior by its means. Two other steam gunboats are building at Chattahoochee; two, the *Chattahoochee* and *Kate Bruce*, are now ready for the ocean, and if no measures are taken to prevent their egress, though the force at present here, consisting of two steamers, may sink two of them, yet the others may elude us and get to sea. It is rumored that these gunboats are being protected with bales of cotton lashed to their sides, a reinforcement of strength almost equivalent to iron plating. At this season the river can be traversed by gunboats drawing from 3 to 5 feet water up to Columbus, thence railroads connect with Macon, Augusta, Milledgeville, and Savannah, in Georgia, and with Montgomery and Tombigbee River, whose mouth is at Mobile. A glance at the map, or at the enclosed tracing,* will show the immense advantage of an expedition sent immediately, consisting of six or seven iron-plated river gunboats and 10,000 troops.

At least 1,000 head of fat cattle roam about the island of St. Vincent's, which is in our undisturbed possession, and these will help furnish subsistence to the forces. It is under the conviction that you are not possessed of these details that I send them, since the advantage to be derived seems to me so apparent; and though I may be considered

* Not necessary to publish.

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presumptuous in offering my opinion to those of long experience, yet I am prompted by the feeling that it is the duty of all officers to do their utmost in all legitimate ways to further the crushing of this rebellion.

Conscript officers are impressing all men between the ages of 16 and 60 on the river, and, it is rumored, will visit the city of Apalachicola for that object. The people here are starving and, even if authorized, I have not provisions enough to make regular issues of rations; even if food were sent ashore, it would perhaps be confiscated and be sent up the river, as they are nearly all women and children, and among the citizens several Union men. The entire population being stigmatized as traitors by the Confederates, it seems hard to witness and not alleviate their sufferings.

The presence in the town of an armed force of Union troops, taking the town under the protection of the Government, would be sufficient to bring down numbers of white refugees to swell the number under arms.

January 14.—Yesterday I received a communication from Brigadier-General Joseph Finegan, of the Confederate forces, in answer to mine of the 30th of last October. I enclose a copy. As mentioned in a communication to Rear-Admiral Lardner, I released the prisoners spoken of, after they had taken the oaths of allegiance to the U. S. Government.

The bodies of John Martin, Angus Sinclair, and George Farrel have been discovered upon the beach of sand and St. George's Island; they have all been interred, and suitable headboards are in process of construction.

Up to this date I have 68 tons of coal and, excepting bread, of which I have but fifteen days, one and one-half months' provisions; there remain upon Sand Island but five or six tons of coal. I again call your attention to the bad condition of the bread sent from the storehouse in Key West.

Very respectfully, your obedient servant,

A. F. CROSMAN,
Lieutenant-Commander, U. S. Navy, Commanding Somerset.

Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron, Key West.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding orders issued to the U. S. steamers Oneida and San Jacinto in searching for the C. S. S. Florida.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, January 22, 1863.

SIR: I received information last night from Havana of the fact that the rebel steamer *Florida*, or *Oreto*, was in that port. I immediately sent word to the commanding officers of the *San Jacinto** and *Oneida*, the only available steamers in port, to hurry with their preparations for sea, and they will both be off to-night. My orders to them are to proceed off Havana and send in an army tug, which Colonel [T. H.] Good, commanding officer of the troops at this place, has kindly

*For order to U. S. S. *San Jacinto*, see Series I, volume 1, p. 52.

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placed at my disposal, to communicate with the consul, and ascertain whether the *Oreto* is still there. If she is still in Havana, the *Oneida* and *San Jacinto* will lie off and prevent her escape, but if she is already off, they have orders to separate and cruise for her, using their best judgments in connection with the information they will receive from Consul Shufeldt, as to tracks they will follow to fall in with her.

The captain of the army tug *Rainey*, which brought the news from Havana, says that the *Florida* is of about 1,000 tons, bark-rigged, and mounting eight VIII-inch guns and 2 heavy rifle guns on pivots. She has a coat of lead-color paint on her, much defaced, and she will probably repaint in Havana.

The above information does not come from Consul Shufeldt, but is what the captain of the *Rainey* saw and learned while in Havana.

In great haste, I have the honor to be, your obedient servant,

T. BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

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

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Ensign Mendall, U. S. Navy, to assume command of the U. S. schooner Beauregard.

FLAGSHIP ST. LAWRENCE,
Key West, January 29, 1863.

SIR: You are hereby detached from the ordnance ship *Dale* and you will relieve Acting Master William A. Arthur in command of the schooner *Beauregard*, receipting to him for all stores, etc., on board. In addition to this you will assume charge of the prize steamer *Pearl* (subject to the decision of the prize court) and such other duty as has been heretofore assigned to Acting Master Arthur, receiving from him all the necessary instructions, etc.

I am, respectfully, your obedient servant,

T. BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Acting Ensign JOHN T. MENDALL,
Ordnance Ship Dale.

Report of Lieutenant-Commander English, U. S. Navy, commanding U. S. S. Sagamore, regarding the capture of the British sloop Elizabeth.

U. S. GUNBOAT SAGAMORE,
Off Jupiter Inlet, Fla., January 29, 1863.

SIR: I have the honor to report to the Department that on the morning of the 28th instant I captured the English sloop *Elizabeth*, of Nassau, New Providence, at the mouth of Jupiter Inlet, with a cargo consisting chiefly of salt. She had struck in crossing the bar and bilged, damaging herself and cargo to such an extent as to make them worthless. I then gave orders to set her on fire, which was done.

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Her master deserted her immediately after striking and before we could make the capture. I learn from some of the crew that his name is Fredk. Sweeting, the same person who commanded the schooner *Agnes*, captured by this vessel in Indian River in November last.

I am, very respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant-Commander.

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

Order of the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, granting permission to acquire such prize vessels as needed in the squadron under his command.

NAVY DEPARTMENT, *January 30, 1863.*

SIR: The Chief of the Bureau of Construction has submitted to the Department your letter to him of the 12th instant, in which you request authority to take into the service prize vessels that have been condemned and that you may find suitable for your purposes in enforcing the blockade.

The Department sees no objection to permitting you to take a vessel under such circumstances, with the consent of the prize court and at a reasonable valuation. You will, when a vessel is to be taken, report the case to the Department as early as practicable, transmitting a copy of the appraisement and all other necessary information.

The Department will expect from you a discreet use of this authority and a careful consideration of the propriety of any expenditure which its exercise may render necessary.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg East Gulf Blockdg. Squadron, Key West, Fla.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Commander Schenck, U. S. Navy, regarding the cruising ground for the schooner Two Sisters.

U. S. FLAGSHIP ST. LAWRENCE,
January 31, [1863.]

SIR: I wish you to send the schooner *Two Sisters* (attached to your command as a tender) to cruise between the Tortugas Islands and Boca Grande, off what is called the Quicksand Passages. He will be vigilant in capturing all enemy's vessels he may meet and others breaking or intending to run the blockade, and will return to this port when in want of supplies.

I am, respectfully, your obedient servant,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Commander J. F. SCHENCK,
Commanding U. S. frigate St. Lawrence.

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Stations of vessels of the East Gulf Blockading Squadron, February 1, 1863.

Name.	Commander.	Class and station.
Amanda	Actg. Vol. Lt. G. E. Welch	Bark. St. George's Sound, East Pass.
Dale	Actg. Master J. O. Barclay	Sloop of war. Ordnance ship, Key West.
Ethan Allen	Actg. Master I. A. Pennell	Bark. St. Joseph's Bay, west of Apalachicola.
Eugenie	Actg. Master W. McClintock	Schooner. Guard-ship, Key West.
Fort Henry	Actg. Lt. E. Y. McCauley	Steamer. Cedar Keys.
Gem of the Sea	Actg. Vol. Lt. I. B. Baxter	Bark. Off Indian River and Jupiter Inlet.
Hendrick Hudson	Actg. Vol. Lt. D. Cate	Steamer. St. George's Sound.
Huntsville	Actg. Vol. Lt. W. C. Rogers	Steamer. Key West.
J. S. Chambers	Actg. Master L. Nickerson	Schooner. Charlotte Harbor.
J. L. Davis	Actg. Master Wm. Fales	Bark. Carrying supplies to squadron.
Magnolia	Actg. Master C. Potter	Steamer. Key West, repairing boilers.
Penguin	Comdr. J. C. Williamson	Steamer. Key West, repairing boilers. Sails to-morrow for St. George's Sound.
Port Royal	Lt. Comdr. G. U. Morris	Steamer. St. George's Sound, West Pass.
Pursuit	Actg. Vol. Lt. W. P. Randall	Bark. Tampa Bay.
Roebuck	Actg. Master J. Sherrill	Bark. St. Andrew's Bay.
Sagamore	Lt. Comdr. E. English	Steamer. Jupiter Inlet.
St. Lawrence	Comdr. J. F. Schenck	Frigate. Flagship, Key West.
San Jacinto	Comdr. W. Ronckendorff	Steamer. On a cruise after the Alabama.
Somerset	Lt. Comdr. A. F. Crosman	Steamer. St. George's Sound, West Pass.
Stars and Stripes	Actg. Master C. L. Willcomb	Steamer. St. Marks.
Tahoma	Lt. Comdr. A. A. Semmes	Steamer. Tampa Bay.
Wanderer	Actg. Master E. S. Turner	Schooner. Charlotte Harbor.

Respectfully submitted.

THEODORUS BAILEY,
Acting Rear-Admiral, Commanding East Gulf Squadron.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the disposition of the U. S. S. San Jacinto.

No. 38.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, February 1, 1863.

SIR: I have the honor to acknowledge the receipt, this day, of your communication dated January 20, 1863, in relation to retaining the *San Jacinto* as my flagship. As you will have been informed by my previous dispatches Nos. 20 and 22, I anticipated the action of the Department and retained the *San Jacinto* until I should hear further from you. Having received intelligence that the *Oreto* was at Havana, I at once (on the 22d ultimo) dispatched the *San Jacinto* and the *Oneida* (of Admiral Farragut's Squadron), which happened at the moment to be at this port, in search of her, since which time I have not heard from them.

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

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Report of Lieutenant-Commander Semmes, U. S. Navy, commanding U. S. S. Tahoma, regarding the capture of the British schooner Margaret.

U. S. S. TAHOMA,
At Sea, February 1, 1863.

SIR: I have the honor to inform you of the capture of the British schooner *Margaret* by this vessel and the U. S. S. *Hendrick Hudson* about 4 p. m. to-day in latitude 27° 52′ N., and longitude 83° W., in 6½ fathoms of water, Egmont Key light-house, bearing S. E. ½ S. nearly distant 24 miles.

The captain acknowledged to me that he intended to try to run into St. Marks.

I enclose herewith lists of the officers and crew entitled to share in the prize money.

I am, respectfully, your obedient servant,

A. A. SEMMES,
Lieutenant-Commander.

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

Report of Acting Master Arthur, U. S. Navy, commanding U. S. schooner Two Sisters, regarding the capture of the sloop Richards.

U. S. SCHOONER TWO SISTERS,
TENDER TO U. S. SHIP ST. LAWRENCE,
Off Boca Grande, February 2, 1863.

SIR: The following is a statement concerning the capture of the sloop *Richards:*

On February 1, while cruising in the channel between Boca Grande and the Quicksands, according to your instruction, a sail hove in sight at 5 p. m. about 3 points on our weather bow. We were steering N. E., the wind being S. E. We gave chase and shortly made her out to be a sloop steering about north. I stood for her until dark, when I lost sight of her. The wind having died away, I sent a boat in charge of Acting Master's Mate Louis [R.] Chester in the direction where the vessel was last seen. At 9:15 saw a light in the direction the boat went. At 12:15 midnight a sloop came within hail, and was found to be the chase with Master's Mate Louis Chester on board. He reported to me having boarded the sloop 7 miles from Boca Grande. She was steering north, the wind being S. E. She proved to [be] the sloop *Richards*, from Havana, St. Thomas, but bound to Matamoras. Having examined her papers and found that she had a cargo of salt, coffee, liquors, shoes, etc. Considering the position she was in when boarded, she was evidently bound to the mainland, and under that conviction I brought her in port to be examined.

Very respectfully, your obedient servant,

WM. A. ARTHUR,
Acting Master, Commanding.

Captain J. F. SCHENCK,
U. S. Ship St. Lawrence.

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Report of Acting Master Pennell, U. S. Navy, commanding U. S. bark Ethan Allen, giving information received from contrabands regarding the schooner Kane.

U. S. BARK ETHAN ALLEN,
St. Joseph's Bay, February 7, 1863.

SIR: I have the honor to inform you that, according to instructions received January 26 from Acting Volunteer Lieutenant William C. Rogers, commanding U. S. S. *Huntsville*, I proceeded on that day to St. Andrew's Bay to blockade that port until relieved by the U. S. bark *Roebuck*.

On the 1st instant the U. S. bark *Roebuck* arrived. The wind being ahead, I could not get to sea until the 5th, when I got underway and proceeded back to this bay and resumed the blockade.

While at St. Andrew's I received two contrabands from Marianna, Jackson County, Fla. One of them, a very intelligent mulatto, informs me that the schooner *Kain* lay 8 miles up the West Bay. Her cargo of cotton had been discharged and transported to Columbus. The schooner has been stripped of all light spars, sails, and rigging, and lay at anchor in the stream with nothing on board. Lower masts and bowsprit standing.

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

I. A. PENNELL,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding East Gulf Squadron, Key West, Fla.

Report of Acting Master's Mate Crane, U. S. Navy, regarding expedition in St. John's River, and stating reasons for noncompliance with instructions.

JUPITER INLET, FLA., *February 7, 1863.*

SIR: I have the honor of transmitting you herewith the result of an expedition, under your auspices and my immediate command, for the St. John's River, together with reasons for the noncompliance with your instructions to me, dated January 3, 1863, and respectfully beg your approval.

The evening we left your ship and got underway Mr. Thompson, one of our party, was taken quite ill. We continued up the river, however, until near Indian River Narrows, when, coming suddenly upon a boat and finding ourselves discovered, determined to capture her. She proved to contain the crew of the schooner *Pride* from Nassau, after salt discharged by that vessel and near at hand. After destroying 47 sacks (188 bushels), we returned to the inlet with the boat and prisoners, and turned them over to Captain Baxter, commanding bark *Gem of the Sea*. The medical officer of that ship reported Mr. Thompson as seriously ill and unfit for duty, which determined me to report my command to Captain Baxter for service.

The results up to this date are as follows:

January 7.—In company with Mr. Coffin and boat's crew of the bark, captured a small boat, together with all the camp equipage, provisions, etc., of two men supposed to be rebel spies.

January 9.—Captured with same party an empty and unmanned schooner named *Flying Cloud*, from Nassau, at St. Lucie River, and burned her.

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January 16.—Found 45 sacks of salt at Conch Bar, near Jupiter, and destroyed the same.

January 17.—Captured a boat and two men near St. Lucie River.

January 18.—Found 4 bales of cotton at or in St. Lucie River.

February 2.—Found three several parcels of salt, 41 sacks (130 bushels), near Jupiter, and destroyed them. I detached a party of five men on the morning of February 3 to Jupiter Narrows, who succeeded in finding 4 bales of cotton and bringing with them 2; they reached us last evening late.

Thus, it will be seen, we have not been very idle, as the intervening time has been filled in searching after cargoes, etc.

Mr. Thompson has returned to our party, and we are now ready for our original destination.

February 7.—Found two casks, partly filled with sperm oil, near this place, and 47 sacks of salt, one boat sail, etc.

Hoping that this condensed report may meet your favorable consideration,

I am, respectfully,

H. A. CRANE,
Acting Master's Mate, U. S. Navy.

Lieutenant-Commander E. ENGLISH,
Commanding U. S. S. Sagamore.

Letter from the Secretary of the Navy to the Secretary of War, giving information regarding the presence of the C. S. S. Chattachoochee and gunboats building in the Apalachicola River.

NAVY DEPARTMENT, *February 9, 1863.*

SIR: The Department has information that the rebel gunboat *Chattahoochee* is now in the Apalachicola River, waiting a suitable opportunity to run out, and that there [are] also other gunboats building up that river within reach of our light-draft steamers. It is thought that a joint naval and military expedition, upon a small scale, could effect the capture or destruction of those vessels and inflict other serious injury upon the insurgents in that quarter. I would therefore respectfully request that a suitable military force may be detailed to cooperate with such a naval force as Acting Rear-Admiral Bailey, at Key West, may consider necessary for the purpose indicated.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

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

Order of the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, for an investigation of conditions in Apalachicola River.

NAVY DEPARTMENT, *February 10, 1863.*

SIR: I received your letters of the 9th and 21st ultimo, enclosing communications from Lieutenant-Commander A. F. Crosman in reference to affairs on the Apalachicola River.

The Department desires you to examine into the subject of those reports, and if, in your opinion, an expedition for capturing or destroy-

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ing the rebel gunboats on the Apalachicola be advisable, a military force will be detailed to cooperate with you in such an expedition.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral THEO. BAILEY, etc.,
Key West, Fla.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the Coast-Survey steamer Vixen.

No. 53.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, February 10, 1863.

SIR: I have the honor to acknowledge the receipt of your communication dated January 30, 1863, directing me to have an eye to the protection of the Coast-Survey steamer *Vixen*. I shall fulfill the instructions of the Department. The steamer *Vixen* came into this port this afternoon.

I am, respectfully, your obedient servant,

T. BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Willcomb, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding attacks upon Confederate encampment and steamer near St. Marks, Fla.

U. S. S. STARS AND STRIPES,
Off St. Marks, February 10, 1863.

SIR: On the 1st instant I steamed in and came to inside of Long Bar, when I perceived a rebel encampment, which I shelled and caused the enemy to retreat to the town. What loss they sustained I am unable to state, as I could not see the effects of our shells.

At 2 p. m. we saw a small rebel river steamer coming down past the town. She came nearly to Four Mile Point, and then stopped, apparently to reconnoiter. As soon as I could perceive that she did not intend to approach nearer, I began shelling her with our rifle gun, our shells bursting over and around them in such a manner as caused me to think she was hit. However, hit or not, they turned and steamed up again as far as they could beyond the fort. I have steamed down as far as Econfence River on one occasion, but saw no vessel of any kind, but I think a small vessel off the mouth of the above-named river would be of service.

I am informed by the pilot that the rebels have now in operation at Newport, 5 miles above St. Marks, a foundry and machine shop, where they are casting shot and shells for the rebels.

He also tells me that he can not take this vessel up unless he could stake out the channel and have a very high tide. One difficulty arises in my going in over the bar; if inside I can not get out at low tide, and if out, can not get inside. Of the two evils I have, I think, chosen the least, taking a berth close as I can outside the bar, and I do not think

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that any vessels can possibly get in or out without our seeing them, and I change my position so often that they can not tell where I am at night. I am obliged to keep up fires constantly, so as to be ready for any emergency.

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

CHARLES L. WILLCOMB,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding East Gulf Blockading Squadron,
Flagship St. Lawrence, Key West.

Stations of vessels composing the East Gulf Blockading Squadron, February 15, 1863.

Name.	Commander.	Class and station.
Amanda	Actg. Vol. Lt. G. E. Welch	Bark. St. George's Sound, East Pass.
Dale	Actg. Master J. O. Barclay	Ordnance ship. Key West.
De Soto	Capt. Wm. M. Walker	Steamer. Key West, repairing.
Ethan Allen	Actg. Master I. A. Pennell	Bark. St. Joseph's Bay.
Eugenie	Actg. Master W. McClintock	Schooner. Guard ship, Key West.
Fort Henry	Actg. Lt. E. Y. McCauley	Steamer. Cedar Keys.
Gem of the Sea	Actg. Vol. Lt. I. B. Baxter	Bark. Off Indian River and Jupiter Inlet.
Hendrick Hudson	Actg. Vol. Lt. D. Cate	Steamer. St. George's Sound.
Huntsville	Actg. Vol. Lt. W. C. Rogers	Steamer. Off Jupiter Inlet and Indian River.
J. S. Chambers	Actg. Master L. Nickerson	Schooner. Charlotte Harbor.
J. L. Davis	Actg. Master W. Fales	Schooner. Carrying supplies to squadron.
Magnolia	Actg. Master C. Potter	Steamer. Key West, under repair.
Penguin	Comdr. J. C. Williamson	Steamer. St. George's Sound.
Port Royal	Lt. Comdr. G. U. Morris	Steamer. St. George's Sound, West Pass.
Pursuit	Actg. Vol. Lt. W. P. Randall	Bark. Tampa Bay.
Roebuck	Actg. Master J. Sherrill	Bark. St. Andrew's Bay.
Sagamore	Lt. Comdr. E. English	Steamer. Jupiter Inlet.
St. Lawrence	Comdr. J. F. Schenck	Frigate. Flagship, Key West.
San Jacinto	Comdr. W. Ronckendorff	Steamer. Gone north with broken shaft.
Somerset	Lt. Comdr. A. F. Crosman	Steamer. St. George's Sound, West Pass.
Stars and Stripes	Actg. Master C. L. Willcomb	Steamer. St. Marks.
Tahoma	Lt. Comdr. A. A. Semmes	Steamer. Tampa Bay.
Wanderer	Actg. Master E. S. Turner	Schooner. Charlotte Harbor.
Two Sisters	.....	Schooner. Tender to St. Lawrence, off Boca Grande and Quicksand Passage.
Ariel	.....	Schooner. Tender to St. Lawrence, passages of Florida Reef, Sombrero Key to Cape Sable.
Julia	.....	Sloop. Tender to Tahoma, Tampa Bay.
Ezilda	.....	Schooner. Tender to Fort Henry, Cedar Keys.
Beauregard	.....	Schooner. Repairing at Key West.
Brockenborough	.....	Sloop. Tender to Port Royal and Somerset, Apalachicola.

Letter from the Assistant Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, regarding the appropriation of prizes for service in the squadron.

Unofficial.] NAVY DEPARTMENT, *February 16, 1863.*

DEAR ADMIRAL: I have your letter of the 19th ultimo. You are right in shifting and changing to work out the poor trash, which accompanies even the blessed institution of slavery. We have sent you the *De Soto*, a fast steamer, with a big load of fuel. That is all we can do at present. You must see the judge and the U. S. attorney at Key

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West, and take any vessels you want, especially steamers, and fit them up. You have a right to take them before delivering them to the court. We have been trying to get the *Adela* for six months. If we take them previous to delivery, it will hurry matters very much. You have a fine fleet in your harbor, and ought to have them all. I have had a long talk with the general in chief about the rebel ironclads, and before doing anything requiring army cooperation he will await full details from you, which we have asked for. The Army seems willing to lend us a hand, but opposed to occupying any more points on the Southern coast. The disreputable and pusillanimous conduct of our navy in Texas waters has emboldened secesh, and you must look out off every port. Boarding nettings would have saved the *Harriet Lane*. The *St. Lawrence* will be ordered home in the spring, and whatever changes you deem advisable you must make. She only ought to take men enough to render her voyage safe, leaving stores, etc., behind. You better suggest to the Department, after consulting the surgeons, the latest period she can remain in safety. I sent off the Chalmette flag, as you requested, to Mrs. Jones. I trust that no disaster may happen in your command, but if one does the country can bear it if it resembles the *Cumberland* affair rather than the Galveston disgrace.

Very truly, yours, G. V. Fox.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the arrival at Key West of the officers and crew of the late U. S. S. Hatteras.

49.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, February 19, 1863.

SIR: On the 14th instant Lieutenant-Commander H. C. Blake and the officers and crew of the late steamer *Hatteras* arrived at this place from Kingston, Jamaica, in the American ship *Borodine*. I at once received them on board this ship, and, as they were all in nearly a destitute condition, caused them to be rationed and supplied with such articles of clothing as they stood in need of. The colonel commanding the post has kindly offered them passage to New York in the transport *Star of the South*, which has been accepted, and they will probably sail in the morning. Nothing has been heard of the *Oreto* since she was chased by the *Sonoma* through the Bahama Banks.

I am, very respectfully, your obedient servant,
THEODORUS BAILEY,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Crosman, U. S. Navy, commanding U. S. S. Somerset, regarding the capture by that vessel of the schooner Hortense.

U. S. GUNBOAT SOMERSET,
Off New Inlet, St. George's Sound, February 19, 1863.

SIR: Yesterday, the 18th, while at anchor at this place, discovering a small fore-and-aft schooner standing along the shore to the westward,

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outside St. George's Island, I dispatched Acting Master Higbee in charge of one of the cutters of this vessel, with an armed crew, to give chase, and followed shortly myself in the armed sloop *Brockenborough*, officered and manned from the *Somerset*.

The sail was seen at about 1:50 and at 2 p. m. the boat started, or thereabouts. The boat overhauled and captured the vessel in latitude 29° 33′ N., longitude 84° 55′ W., the pass called New Inlet bearing (per compass) about N., and distant 3 miles.

I met the prize, which was headed toward me by the officer in charge and was told by the officer and captain that it was the *Hortense*, from Havana, bound to Mobile.

All the papers, together with an old and apparently well-used Confederate ensign, I send by Acting Master Higbee, in command of the prize.

At the time of capture the *Somerset* was in signal distance of the U. S. steamers *Penguin* and *Port Royal*.

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

A. F. CROSMAN,
Lieutenant-Commander, U. S. Navy.

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

Report of Commander Williamson, U. S. Navy, regarding service performed by the armed sloop Brockenborough in capture of small schooner.

U. S. S. PENGUIN,
West Pass, St. George's Sound, February 20, 1863.

SIR: On the 18th I sent the armed sloop *Brockenborough* to communicate with the *Somerset*, stationed off New Inlet. On her arrival there she was sent by Lieutenant-Commander Crosman in chase of a small schooner off the pass, and seen from this vessel. The schooner was captured, and I send her to Key West in charge of one of the officers of the *Somerset*, Acting Master Higbee, with all the required reports of the captain from Lieutenant-Commander Crosman and the papers found on board.

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

J. C. WILLIAMSON,
Commander, U. S. Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. Eastern Gulf Blockading Squadron.

Letter from the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, forwarding information from Belize, British Honduras, regarding movements of blockade runners.

NAVY DEPARTMENT, *February 20, 1863.*

SIR: I submit for your information the following extract from a recent dispatch, received by the Secretary of State from the U. S. commercial agent at Belize:

All the Confederate vessels running the blockade for the ports of Sisal, Belize, or Jamaica, or returning, pass between Cape [San] Antonio and Cape Catoche, those

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of light draft like *Green Bird*, *Pelican*, and *Break O' Day*, running close in Cape Catoche shore. No cruiser has been seen for some months between these points. A small steamer of light draft of water would doubtless capture most of them.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral T. BAILEY,
Comdg. Eastern Gulf Blockading Squadron, Key West.

Boat expeditions for the capture of schooners in Indian River, February 23, and Mosquito Inlet, March 2, 1863.

Report of Acting Rear-Admiral Bailey, U. S. Navy, transmitting reports.

No. 92.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, March 10, 1863.

SIR: I have to report the arrival here this morning of the steamer *Huntsville* from a short cruise between Havana and the Tortugas; also the return of the gunboat *Sagamore* from as far up the coast as Mosquito Inlet, where she went in consequence of information received at Indian River.

I enclose an interesting report of an expedition made by the boats of the *Sagamore* to the town of [New] Smyrna for the purpose of capturing or destroying a vessel [*Florence Nightingale*] loaded with cotton, in which a brisk engagement of twenty minutes' duration occurred, resulting in the destruction of the vessel and, unfortunately also, in a loss on our side of 1 killed and 5 wounded. The officers and men of the expedition appear to have behaved with great spirit and judgment, and, in my opinion, the promotion of Acting Master's Mate Jeff. A. Slamm, who commanded the party, to the grade of acting ensign, would be not only a proper acknowledgment of his conduct on the occasion, and a step warranted by his general deportment and ability, but would also incite others to emulate his example.

I enclose also a report from Volunteer Acting Master's Mate Henry A. Crane, of the *Sagamore*, whose history and services merit the attention of the Department. He came off to one of our vessels from Indian River some time in December last and offered his own services, together with those of seven other residents, in behalf of the Government, promising to furnish their own arms and boats. By my directions they were received as supernumeraries on the books of the *Sagamore*, in order to confer a legality upon their hostile proceedings against the rebels, Mr. Crane being rated as volunteer acting master's mate, one of the others as first-class fireman, and the other six as landsmen. Their subsequent operations, in concert with the boats of the *Sagamore* and *Gem of the Sea*, have been of efficient service in clearing out the rebels from Indian River and in breaking up their connection with the lawless traders of Nassau; and it is scarcely too much to say that without the local knowledge and personal acquaintance possessed by these men it would have been nearly impossible to effect this very desirable object. This last achievement of theirs, wholly unassisted as they were against nearly double their own numbers, and showing such determined bravery and endurance, is of a brilliancy to merit special recognition from the Government. The results of their expedition, consisting of a sloop and a

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boat, together with 35 bales of sea-island cotton, arrived here this morning in the *Sagamore*.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral,
Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander English, U. S. Navy, forwarding report of officer commanding expedition to Mosquito Inlet.

U. S. GUNBOAT SAGAMORE,
Off Indian River Inlet, Florida, March 4, 1863.

SIR: Whilst blockading at Indian River I received perfectly reliable information that a schooner was in Mosquito Inlet, Florida, loading with cotton. Having understood that there was no blockading vessel stationed off there, I proceeded to that place, leaving the U. S. bark *Gem of the Sea* at this. Arriving there on the 28th day of February, the schooner could be seen inside. Not wishing to expose my crew when I was under the impression they had a gun planted in such a position as to rake any boats that might attempt to pass up the narrow river, I therefore threw a few shells over in hopes I might force them to fire her. Failing to accomplish this, on the morning of the 2d instant I started an expedition in to cut her out or burn her, under charge of Acting Master's Mate J. A. Slamm. Enclosed I send a copy of Acting Master's Mate Slamm's report of the result of the expedition; also the medical officer's report. I regret to report the death of Hugh Maguire (seaman) and other casualties. The result of the expedition and the manner in which it was conducted under so young an officer deserves commendation. I had every reason to believe they would have met with firm resistance from the time of entering the river until getting out.

I am, very respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant-Commander.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Report of Acting Master's Mate Slamm, U. S. Navy, commanding expedition to Mosquito Inlet.

U. S. GUNBOAT SAGAMORE,
Off Mosquito Inlet, Florida, March 2, 1863.

SIR: In obedience to your orders, dated March 1, directing me to proceed with a boat expedition for the purpose of cutting out or burning a schooner [*Florence Nightingale**], supposed to be laden with cotton, near the town of Smyrna, I left the ship at 5 o'clock a. m. with the following boats and volunteers, viz: Ship's launch, with myself, assisted by Third Assistant Engineer F. G. Coggin and a crew

* See report English, March 17, 1863.

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of 13 men; first cutter, in charge of Acting Master's Mate Franklin E. Ford with 7 men; second cutter, in charge of Acting Master's Mate Charles R. Fleming with 11 men; gig, in charge of Acting Master's Mate George B. Sidell with 5 men.

The boats proceeded up the river and sighted the schooner without meeting any resistance, when I suddenly discovered she had been fired by a party that was seen to run on board. The cutters were then ordered to board and bring her out if possible, while I shelled the banks and bushes. In boarding they were fired upon by what appeared to be a party of some 25 or 30 men concealed in the bushes behind an embankment close by her. Finding it impossible to extinguish the fire, the vessel hard and fast on the bottom, the tide still falling, and the object of the expedition being accomplished, I deemed it folly to expose my men longer, so ordered a return to the ship.

I regret to state, while in the act of boarding, Hugh Maguire (seaman) was shot dead, and the majority of the first cutter were wounded. Acting Master's Mate Franklin E. Ford, of the first cutter, although wounded himself, shot one of the enemy dead while in the act of firing on the boarding party, and his coolness during the whole affair deserves especial praise. The engagement lasted about twenty minutes; from appearances the enemy must have suffered badly, with the continual discharges of canister at short range. On our return the boats were fired upon for about half a mile by scattered parties concealed along the banks, which was well replied to.

The officers and men conducted themselves and performed their duties with entire satisfaction, and proved themselves to be composed of the right material.

The schooner was about 150 tons burden, laden with cotton, and apparently ready to sail, only waiting, I should judge, for the spring tides to cross the bar.

There appeared to be quite a considerable amount of cotton in a storehouse a short distance from where the schooner was moored. Not deeming it safe to land my small party, I could not destroy it.

I expended in ammunition the following, viz: Eight canister, four shrapnel, two shells, and six rounds for the rifles.

In conclusion, I regret to submit the following list of casualties, viz: Killed, Hugh Maguire (seaman); wounded, Acting Master's Mate Franklin E. Ford, Levi K. Green (captain of forecastle), Roswell C. Lewis (seaman), John McCann (ordinary seaman), Neil McDonald (seaman).

Very respectfully, your obedient servant,

JEFF. A. SLAMM,
Acting Master's Mate.

Lieutenant-Commander EARL ENGLISH,
Commanding U. S. Gunboat Sagamore.

[Enclosure.]

Report of casualties.

U. S. GUNBOAT SAGAMORE,
Off Mosquito Inlet, Florida, March 2, 1863.

SIR: I have to report the following casualties resulting from the engagement of the boats with the enemy to-day:

Killed, 1. Hugh Maguire, seaman; gunshot wound of chest.

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Severely wounded, 3. Roswell C. Lewis, seaman; rifle ball through chest and left lung. Neil McDonald, seaman; hand. John McCann, ordinary seaman; arm.

Slightly wounded, 3. Franklin E. Ford, acting master's mate; gunshot wound of hip. Levi K. Green, captain of forecastle; shoulder. Timothy Sullivan, coal heaver; leg.

I am, very respectfully, your obedient servant,

WALTER K. SCOFIELD,
Assistant Surgeon.

EARL ENGLISH,
Lieutenant-Commander.

Report of Volunteer Acting Master's Mate Crane, U. S. Navy, regarding the capture of the schooner Charm in Indian River.

OFF INDIAN RIVER, FLORIDA, *March 4, 1863.*

SIR: Since my last from Jupiter Inlet, dated February 8, I beg leave to report that on the 12th ultimo I succeeded in finding a lot of articles pertaining to the light-house at that place, together with 58 sacks of salt, chest of tools, sails, etc.

In obedience to your instructions, dated January 4, I proceeded up the river on the 20th February. I deemed it prudent to move at night exclusively, to prevent observation and alarm. On the morning of the 22d laid by in the narrows of Indian River, and explored a lagoon eastward, discovering several places where cotton had been stowed, and at the eastern end also a perfect ship yard, with a trail leading to the beach. From this point we had a full view of the blockading bark, your steamer, etc.; could easily see boats leaving either vessel. This point has been used as one of observation.

On the morning of the 23d reached a cove some 5 miles above the mouth of St. Sebastian River, on the eastern side, and about 2 o'clock p. m. discovered a schooner bearing down and apparently filled with men. From their numbers and general careless manner upon the deck I at once arrived at the conclusion that they were rebels designing to act on the offensive. Allowing them to run well down, and stripping the disguise from my boat, determined to attack them, whatever their numbers, at my own time and place, running under foresail, keeping the eastern side, and at sunset reaching the narrows, where I knew they must bring up, and lowering all sail, having quite a current in our favor. The moon was high and shone very clear. Keeping out of view as much as possible until she set was important, as the darkness would favor our disparity of numbers. At or near midnight the masts of the schooner were visible, and could easily hear the crew hauling her over the oyster bars. At this juncture I placed a man in our stern, with instructions to push us for her with all his force. In a few minutes we were alongside, mounted her deck, and demanded a surrender, which was instantly complied with. Securing their arms, correspondence, etc., I found 12 men on board of the vessel, she being entirely empty, and proved to be the *Charm*, Captain Titus, from Nassau, New Providence. Ordering the sails hoisted, we found on our bow a vessel some distance from us. I determined to run her down at all hazards, and came near doing so, when we were informed it was a sloop loaded with cotton, and no one on board. Placing 2

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men on her—reducing my party to 5—ran down for the inlet, distant some 18 miles, reaching there on the morning of the 27th, being seventy-two hours on our feet and with very little refreshment.

On the morning of the 28th, finding our steamer gone, and quite exhausted, hailed the bark *Gem of the Sea* and asked assistance. At the request of Captain Baxter, I reported to him and turned over the provisions, schooner, and cotton sloop to him, who quite urgently advised my remaining until the arrival of our steamer; our condition made rest desirable.

To the inflexible firmness of my party am I indebted for the successful result, all of which is respectfully submitted.

I am, your obedient servant,

HENRY A. CRANE,
Volunteer Acting Master's Mate.

Lieutenant-Commander EARL ENGLISH,
Commanding U. S. Gunboat Sagamore.

Report of Lieutenant-Commander English, U. S. Navy, regarding capture of the British schooner Charm.

U. S. GUNBOAT SAGAMORE,
Off Indian River, Florida, March 4, 1863.

SIR: I have the honor to report to the Department that on the night of the 23d ultimo a detached expedition of six men under charge of Acting Master's Mate Henry A. Crane, belonging to this vessel, captured in Indian River, at a place called the Narrows, some 20 miles above the mouth of the inlet, the English schooner *Charm;* she was bound to Nassau, New Providence, with a cargo of cotton. Had on board at the time of capture the master of schooner and crew of 4 persons; likewise 7 passengers, most, if not all, armed. The passengers, with two exceptions, expressed themselves endeavoring to escape the late rebel conscript act.

Upon their arrival at the mouth of the inlet the prisoners were delivered over to the U. S. bark *Gem of the Sea* for safe-keeping, and assistance was rendered by her boats in getting the schooner over the bar.

Enclosed I send a correct list of the officers and crew of this vessel entitled to share in the prize.

I am, very respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant-Commander.

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

Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark Gem of the Sea, claiming prize for that vessel.

U. S. BARK GEM OF THE SEA,
At Anchor off Indian River Inlet, March 6, 1863.

SIR: I last had the honor of addressing you under date of February 14, per U. S. S. *Huntsville*, giving you a detail of my proceedings

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with the U. S. bark *Gem of the Sea* to that date, and to my regret had nothing to report of much interest.

I now have the gratification to inform you that on the morning of the 28th day of February we discovered a man on shore at Indian River Inlet waving a white flag; on sending one of our boats into the inlet in charge of Acting Master P. F. Coffin, it proved to be one of Acting Master's Mate Henry A. Crane's party. He informed Mr. Coffin that Mr. Crane and the balance of his party were at the head of the inlet and required assistance, as they had in charge a schooner and sloop with 21 bales of cotton and 12 prisoners on board, which they captured 18 miles up the Indian River from the inlet.

Mr. Coffin went immediately to their assistance and took charge of the prisoners and brought them on board of our ship. Our boats were unable to go into the inlet again that day on account of the heavy sea on the bar.

The following morning, March 1, I went into the inlet, where I found Mr. Crane and party, with their prizes aground on the inner bar. The U. S. gunboat *Sagamore* being absent from this station, Mr. Crane turned the prizes and prisoners over to me, as he was anxious to proceed on his expedition.

I sent Mr. Coffin with a crew of 11 men into the inlet, with orders to take charge of the prizes and get them over the bar if possible, and advised Mr. Crane and his party to remain here until Captain English returned, as he left here with the *Sagamore* on the morning of the 27th of February, and went up the coast and was expected here momentarily.

Captain English returned here with the U. S. gunboat *Sagamore* on the morning of the 3d of March, and has taken charge of the prizes captured in Indian River during his absence by Mr. Henry A. Crane and his party, claiming them as prizes to the gunboat *Sagamore*, after we had worked at them day and night for six days, getting them over the shoals and bars in the river, which act is discouraging to the officers and crew of this ship.

I therefore beg most respectfully to say that in my opinion the *Sagamore* has no claim on them as they were captured during her absence from this station, and turned over to the U. S. bark *Gem of the Sea* by Mr. H. A. Crane two days previous to the *Sagamore's* arrival off here. I also respectfully beg to say that in my opinion the *Gem of the Sea* is entitled to the credit of the capture of the above prizes instead of the *Sagamore*, although Mr. Crane and his party were not regularly transferred to the *Gem of the Sea;* still I deemed them as a portion of her crew, in the absence of the *Sagamore*, as we had them to look after and to furnish with provisions the greater part of the time for the last two months; nor do I think they could have remained in Indian River during the absence of the *Sagamore* without the protection of the *Gem of the Sea*, which vessel has not been absent from this station since the 30th of December last.

I think the blockade running at this station is about broken up for the present; there has not a vessel run in at either of the inlets without being captured since we came on this station, and but two have got out; they were two small sloops having on board, each of them, 13 bales of cotton and a few passengers.

Those sloops ran out at this inlet while we went to Juniper Inlet to furnish Mr. Crane and his party with provisions. I am informed

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that there is but one vessel at Sand Point, and she draws too much water to come down the river before it rises.

I herewith enclose a copy of Acting Master's Mate Henry A. Crane's report of the capture of the above vessels.

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

I. B. BAXTER,
Acting Volunteer Lieutenant, U. S. Navy, Commanding.

SENIOR OFFICER,
Comdg. East Gulf Blockdg. Squadron, Key West, Fla.

Report of Lieutenant-Commander English, U. S. Navy, regarding the capture of the schooner Florence Nightingale in Mesquito Inlet.

U. S. GUNBOAT SAGAMORE,
Key West, Fla., March 17, 1863.

SIR: I have to report that the schooner *Florence Nightingale*, which arrived in at this port this morning as a prize to the U. S. gunboat *Octorara*, is the same vessel that was attacked in Mosquito Inlet, Fla., on the 2d instant, by the boats belonging to this vessel, and was set on fire by the enemy; they resisted, firing upon the boats, killing one man and wounding several before any shots were fired from the party under Acting Master's Mate J. A. Slamm, who had charge of the expedition; they also hoisted the rebel flag. Acting Master's Mates Slamm, Fleming, Ford, and Sidell can testify to the above, likewise the boats' crews composing the expedition.

I am, very respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant-Commander.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding East Gulf Blockading Squadron.

Letter from Acting Rear-Admiral Bailey, U. S. Navy, to the U. S. district attorney at Key West, Fla., regarding the prize schooner Stonewall.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, Fla., February 24, 1863.

SIR: The *Tahoma* brought in this morning a schooner, prize, named the *Stonewall*, of about 50 tons. I am in want of her to attach to the *Tahoma* as a tender.

Will you make the proper motion to the court for an order to deliver her to me for naval purposes, after an appraisal, etc.?

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

T. J. BOYNTON,
U. S. District Attorney, Key West, Fla.

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Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the departure of the U. S. S. De Soto in search of the C.S. S. Florida (Oreto).

No. 59.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, February 26, 1863.

SIR: I have the honor to acknowledge the receipt of your communication* dated January 28, 1863, regarding the *De Soto*. That vessel having been coaled, and receiving the needed repairs, leaves to-day in search of the *Oreto*, in accordance with your instructions.

I am, very respectfully, your obedient servant,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Bailey, U. S. Navy, requesting the removal by the President of Colonel Morgan, U. S. Army, commanding at Key West.

No. 68.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, February 26, 1863.

SIR: I have the honor to enclose two general orders, numbered 9 and 10, issued by Colonel Jos. S. Morgan, of the Ninetieth Regiment, New York Volunters, commanding this military post, and to inform you that I have been waited on by Judge Marvin, of the U. S. district court; Mr. Boynton, the district attorney; Mr. Howe, the collector; Mr. Clapp, the U. S. marshal, besides the rector of the Episcopal Church, and the Catholic priest, all complaining of the illegality and inhumanity of the orders, which, if carried out, will deport into the rebel lines whole families of law-abiding Union people, whose only offense is their having disloyal relations in the rebel employment. These orders complained of (Colonel Morgan informs me) are based upon positive instructions from General Hunter, commanding this military department. I have remonstrated with the colonel in the strongest terms, denouncing them as not based upon reason, common sense, or law, and requested him to delay carrying them into effect until he can have an opportunity of laying the subject with its hardships before General Hunter, and until I can communicate with the head of my department on the subject, but without avail. I can, therefore, only request on behalf of those inoffensive people, that you will lay the subject of these inhuman orders before the President to the end that they may be rescinded and Colonel Morgan removed from the command of this post.

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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*See Series I, volume 2, p. 62.

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[Enclosures.]

GENERAL ORDERS, No. 9. HDQRS. ISLAND OF KEY WEST, FLA., *U. S. Barracks, February 12, 1863.*

All white persons residing within the limits of this command having husbands, sons, or brothers in rebel employment, or who have at any time declined taking the oath of allegiance to the U. S. Government, are hereby required to report in person at these headquarters on or before Tuesday, the 17th instant, and register their names.

By command of

JOS. S. MORGAN,
Colonel Ninetieth Regiment New York Volunteers, Comdg. Post.

W. T. WOOLLY,
First Lieutenant and Acting Post Adjutant.

GENERAL ORDERS, No. 10. HDQRS. ISLAND OF KEY WEST, FLA., *U. S. Barracks, February 17, 1863.*

In accordance with instructions received from headquarters Department of the South, the families of all persons (white) residing within the limits of this command who have husbands, brothers, or sons in rebel employment will hold themselves in readiness to embark on board of the first available transport for Hilton Head, S. C., with a view of being placed within the rebel lines.

The heads of such families will report in person to these headquarters without delay. Due notice will be given as to the transport and time of sailing.

By command of

JOS. S. MORGAN,
Colonel Ninetieth Regiment New York Volunteers, Comdg. Post.

W. T. WOOLLY,
First Lieutenant and Post Adjutant.

Report of Acting Lieutenant McCauley, U. S. Navy, commanding U. S. S. Fort Henry, regarding the capture of schooner Anna.

U. S. S. FORT HENRY,
Cedar Keys, Fla., February 27, 1863.

SIR: On the evening of the 26th instant the schooner *Anna*, Captain H. Hanson, of Nassau, New Providence, was captured whilst endeavoring to evade the blockade by armed boats of this vessel inside the bar off the mouth of the Suwanee River.

She is loaded with 75 bags of salt, 3 bags coffee, 9 boxes soap, 12 kegs nails, 4 kegs powder, 7 barrels and 21 cases merchandise (contents unknown).

Captain Hanson acknowledges the fact of endeavoring to run the blockade.

The prize has been sent to Key West.

Very respectfully, your most obedient servant,

E. Y. MCCAULEY,
Acting Lieutenant, Commanding U. S. S. Fort Henry.

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

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Report of Acting Rear-Admiral Bailey, U. S. Navy, of the arrival of Colonel Good, U. S. Army, and the rescinding of order for removal of inhabitants of Key West.

No. 75.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, February 28, 1863.

SIR: I have the pleasure to inform you that the country is saved the dishonor which would have resulted from the carrying out of Colonel Morgan's General Order No. 10, enclosed in my communication of the 26th instant.

At the moment that the proscribed families had assembled to embark for the rebel lines under that order the steamer *Cosmopolitan* arrived, having on board Colonel Good and the Forty-seventh Pennsylvania Regiment. Colonel Good, being the senior of Morgan, rescinded the absurd order, to the great joy of the inhabitants of this key.

I have the honor to be, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Stations of vessels of the East Gulf Blockading Squadron, March 1, 1863.

Name.	Commander.	Class and station.
Amanda	Act. Vol. Lt. G. E. Welch	Bark. St. George's Sound, East Pass.
Dale	Act. Master J. O. Barclay	Sloop of war. Ordnance ship, Key West.
Ethan Allen	Act. Mast. I. A. Pennell	Bark. St. Joseph's Bay.
Eugenie	Act. Mast. W. McClintock	Schooner. Guardship, Key West.
Fort Henry	Act. Lt. E. Y. McCauley	Steamer. Cedar Keys.
Gem of the Sea	Act. Vol. Lt. I. B. Baxter	Bark. Off Indian River.
Huntsville	Act. Vol. Lt. W. C. Rogers	Steamer. Havana, for the mail.
J. S. Chambers	Act. Mast. L. Nickerson	Schooner. Charlotte Harbor.
J. L Davis	Act. Master W. Fales	Bark. Key West, preparing to relieve Ethan Allen.
Magnolia	Act. Mast. C. Potter	Steamer. Key West, boiler still under repair.
Penguin	Comdr. J. C. Williamson	Steamer. St. George's Sound, Apalachicola.
Port Royal	Lt. Comdr. G. U. Morris	Steamer. St. George's Sound, West Pass.
Pursuit	Act. Vol. Lt. W. P. Randall	Bark. Tampa Bay.
Roebuck	Act. Mast. J. Sherrill	Bark. St. Andrews's Bay.
Sagamore	Lt. Comdr. E. English	Steamer. Off Jupiter Inlet.
St. Lawrence	Comdr. J. F. Schenck	Frigate. Flagship, Key West.
Somerset	Lt. Comdr. A. F. Crosman	Steamer. St. George's Sound, West Pass.
Stars and Stripes	Act. Mast. C. L. Willcomb	Steamer. St. Marks.
Tahoma	Comdr. A. A. Semmes	Steamer. Key West, coaling under orders for Tampa.
Wanderer	Act. Mast. E. S. Turner	Schooner. Cruising between St. Marks and Cedar Keys.
Hendrick Hudson	Act. Vol. Lt. D. Cate	Steamer. St. George's Sound.
De Soto	Capt. W. M. Walker	Steamer. Cruising after the Oreto.
Beauregard	Act. Ensign J. C. Hamlin	Schooner. Refitting at Key West.
TENDERS.		
Ariel	Act. Ensign J. Blake	Schooner. Tender to the St. Lawrence.
Brockenborough	.....	Sloop. Tender to the Port Royal and Somerset.
Ezilda	.....	Schooner. Tender to the Fort Henry.
Two Sisters	.....	Schooner. Tender to the St. Lawrence, cruising between Cedar Keys and Tampa.
Julia	.....	Sloop. Tender to the bark Pursuit, cruising off Tampa Bay.
Stonewall	.....	Schooner. Tender to the Tahoma, cruising off Tampa Bay.

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Report of Acting Rear-Admiral Bailey, U. S. Navy, requesting additional steamers to supply the deficiencies of his command.

No. 90.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, Fla., March 6, 1863.

SIR: I have the honor to acknowledge the receipt of your communication dated February 20, 1863, informing me that the Department has authorized Rear-Admiral Du Pont to retain the *Lodona*. I am much disappointed, as I am obliged to keep four steamers off Apalachicola, and shall be obliged soon to order the *Fort Henry* to this place to repair, her engines being out of line and in great need of repairs. The *Penguin* also has a very defective boiler, and the *Magnolia* will be under repairs some weeks yet. My effective cruising vessels are therefore much reduced in number, being confined to the *De Soto* and *Huntsville*. I have to request that steamers may be sent me to replace the *Magnolia*, *Penguin*, and *Fort Henry*, permanently disabled, and also two additional ones for cruising purposes.

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

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy,

Report of Acting Master Nickerson, U. S. Navy, commanding U. S. schooner James S. Chambers, regarding capture of the Spanish sloop Relampago and schooner Ida.

U. S. SCHOONER JAMES S. CHAMBERS,
Charlotte Harbor, Florida, March 7, 1863.

SIR: I have the honor to make the following report, viz: I dispatch for Key West this day the Spanish sloop *Relampago*, together with cargo taken from schooner *Ida*, a list of which is enclosed, in charge of Acting Master's Mate William A. Smith, with a prize crew of 6 men.

The circumstances of the capture are as follows: On the evening of the 3d instant a sail was reported from the masthead, apparently entering the passage between Pine and Captiva islands, about 6 miles to the south of our anchorage. I dispatched two armed boats in charge of Acting Master William H. McLean and Acting Master's Mate William A. Smith. About 11 a. m. the following day a sail was reported to the south of us, seaward; I got underway and ran out to her. She proved to be the sloop above named in charge of my officers. Mr. McLean reports that after proceeding to a point where he could command the inlet between Pine and Captiva islands he landed and waited for daylight, when he discovered a sloop standing in for the entrance. The wind at the time was blowing strong from the north, and a rough sea, the tide setting out. She not being able to enter, bore away a few miles down the coast, and came to anchor 1½ miles from the beach. He then put out with the boats and pulled to her, and boarded her. They were not aware of the approach of our boats until they were boarded. They then threw their flag overboard, which was recovered by our boats.

It was an old Spanish flag, made to resemble a rebel flag by attaching a piece of blue cloth and seven stars. Her cargo, as far as known,

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consists of coffee, liquors, soldiers' shoes, etc. There were six persons on board; four of them I send in the sloop, the other two remain on board this vessel, and I shall take the first opportunity of sending them to Key West. I also send all the papers found on board, together with the flag.

The following are the circumstances connected with the schooner *Ida:*

About 4 p. m. on the 4th instant, while lying by the sloop taking off some of the men, a sail was reported to the south of us, standing in for the land; I left the sloop in charge of Mr. Smith and went in chase of the sail, which proved to be a schooner. When within a mile and a half I threw a shot across her bow, which she did not regard, but continued her course for the beach (distant about 2 miles) without showing any colors. I continued the chase, firing at her, until she was beached. A few moments after she struck, men were seen running for the woods, leaving her with her sails set. She was beached about midway of Sanibel Island, 15 miles to the south of this place. I came to anchor about 1½ miles from her, and waited for the sea to become smooth enough to land in order to save or destroy her cargo. The following morning I sent boats on shore and found her bilged. She was a small schooner of pilot-boat build; had hailed from Key West; she had the name of *Ida* on her stern, but her place of hailing painted out. We took several boat loads of her cargo, which consisted principally of liquors; we set fire to her and left her. There were no papers found on board; a small rebel flag was found on board, which I send. After we had got underway a man was seen coming down to the wreck, and waived his blanket to us. I sent a boat and took him on board. He represents himself as a passenger on board the schooner, named James S. Bishop, of Florida; that he left Havana the 27th of February in the schooner, bound for the Suwanee River; that she was formerly named *Esecon*, of Key West, commanded at this time by a man named De Coste, formerly of Key West. I sent the said James S. Bishop in the sloop to Key West; I also sent a correct list of the cargo taken from the schooner.

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

LUTHER NICKERSON,
Acting Master, Commanding.

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

[Enclosure.]

List of articles taken from schooner Ida and transferred to captured Spanish sloop Relampago and sent to Key West.

U. S. SCHOONER JAMES S. CHAMBERS,
Charlotte Harbor, March 6, 1863.

1 box marked* containing medicines.
19 barrels.*
41 boxes marked vieux cognac.
1 keg, no mark.
2 half barrels, marked S S X C—C. E. A. Cox.
13 boxes, marked* Schiedam.
Total 55 boxes, 19 barrels, 2 half barrels, 1 keg.

L. NICKERSON,
Acting Master, Commanding.

**Shipping marks omitted.*

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Report of Acting Master Nickerson, U. S. Navy, requesting the services of a light-draft vessel to prevent trading in vicinity of Charlotte Harbor, Florida.

U. S. SCHOONER JAMES S. CHAMBERS,
Charlotte Harbor, March 7, 1863.

SIR: Information has reached me from sources that I deem reliable that there are numerous small craft trading along this coast in this immediate vicinity, especially about Punta Rasa and up the Sanibel River. There are many islands between this place and Punta Rasa that afford the facilities of landing cargoes unobserved.

If not presuming too much, I would take the liberty of requesting of you a small craft of light draft, of sufficient size to carry a howitzer, to cruise among the islands. My boats are too small for such a purpose.

I send on the sloop Daniel Kane, ordinary seaman, who has been attached to this vessel since she left Philadelphia, and has not been able to do duty in that time. I would respectfully request a man in his place. Among the prize crew of the sloop is William H. Frost, rated as chief boatswain's mate on board this vessel, whom I wish to bring to your notice. He is a very deserving man, that can always be relied upon, strictly moral and temperate, and I think fully deserving of promotion.

By the paymaster's report, we have on hand this day provisions for three weeks.

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

L. NICKERSON,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Squadron, Key West.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding conditions in Apalachicola River, with a view to destruction of Confederate gunboats.

No. 91.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, March 7, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 10th of February, instructing me to examine into the subject of the reports which I forwarded from Lieutenant-Commander Crosman, and the practicability of an expedition for capturing or destroying the rebel gunboats on the Apalachicola, etc.

I have made the enquiries and find that the river has a bar at the mouth, where it empties into St. George's Sound, with only 6 feet water on it at the highest spring tides; therefore the gunboats building on that river can not be formidable as ocean steamers. I think they are intended for river defense only, for the reason that the legislature of the State of Georgia, at its last session, passed a large appropriation of money to place obstructions in the rivers of that State, and from refugees and contrabands I learn that the rebels have fortified a bluff 80 miles from the mouth of the river and there obstructed the navigation by driving piles, etc. Above these obstructions the rebel gunboats are preparing and building.

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The *Port Royal*, which is the lightest draft effective steamer in my squadron, tried to get over the bar into the river at high spring tide, and after being aground one week in the effort, failed to get over. Nothing, therefore, can be effected by a steam force until the light-draft Mississippi gunboats are released from that river and are put under my orders. To attempt it with small boats would be quixotic, as the river is sinuous, with frequent abrupt bends, and the current rapid, insomuch that the enemy would get information of our attempted ascent long before we could reach them.

To meet a raid on our blockading vessels by their gunboats, I have stationed, with necessary orders, the following vessels to guard the passes of St. George's Sound, viz: The *Penguin*, steamer; *Port Royal*, steamer; *Somerset*, steamer; *Hendrick Hudson*, steamer, and the bark *Amanda*. I think that those vessels will be able to successfully repel and capture any force they may send out to attack.

In necessarily putting so many steamers before one port, my force for cruising and blockading other points is so far diminished that I request several more to be sent me.

I have the honor to be, respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander English, U. S. Navy, commanding U. S. S. Sagamore, regarding the capture of sloop Enterprise off Hillsborough, Fla.

U. S. GUNBOAT SAGAMORE,
Off Cape Florida, Fla., March 9, 1863.

SIR: I have the honor to report to the Department that on the morning of the 8th instant I captured off Hillsborough, Fla., the sloop *Enterprise*, on her way to Nassau, with a load of cotton, having run out at Mosquito Inlet.

Enclosed I send a correct list of the officers and crew belonging to this vessel.

I am, very respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant-Commander.

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

Letter from the Secretary of the Navy to commanding officers, East and West Gulf Squadrons, regarding Confederate ironclads under construction.

NAVY DEPARTMENT, *March 9, 1863.*

SIR: The following is an extract from a dispatch received on the 7th instant from General Hurlbut, at Memphis, by General Halleck:

Spy just returned from Selma and Meridian reports two large ironclads building at Montgomery two launched at Selma, February 1, and two others building there

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for the Tombigbee and Alabama rivers. At Mobile five ironclads and two wooden gunboats.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral THEOD. BAILEY, etc.,
Key West, Fla.

Rear-Admiral D. G. FARRAGUT, etc.,
New Orleans, La.

Report of Lieutenant-Commander Temple, U. S. Navy, of arrival at Key West, for duty in East Gulf Squadron.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, March 9, 1863.

SIR: I have to report that having been relieved in the command of the gunboat *Pembina* by Lieutenant-Commander Young on the 13th of February, I have this day, in obedience to your order of November 22, 1862, reported to Acting Rear-Admiral Bailey for duty as captain of the fleet in the Eastern Gulf Blockading Squadron.

Respectfully,

WM. G. TEMPLE,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the addition to his command of the prize schooner Carmita, for duty in the harbor of Key West.

No. 95.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, March 10, 1863.

SIR: I have to report that, in conformity with your letter dated January 30, I have taken into the service, for the use of this squadron, the prize schooner *Carmita;* and I herewith transmit the appraisement, made under authority of the court. She will be employed as a lighter in this harbor.

It may not be uninteresting to state that this vessel has been twice captured while attempting to run the blockade, and that a person from Nassau arrived here, subsequent to my purchase of her, prepared to bid $2,000 for her at the sale.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark Gem of the Sea, regarding the capture and destruction of sloop Petee.

U. S. BARK GEM OF THE SEA,
AT ANCHOR OFF INDIAN RIVER INLET,
East Florida, March 11, 1863.

SIR: I have the honor to report to you that on the 10th instant we captured the sloop *Petee*, 6 tons burden, of Savannah, from Nassau,

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New Providence, while attempting to run the blockade at this inlet with a cargo of 50 sacks salt, and manned with the following persons, namely: Charles Brown, captain; Daniel Petersen, mate, and John Morgan, seaman.

The sloop being old and leaky I did not deem her of a sufficient value to justify me in sending her into port for adjudication; I therefore destroyed her and her cargo. Her crew I will send to Key West the first opportunity for the disposal of the senior officer commanding Eastern Gulf Blockading Squadron.

I am, very respectfully, your obedient servant,

I. B. BAXTER,
Acting Volunteer Lieutenant, U. S. Navy, Commanding.

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

Letter from Acting Rear-Admiral Bailey, U. S. Navy, to the United States district attorney at Key West, regarding proceedings against the sloop Petee, destroyed March 10, 1863.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, March 27, 1863.

SIR: I have to request that the proper proceedings be taken (to prevent any future claim by the English Government) against the sloop *Petee*, 6 tons, captured while on a voyage from Nassau to Indian River Inlet, while attempting to run the blockade at said inlet.

She was captured by the U. S. bark *Gem of the Sea*, with a cargo of 50 sacks of salt, and both vessel and cargo being almost worthless and not of sufficient value to justify the sending of her into port, Acting Volunteer Lieutenant I. B. Baxter, commanding the *Gem of the Sea*, destroyed the vessel and her cargo. The only papers found on board were the shipping articles. The *Huntsville* brought down the three prisoners found on board, viz: Charles Brown, captain; Daniel Petersen, mate; John Morgan, seaman.

I am, very respectfully, your obedient servant,

[THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

To the U. S. DISTRICT ATTORNEY,
Key West.]

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. S. Huntsville, regarding the capture of the British schooner Surprise.

U. S. S. HUNTSVILLE,
Lat. 26° 23′ N., Long. 83° 40′ W., March 13, 1863.

SIR: I have the honor to inform you that in the above position I have this day captured the British schooner *Surprise*, of Nassau, John Thompson, master, with a Confederate clearance from St. Marks and bound to Havana.

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His cargo consists of 207 bales of cotton (mostly sea island). I send vessel and cargo to Key West for adjudication, in charge of a prize officer and crew.

Herewith please find enclosed muster roll of officers and men on board at time of capture.

Respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant, Commanding.

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

Stations of vessels composing the East Gulf Blockading Squadron, March 16, 1863.

Name.	Commander.	Class and station.
Amanda	Act. Vol. Lt. G. E. Welch	Bark. East Pass of St. George's Sound.
Dale	Act. Master J. O. Barclay	Sloop of war. Ordnance ship, Key West.
Ethan Allen	Act. Master I. A. Pennell	Bark. St. Joseph's Bay.
Eugenie	Act. Master W. McClintock	Schooner. Guard ship, Key West.
Fort Henry	Act. Lt. E. Y. McCauley	Steamer. Cedar Keys.
Gem of the Sea	Act. Vol. Lt. I. B. Baxter	Bark. Indian River and Jupiter Inlet.
Huntsville	Act. Vol. Lt. W. C. Rogers	Steamer. Supplying squadron with provisions.
J. S. Chambers	Act. Master L. Nickerson	Schooner. Charlotte Harbor.
J. L. Davis	Act. Master W. Fales	Bark. Key West, taking in stores for squadron.
Magnolia	Comdr. H. S. Newcomb	Steamer. Repairing at Key West.
Penguin	Comdr. J. C. Williamson	Steamer. West Pass of St. George's Sound.
Port Royal	Lt. Comdr. G. U. Morris	Steamer. Off Apalachicola.
Pursuit	Act. Vol. Lt. W. P. Randall	Bark. Tampa Bay.
Roebuck	Act. Mast. J. Sherrill	Bark. St. Andrew's Bay.
Sagamore	Lt. Comdr. E. English	Steamer. Key West, taking in supplies.
St. Lawrence	Comdr. J. F. Schenck	Frigate. Flagship, Key West.
San Jacinto	Comdr. W. Ronckendorff	Steamer. New York.
Somerset	Lt. Comdr. A. F. Crosman	Steamer. New Inlet, St. George's Sound.
Stars and Stripes	Act. Mast. C. L. Willcomb	Steamer. St. Marks.
Tahoma	Lt. Comdr. A. A. Semmes	Steamer. Tampa Bay.
Wanderer	Act. Master E. S. Turner	Schooner. Cruising between Cedar Keys and St. Marks.
Hendrick Hudson	Act. Vol. Lt. D. Cate	Steamer. East Pass of St. George's Sound.
De Soto	Capt. W. M. Walker	Steamer. Cruising for the Oreto and Alabama.
Beauregard	Act. Ensign J. C. Hamlin	Schooner. Cruising between Cape Sable and Charlotte Harbor.
TENDERS.		
Ariel	Act. Ensign J. Blake	Schooner. Tender to St. Lawrence, cruising.
Brockenborough		Sloop. Tender to Port Royal and Somerset.
Ezilda		Schooner. Tender to Fort Henry.
Two Sisters	Master W. A. Arthur	Schooner. Tender to St. Lawrence, cruising about keys.
Annie	Act. Ensign J. A. Denman	Schooner. Tender to Dale, fitting out.
Julia		Schooner. Tender to bark Pursuit.
Stonewall		Schooner. Tender to gunboat Tahoma.

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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Boat expedition from U. S. bark Roebuck in St. Andrew's Bay, March 20, 1863.

Report of Acting Rear-Admiral Bailey, U. S. Navy, transmitting reports and correspondence.

No. 136.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, April 21, 1863.

SIR: I enclose herewith the report of Acting Master John Sherrill, commanding the bark *Roebuck*, of an unfortunate affair in which Acting Master James Folger and the launch's crew of 11 men were engaged, and which resulted in the death of 2 of the men and the wounding of 6.

It seems that Captain Sherrill, having heard that a vessel was loading with cotton up St. Andrew's Bay, sent up his launch and crew to reconnoiter. For some reason, of which I am not advised, Mr. Folger, in charge of the party, made a landing. The boat's crew were fired upon by a large guerrilla force, with fatal effect, and barely escaped with their lives, Mr. Folger himself paying dearly for his incautiousness, as the report shows. I think the landing was ill-advised.

Very respectfully, your obedient servant,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

Enquiries should be made as to the orders given to this officer.

Report of Acting Master Sherrill, U. S. Navy, commanding U. S. bark Roebuck.

U. S. BARK ROEBUCK,
St. Andrew's Bay, March 20, 1863.

SIR: I have to inform the Department that this morning I sent the launch of this ship with an armed crew of 11 men, in charge of Acting Master James Folger, up the bay on a reconnoissance. The boat returned at 2 o'clock p. m., the crew having been attacked by a guerrilla party of over 50 men, and met with the following severe loss:

Killed—Thomas King, seaman; Ralph B. Snow, ordinary seaman.

Wounded—Acting Master James Folger, severely; Robert Wilkes, captain forecastle, mortally; Andrew K. Snyder, landsman, mortally; Neil O'Donnell, landsman, mortally; Charles Sweet, seaman, slightly; George H. French, ordinary seaman, slightly.

The body of Ralph B. Snow was not brought off. Thomas Wylie (ordinary seaman) and James Kitchen (landsman) deserve much credit for bringing the boat off safely, when nearly all the rest of the crew were killed or wounded.

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

JOHN SHERRILL,
Acting Master, U. S. Navy, Comdg. U. S. Bark Roebuck.

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

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Report of casualties.

U. S. BARK ROEBUCK,
St. Andrew's Bay, Florida, March 21, 1863.

SIR: I have to report the following casualties of the attack by guerrillas upon our boat's crew at St. Andrew's town, Fla.:

Killed.—Thomas King, seaman, shot through the heart; Ralph B. Snow, ordinary seaman, reported shot through the head; his body was not recovered—2.

Wounded mortally.—Robert Wilkes, captain of forecastle, wounded in seven places with three balls and four buckshots; one of the balls entered the umbilical region; another ball entered the right forearm, and grazing the elbow joint, broke the humerus in its lower third; the other wounds are flesh wounds. Neil O'Donnell, landsman, received two balls in the upper half of his right humerus, fracturing it badly; a buckshot in right shoulder; another buckshot through the auricle of the right ear, lodging in the cheek, and still another in the right thigh. Andrew K. Snyder, landsman, wounded in the head with buckshot, penetrating the skull, and a ball in right forearm, shattering the ulna—3.

Wounded severely.—James Folger, acting master and executive officer, struck on the right knee, apparently by a rifle ball, which, after grazing the upper extremity of the fibula, was lost in the soft parts; George French, ordinary seaman, received a flesh wound in his right forearm by a ball, and another, slight, on the left hand—2.

Wounded slightly.—Charles Sweet, seaman, ball grazing right shoulder, and left side of thorax; James Kitchen, landsman, cut wound in right foot—2.

Very respectfully, your obedient servant,

MAX. G. RAEFLE,
Acting Assistant Surgeon.

Acting Master JOHN SHERRILL,
Commanding U. S. Bark Roebuck.

Report of Acting Master Sherrill, U. S. Navy, transmitting correspondence with Confederate officers.

U. S. BARK ROEBUCK,
St. Andrew's Bay, May 10, 1863.

SIR: I have the honor to enclose herewith several communications received this a. m. under flag of truce, together with a copy of my reply to the same.

Trusting my action in regard to this insolent demand, based on such false representations, may meet your full approval,

I remain, very respectfully, your obedient servant,

JOHN SHERRILL,
Acting Master, U. S. Navy, Comdg. U. S. Bark Roebuck.

Acting Rear-Admiral THEODORUS BAILEY, U. S. Navy,
Commanding Eastern Gulf Squadron, Key West, Fla.

[Enclosures.]

MAY 10, 1863.

SIR: The following is substantially the particulars as reported by me to headquarters of the attack made by me on a boat and crew at St. Andrew's on the 20th of March last:

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Being at the bay on the morning of the 20th of March, with a lieutenant, sergeant, and 20 men, a boat belonging to the enemy, carrying a small howitzer on the bows, landed an armed party, consisting of an officer and 9 men, leaving 2 in the boat. They formed on the beach and proceeded in an easterly direction along the same.

Taking advantage of a bluff which concealed us from their sight, I charged within 60 or 70 yards of them before we were discovered, when being the stronger party, I summoned them to surrender, which they refused to do by attempting to escape to their boat, and knowing that their cannon would give them a great advantage, I ordered my men to fire, which was kept up with such effect that but few could board the boat. After firing some time the flag was lowered and one of the men called out, "Do not fire on us any more; we surrender," whereupon I immediately gave the order to cease firing, and ordered my men out of the water. There being some apparent hesitation in their coming ashore, they were asked why they did not come ashore, and the answer as understood was, "We will as soon as we pick up a drowning man," which privilege was granted them. They pulled out to the man, and immediately made sail on the boat and escaped.

W. J. ROBINSON,
Captain, Commanding Company, C. S. Army.

COMMANDER OF THE U. S. BARK ROEBUCK,
Blockading Port of St. Andrew's Bay.

HEADQUARTERS DISTRICT, MIDDLE FLORIDA,
April 10, 1863.

MAJOR: The following extract is published for your information and guidance. You will take advantage of the first opportunity to give the notice as permitted in the extract.

DEPARTMENT HEADQUARTERS,
Charleston, April 8, 1863.

GENERAL: If you deem it proper or convenient you might, by a flag of truce, communicate to the commander of the United States forces to which the St. Andrew's Bay party belongs, the statement of Captain Robinson, and demand the surrender of the boat, its arms, and equipments as it stood when surrendered, and the men, and notify them that unless this is done that hereafter quarter must be denied under similar circumstances.

Brigadier-General COBB, etc.

Respectfully, your obedient servant,

THOMAS JORDAN,
Chief of Staff.

Major W. W. SCOTT,
Commanding Post, Marianna, Fla.

HEADQUARTERS MARIANNA, WEST FLORIDA,
[*April*] *14, 1863.*

DEAR SIR: You will, at once, as soon as possible, visit the blockading vessel in the neighborhood of St. Andrew's Bay and give the com-

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manding officer the information set forth in General Cobb's instructions to me.

I am, captain, yours, very truly, etc.,

W. W. SCOTT,
Major, Commanding.

Captain ROBINSON,
Commanding Company.

AT CAMP, *May 10, 1863.*

SIR: I have the honor to transmit to you through Lieutenant John M. F. Erwin, of the C. S. Army (the bearer of the flag of truce), instructions from headquarters sent to me by Major W. W. Scott, commandant of post, and to demand the men, boat, and fixtures which were surrendered to me at St. Andrew's Bay on the 20th of March last. Lieutenant Erwin will also deliver to you the statement of the affair as reported by me at headquarters.

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

W. J. ROBINSON,
Captain, Commanding Company, C. S. Army.

COMMANDER OF U. S. BARK ROEBUCK,
Blockading Port of St. Andrew's Bay.

U. S. BARK ROEBUCK,
St. Andrew's Bay, May 10, 1863.

SIR: Your communications of the 10th instant, sent by flag of truce, have been received.

Your statement of the affair is replete with falsehood, as no demand was made to surrender before being fired upon.

With one so devoid of all honorable rules of warfare I decline holding further communication. As to hereafter "quarter being denied," none has been shown by or expected from one who stoops to guerrilla warfare.

I am, sir, yours, etc.,

JOHN SHERRILL,
Acting Master, U. S. Navy, Comdg. U. S. Bark Roebuck.

W. J. ROBINSON,
Captain, Commanding Company, C. S. Army.

Order of the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, to furnish information regarding orders given to Acting Master Folger, U. S. Navy, commanding expedition.

NAVY DEPARTMENT, *May 4, 1863.*

SIR: The Department acknowledges the receipt of your dispatch of the 21st ultimo, enclosing a report of Acting Master John Sherrill of an unfortunate boat expedition sent from the U. S. bark *Roebuck* in charge of Acting Master Folger, which resulted in the death of two seamen and the wounding of several others of the party.

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Enquiry should be made with regard to the orders given Mr. Folger, as he appears to have exposed his boat's crew by making a landing when on a reconnoissance.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral THEOD. BAILEY, etc.,
Key West, Fla.

Report of Acting Rear-Admiral Bailey, U. S. Navy, announcing the death of Acting Master Folger, U. S. Navy.

No. 189.] U. S. FLAGSHIP MAGNOLIA,
Key West, June 1, 1863.

SIR: Your letter of May 4, relative to the unfortunate boat expedition sent from the *Roebuck* on March 20, and directing that "enquiries should be made with regard to the orders given Mr. Folger, as he appears to have exposed his boat's crew by making a landing when on a reconnoissance," has been received.

Acting Master Sherrill, commanding the *Roebuck*, reported to me in person that Mr. Folger had acted solely on his own responsibility in landing, and contrary to his orders, and that no blame attached to any other officer. As Mr. Folger has since died of the wounds received on that occasion, any further enquiry seems unnecessary.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Expedition to the Ocklockonee River for the purpose of cutting out the schooner Onward, March 20–23, 1863.

Report of Acting Rear-Admiral Bailey, U. S. Navy, transmitting reports.

No. 128.] U. S. FRIGATE ST. LAWRENCE,
Key West, April 21, 1863.

SIR: I enclose herewith (marked 129) the report of an expedition from the U. S. bark *Amanda*, for the purpose of cutting out the schooner *Onward*, about to load in the Ocklockonee River with a cargo of cotton. The expedition resulted in the destruction of the vessel, and this result was accomplished, as the report shows, in the face of obstacles, and was characterized from first to last by the exhibition of much coolness and bravery. I regret to report the death of James Mooney, seaman, shot through the heart, and the wounding of five men and of Acting Master R. J. Hoffner, commanding the expedition. The latter has a musket ball lodged in his neck and not yet extracted. Under advice of the board of medical survey, I have granted him permission to proceed North, as stated in my communication No. 124.

I have the honor to be, your obedient servant,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East. Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Report of Acting Volunteer Lieutenant Welch, U. S. Navy, commanding U. S. Bark Amanda, forwarding report of officer commanding expedition.

U. S. BARK AMANDA,
St. George's Sound, Fla., March 27, 1863.

SIR: I hereby enclose the report of my executive officer of the gallant cutting out of the schooner *Onward* in the Ocklockonee River by the boats of the *Amanda*. He is now on board the *Hudson* dangerously wounded. The surgeon's list of killed and wounded I herewith enclose.

I most cordially and unreservedly commend Mr. Hoffner and his gallant subordinates, Mr. Shaffer (lately rated a master's mate), and also the crew, to the consideration of the Department and yourself. The praise belongs to them; the blame, if any, is attached to myself.

I am, sir, respectfully, your obedient servant,

G. E. WELCH,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. East. Division Gulf Squadron, Key West, Fla.

Order of Acting Volunteer Lieutenant Welch, U. S. Navy, to Acting Master Hoffner, U. S. Navy, to assume command of expedition.

U. S. BARK AMANDA,
St. George's Sound, Fla., March 20, 1863.

SIR: With the launch and sloop *Brockenborough* under your command, you will please proceed to the mouth of Ocklockonee River, where, under the guidance of John Yoemans, you will find a schooner loading with cotton. Capture her if possible, and bring her to this ship. You had better not go farther than the eastern end of Dog Island before dark; wait there until nightfall and then under cover of the darkness make all haste for the object of the expedition.

I am, respectfully, your obedient servant,

GEO. E. WELCH,
Acting Volunteer Lieutenant, Commanding.

R. J. HOFFNER,
Acting Master and Executive Officer.

First Report of Acting Master Hoffner, U. S. Navy, commanding expedition.

U. S. S. HENDRICK HUDSON,
St. Marks Blockading Station, Thursday, March 26, 1863.

SIR: I send you the earliest information of our whereabouts, and the success of our expedition, although attended with very many difficulties and more fatality than I anticipated. My report, as well as this note, is written while lying on my back and in some pain; still I am in hopes that you will be able to make out enough to feel satisfied that I have done all in my power to finish the work to your satisfaction. This will be handed you by Mr. Shaffer, who will be able to state full accounts verbally. I am in hopes to be on board to-morrow, when I will give you the full particulars. Myself and wounded men

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are doing well, and I think they had better remain until the steamer comes down.

In hopes the result will meet your favorable approbation,

I am, sir, very respectfully,

R. J. HOFFNER,
Acting Master and Executive Officer, Commanding Expedition.

Acting Volunteer Lieutenant GEO. E. WELCH.

Detailed report of Acting Master Hoffner, U. S. Navy, commanding expedition.

Friday, March 20, 1863, left the ship, in charge of two boats manned by 27 men, 2 officers, and a pilot, to proceed to the Ocklockonee River, for the purpose of cutting out and capturing a schooner supposed to be loaded with cotton. At 10 a. m., fairly underway; at 12, thick fog, lost sight of launch; at 2 p. m., clearing off, made the launch to windward and found ourselves about halfway along Dog Island, wind east; beat up to east end of the island and found the wind and tide ahead and too strong to make way against. At 8 p. m. made a harbor for the night; at daylight, March 21, underway, strong breeze eastward, working to windward; sea heavy for boats, causing me to work up inside shoal. At Turkey Point, when close inshore, had three shots fired at us from salt works, said to be worked by a man named Jackson; after clearing shoals worked up to South Point [S. W. Cape]; wind still ahead and too much distance to finish my work; anchored for the night. March 22, at daylight, worked up to Baldhead [Bald] Point, and waited for night tide; started again at 8 and got foul of a quantity of oyster banks; at 11 worked clear, took launch in tow, and with a fair wind sailed for the mouth of the Ocklockonee River. About 2 a. m., March 23, arrived at the head of the bay and could not find the entrance, beating about till daylight; boat grounded some dozen of times. I became fearful of discovery, and instructed the pilot to find his way out of a complete trap, and, if possible, get deep water and run back. Just then the mouth of the river appeared open, and all hands, wishing and agreeing, concluded to steer for and proceed in search of the schooner; wind fair. About 8 a. m. came in sight of a dismasted vessel lying close to starboard bank; at same time found we were discovered by the people on board, who manned their boats and made for the shore. I dispatched the launch to cut the boat off, but found her a little too late. The launch, with Mr. Shaffer, boarded the schooner a few minutes after 8 a. m., and I, with the sloop in about two minutes after, and took charge under the flag of the United States of America; captured at same time an old man and boy, but could gather little information from them; hove up anchor and put launch ahead; having about two hours tide, towed down the river. About 11 a. m. tide done; anchored about 2 miles below the ferry; at 5 underway, launch ahead, relieving the oarsmen every two hours; about 8 got clear of the entrance in safety, steering for the bay channel; about 9 unfortunately grounded (having run one-half the distance to sea); made every effort to get off, and after losing an anchor had to let the vessel lay until return of tide; set the watches and allowed the men to take the first good sleep since leaving the ship; at daylight, March 24, tide suiting early, vessel all afloat; started again with about two hours' work to clear all danger, when, after moving

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about a half mile and sounding in the boat, found we had taken the wrong channel, and grounded again; got out the anchor and lines to the shore and worked hard to get her off, but of no avail; made ready to fire the vessel, and cleaned up, recapped, and primed afresh all small arms, howitzer loaded with canister, and all fully prepared for defense; the ground before us being a pine forest, and with some knowledge (from the old man taken) of the troops being some distance, concluded to wait the next tide. About 11:30 a. m. discovered horsemen approaching at some distance; they wheeled off and appeared to be going away; all hands to quarters, the tide going down so low as to ground the boats; about 12 found the horsemen about 40, and various squads of foot (in all about 200) coming quite near, running from tree to tree and taking position to attack. At this time one gun fired from the shore was answered with 10 muskets from the vessel, at the nearest persons; the battle had begun; sharp fire from the shore with Minié rifles, every shot striking on board the vessel. The howitzer, with canister, was then fired, but with what effect was not known, the shore party being concealed behind trees. Our firing was kept up brisk when anything appeared to be shot at. One man was shot by our musketry, when a squad appeared of some 20; we dropped a shrapnel among them; the effect must have been severe, as all that could get away left; some of them remained, and I have every reason to believe a number were wounded. The howitzer not having a good chance to work, I fired but few shots with it, but depended more on musketry, the little breastwork that we were enabled to get up keeping our men safe up to this time. The tide flowing fast and boats floating, I concluded to fire the vessel, embark howitzer, and retreat in boats; having the anchor out astern and the vessel drawing but 3½ feet of water, was fearful of her swinging close inshore, as we were not more than 250 yards from the shore then. After holding on about one and one-half hours, unlimbered and embarked howitzer under cover of musketry, embarked launch's crew, applied the match at four different fires, jumped into the sloop and attempted to leave. On swinging from the vessel found that the boats touched; all hands jumped out and dragged them about half a mile over mud flats; during this time the whole force of the enemy playing upon us in good style. James Mooney at this time was killed instantly; shot through the heart, the ball passing through his body. At the same time I received a rifle ball in the right side of the neck, passing around the back, and lodging in the left side, deeply imbedded in the muscles. Other men were struck about the same time, but no man except one failed, every one doing his best under all circumstances, working or fighting, and being ably assisted by Mr. Shaffer. After hard dragging and perfectly exhausted, we succeeded in getting in deep water and out of danger. I would call your attention to Henry Leavey, who, after a severe wound in the chest, and losing his own boat, caught mine and remained on board some five minutes before giving up. After getting in the channel I concluded to make for the St. Marks blockade for assistance, and arrived on board the U. S. S. *Hendrick Hudson*, Acting Volunteer Lieutenant David Cate, about 3 p. m., where every comfort and attention that lay in the power of commander, officers, and men were given us, particularly the wounded. Myself, with Mr. Shaffer and crew, do offer our thanks for the kindness received on board the *Hendrick Hudson*.

RICHARD J. HOFFNER,
Acting Master and Executive Officer.

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Report of casualties.

U. S. BARK AMANDA,
East Pass, St. George's Sound, March 27, 1863.

SIR: I have to report the following casualties, the result of an attack on the expedition sent by you to cut out the schooner *Onward*, at the Ocklockonee River, on Tuesday morning, March 24, 1863: James Mooney, captain forecastle, New York, killed; Owen McManus, coxswain, England, slight wound in the arm; Samuel Reynolds, landsman, New York, wound in the leg; William Wallace, landsman, England, slight wound in head, ball passing through the ear; James Halsen, coxswain, Norway, slight scalp wound; Benjamin Davis, quartermaster, Virginia, wound in the hand; Matthew Evans, very slight wound in back of the hand; Richard J. Hoffner, acting master, severe wound in the neck.

Of the eight wounded James Halsen, Benjamin Davis, and Matthew Evans are able to return to duty.

I am, very respectfully, your obedient servant,

GEORGE B. HIGGINBOTHAM,
Acting Assistant Surgeon, U. S. Navy.

Acting Volunteer Lieutenant GEORGE E. WELCH, U. S. Navy,
Commanding U. S. Bark Amanda.

Report of Acting Master Pennell, U. S. Navy, commanding U. S. bark Ethan Allen, regarding the capture of the schooner Gypsy, formerly the Grace E. Baker.

U. S. BARK ETHAN ALLEN,
St. Joseph's Bay, Fla., March 24, 1863.

SIR: I have the honor to report the capture of the British schooner *Gypsy*, of Nassau, New Providence, formerly the *Grace E. Baker*, of Key West, by this vessel, under my command, on the 20th instant, 35 miles west of this bay. The following are the particulars: On the 19th instant, at 3:30 p. m., the lookout at the masthead reported a sail standing in for the bay. At 4 p. m. she opened out past the woodland on the point, bringing her in full view of this vessel from on deck, and about 3 miles distant. She immediately altered her course to the westward. I got underway and gave chase. The wind being light and the ship's bottom very foul, I did not come up with her until next morning, when I made her out close inshore. I stood in as near as was prudent and sent boats to board her. Soon after our boats left the ship I saw a boat plying between the schooner and the shore, and a man on the beach; shortly after our boats boarded her, her boat returned on board. The officer in charge of our boats took charge of the schooner, ran her down to the ship, and sent the captain on board with his papers. On looking at the papers I saw that the manifest did not agree with the captain's statement of cargo on board. I placed Acting Master's Mate John E. Stickney, with a crew from this vessel, in charge, and ordered him to proceed to this bay. The wind being light from the eastward, I did not get back until yesterday. The schooner came in this afternoon. I have been on board and examined the cargo as far as possible without breaking bulk. The manifest calls for 300 sacks salt, 12 reams paper, 2 boxes containing plated forks and spoons, and 3 of knives

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and forks. I find but 3 boxes and 2 bales of paper on board; one of the boxes is partly burst open and contains files and wrenches and other implements for mechanics' use. One of the boxes is 12 feet long and 1 foot square, and by the appearance does not contain knives and forks.

The schooner is leaking considerably. I shall send her to Key West as soon as I make some necessary repairs. The schooner cleared from Havana for New Orleans on the 9th of March. The captain says he was bound for New Orleans, and must have drifted to the eastward of his course.

Very respectfully, your obedient servant,

I. A. PENNELL,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Lieutenant McCauley, U. S. Navy, commanding U. S. S. Fort Henry, regarding the capture of the sloop Ranger from Havana.

U. S. S. FORT HENRY,
Cedar Keys, Fla., March 25, 1863.

SIR: The sloop *Ranger*, of Clay Landing, Suwanee River, from Havana, was captured this day, by the *Fort Henry's* armed boats off Crystal River, the U. S. schooners *Wanderer* and *Ezilda* in chase.

Her cargo is composed of salt, dry goods, gunpowder, etc.

No ship's papers were found on board, owing probably to the fact of one of her people being seen to throw a package overboard.

A secession flag was found on board. The prize was sent to Key West.

Very respectfully, your most obedient servant,

E. Y. MCCAULEY,
Acting Lieutenant, Commanding U. S. S. Fort Henry.

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

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Commander Newcomb, U. S. Navy, commanding U. S. S. Magnolia, regarding the cruising ground of that vessel.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, March 26, 1863.

SIR: So soon as the vessel under your command is ready for sea, you will proceed in the direction of Havana until within about 10 miles of the land; thence to the westward as far as Port Cabañas, and from thence in a slightly zigzag course toward the Quicksand Passage. On nearing the edge of the reef, you will pass around to the southward and westward of the Tortugas, to the northward of which you will cruise until by the tenth day from this date you will be at Tampa Bay, and there deliver to the gunboat *Tahoma* all the provisions and coal you can spare, reserving but one week's provisions for yourself and enough coal to bring you to this place.

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During the period of your absence you will be vigilant in boarding and examining every vessel you may discover and reach without the territorial jurisdiction of any foreign power, and you will seize and send in to this port all such as may come under the rule for such action.

Respectfully,

THEODORUS BAILEY,

Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Commander HENRY S. NEWCOMB, U. S. Navy,
Commanding Steamer Magnolia.

Report of Acting Master Willcomb, U. S. Navy, regarding the capture of the British schooner Pacifique.

U. S. S. STARS AND STRIPES,
Off St. Marks, March 27, 1863.

SIR: I have the honor to report that I arrived here from Apalachicola Bay this morning and resumed the blockade of this port, relieving the U. S. S. *Hendrick Hudson.*

On my arrival I found anchored here the schooner *Pacifique*, of Quebec, under English colors, and purporting to be from Cienfuegos, Cuba, bound to St. John's, Newfoundland, which had been seized by the U. S. S. *Hendrick Hudson*, Volunteer Lieutenant Commanding David Cate.

He informed me that her papers were all correct, and requested me to endorse them with him, which I declined on the grounds that I considered her position as extremely suspicious. He endorsed them.

After the departure of the *Hendrick Hudson*, I made a careful examination of the schooner's papers, including log book and charts. They were apparently correct, with the exception of the log book, which contained several discrepancies such as follows: March 19, Sandy Cay in sight, latitude obs. 24° 19′; 21st, Salt Cay light SW. by S., 14 miles distant; 23d, latitude obs. 27° 58′, which would put her at least 30 miles clear of and to the northward of Little Bahamas. After careful investigation, I have concluded to take possession of her as a prize to this steamer, and send her to Key West for adjudication.

I herewith enclose a complete list of the officers and crew of this vessel.

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

CHARLES L. WILLCOMB,
Acting Master, Commanding.

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

Letter from Acting Rear-Admiral Bailey, U. S. Navy, to the U. S. district attorney at Key West, Fla., regarding the prize schooner Pacifique, captured March 27, 1863.

APRIL 21, 1863.

SIR: In reference to the story told by the master of the schooner *Pacific*, or *Pacifico* [*Pacifique*], taken as a prize by the steamer *Stars and Stripes* off St. Marks, whilst on a voyage from Cienfuegos (Cuba)

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to St. John's, Newfoundland, I have the pleasure to enclose as evidence the official report of Lieutenant-Commander Semmes, of the U. S. S. *Tahoma*, from which it will appear that the above-named prize was boarded off Tampa by the *Tahoma* and warned off on the 24th of March, notwithstanding which she was captured off St. Marks in an endeavor to run the blockade on the 27th of the same month.

I am, respectfully, your obedient servant,

T. BAILEY,
Acty. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

THOS. J. BOYNTON,
U. S. District Attorney, Key West.

P. S.—It would appear that the *Pacifico* represented herself as a fishing vessel and was warned not to fish on that coast.

T. B.

Engagement with Confederates on Gadsden's Point, Tampa Bay, by boat's crew from the U. S. bark Pursuit, March 27, 1863.

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

No. 134.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, April 21, 1863.

SIR: I have to report the following:

On the 27th ultimo, as the bark *Pursuit* was lying off Gadsden's Point in Tampa Bay, on blockade, a smoke was discovered on the beach, and shortly afterwards three persons made their appearance, waving a white flag. Acting Volunteer Lieutenant Randall, in command of the *Pursuit*, supposing them to be escaped contrabands or others, wishing to communicate with the vessel, sent a boat in, in charge of Acting Master H. K. Lapham, with a flag of truce flying. On the boat nearing the beach, two of the parties were seen to be clothed in female apparel, with their hands and faces blackened, and one of them appeared to be overcome with joy, exclaiming, "Thank God! Thank God! I am free." On the boat touching the beach, the female dresses were thrown off, and it then became evident that they were white men, disguised for the purpose of decoying the boat on shore. Immediately afterwards about 100 armed men arose from the bushes around about and demanded the surrender of the boat, which being refused, they fired a volley of musketry into her, wounding the officer in charge and three of the crew. The fire was returned by the boat's crew, some firing and the rest hauling the boat off until they were out of range. As soon as the firing commenced, the *Pursuit* was sprung and her battery brought to bear, and four shells fired amongst the rebels, but probably without effect.

The gunboat *Tahoma*, arriving at Tampa Bay the next day, her commander having been informed of the treacherous conduct of the rebels, ordered the *Pursuit* down the bay, and proceeded with the U. S. schooner *Beauregard* up to bombard the town. It blowing a norther at the time, it was impossible to do anything more than to try the range of the *Beauregard's* rifle, which was done with satisfactory results. On the 2d instant, the commander of the *Tahoma*, while returning to his vessel from a closer inspection of the battery, had

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three shots fired at him. The *Beauregard* was then sent as near the battery as was possible, and both vessels commenced firing on the town, hitting some of the houses, but what other damage was done could not be ascertained. I herewith enclose the acting assistant surgeon's report of the wounded on board the bark *Pursuit*.

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of casualties.

U. S. BARK PURSUIT,
Off Tampa, Fla., March 27, 1863.

SIR: I have to report the following casualties resulting from the boat engagement to-day:

Severely wounded, 2. Henry K. Lapham, acting master, gunshot wound of left arm, fracturing the humerus; Edward K. Smith, seaman, gunshot wound of right lower lip, the ball striking the teeth, came out below, and external to the jaw.

Slightly wounded, 2. Frederick A. Brayman, landsman, gunshot wound of the back; John Peters, landsman, gunshot wound of the scalp.

I am, respectfully, your obedient servant,

HORACE K. WHEELER,
Acting Assistant Surgeon.

WM. P. RANDALL,
Acting Volunteer Lieutenant, Commanding.

Report of Acting Volunteer Lieutenant Randall, U. S. Navy, commanding U. S. Bark Pursuit.

U. S. BARK PURSUIT,
Off Gadsden's Point, Tampa Bay, March, 27, 1863.

SIR: I am obliged to report an act of shameful treachery committed by the rebels under a flag of truce. The circumstances are as follows: Last night, at about 10 p. m., a small fire was discovered on the beach at Gadsden's Point, which bears N. ‡ W., 2 miles distant. Supposing it to have been made by escaped contrabands who were desirous of coming to the ship, I was about to send a boat; but on further consideration I deemed it more prudent to wait until daylight. In the morning no signs of anyone could be seen on shore. About noon, however, a small smoke was discovered on the beach, and three persons were seen waving a flag of truce. It being evident that they wished to communicate with the ship, I sent the first cutter with an armed crew, under charge of Acting Master Henry K. Lapham, who pulled toward them with a white handkerchief flying as a flag of truce. On nearing the beach two of the persons were found to be clothed in female apparel; their faces and hands were blackened, and one of them appeared to be overcome with joy, wringing her hands and repeatedly exclaiming, "Thank God! Thank God! I am free!" As soon, how-

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ever, as the boat touched the beach it became evident that it was a white man in disguise, for he threw off a shawl and picked up a musket. At this signal about 100 men arose from ambush and demanded the surrender of the boat. Mr. Lapham replied, "Be honorable. Respect the flag of truce." They again said, "Will you surrender?" Mr. Lapham replied, "No; never." Whereupon they fired a volley of musketry, severely wounding Mr. Lapham and three of the boat's crew. The fire was returned and two of the rebels were seen to fall (one of those in female costume). Mr. Lapham ordered the crew to jump overboard and keep the boat between them and the shore, which they did, some of the wounded assisting in dragging the boat, while the others continued to fire until the ammunition became wet. As soon as the rebels fired on the boat I sprung the ship, fired four shells among them and sent the third cutter with Acting Assistant Surgeon H. K. Wheeler to assist the sinking boat. The wounded are all on board receiving the most careful attendance and the surgeon's report of casualties will be forwarded to you by the first opportunity.

I beg leave to state that I witnessed the whole affair, and deem it most miraculous that any of the boat's crew should have escaped, as the rebels were no less than 100 in number, and not over 30 yards distant from the boat. She could easily have been captured were it not for the cool and determined manner in which she was defended. The only comment that I can make on the conduct of Mr. Lapham and the boat's crew is that they have proved themselves to be truly brave men.

Regretting my inability to communicate more briefly a faithful detail of the events, I have the honor to remain,

Very respectfully, your obedient servant,

WM. P. RANDALL,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

Report of Acting Lieutenant McCauley, U. S. Navy, regarding measures to prevent blockade running in the vicinity of Cedar Keys, Fla.

U. S. S. FORT HENRY,
Cedar Keys, Fla., March 29, 1863.

ADMIRAL: Your letter of the 24th instant enclosed me a communication from R. W. Shufeldt, U. S. consul-general, Havana.

I do not agree with the consul that the information afforded him by one of the crew of the Confederate steamer *Cuba* was correct, or even given with the intention of telling the truth.

I have had a lookout, furnished with signals, kept at Sea Horse Key light-house, from whence the mouth of the Suwanee River is distinct. I have had boats out, spending forty-eight hours at a time, laying in wait behind North Key. My boats have several times been in the Suwanee River and have cut down all the beacons and stakes thereabout. I should have thought it rather late in the war for that stale expedient that has been employed by the rebels of endeavoring to harass officers by bringing them under the unfavorable notice of their commanders by such reports.

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The *Cuba* was the steamer I reported to the rear-admiral, 14th January, 1863.

Very respectfully, your most obedient servant,

E. Y. McCAULEY,
Acting Lieutenant, Commanding U. S. S. Fort Henry.

Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Stations of vessels composing the East Gulf Blockading Squadron, April 1, 1863.

Name.	Commander.	Class and station.
Amanda	Act. Vol. Lt. G. E. Welch	Bark. St. George's Sound, East Pass.
Dale	Act. Mast. J. O. Barclay	Sloop of war. Ordnance ship, Key West.
Ethan Allen	Act. Mast. I. A. Pennell	Bark. Returning to Key West for repairs.
Eugenie	Act. Mast. W. McClintock	Schooner. Guard schooner, Key West.
Fort Henry	Act. Lt. E. Y. McCauley	Steamer. Cedar Keys.
Gem of the Sea	Act. Vol. Lt. I. B. Baxter	Bark. Off Indian River.
Huntsville	Act. Vol. Lt. W. C. Rogers	Steamer. Key West.
J. S. Chambers	Act. Mast. L. Nickerson	Schooner. Charlotte Harbor.
J. L. Davis	Act. Mast. W. Fales	Bark. St. Joseph's Bay, in place of Ethan Allen.
Magnolia	Comdr. H. S. Newcomb	Steamer. Cruising to N. W. of Tortugas.
Penguin	Comdr. J. C. Williamson	Steamer. St. George's Sound, Apalachicola.
Port Royal	Lt. Comdr. G. U. Morris	Steamer. St. George's Sound, West Pass.
Pursuit	Act. Vol. Lt. W. P. Randall	Bark. Tampa Bay.
Roebuck	Act. Mast. J. Sherrill	Bark. St. Andrew's Bay.
Sagamore	Lt. Comdr. E. English	Steamer. Cutting out expedition, Suwanee River.
St. Lawrence	Comdr. J. F. Schenck	Frigate. Flagship, Key West.
Somerset	Lt. Comdr. A. F. Crosman	Steamer. St. George's Sound, New Inlet.
Stars and Stripes	Act. Mast. C. L. Willcomb	Steamer. St. Marks.
Tahoma	Comdr. A. A. Semmes	Steamer. Tampa Bay.
Wanderer	Act. Mast. E. S. Turner	Schooner. Cruising between St. Marks and Cedar Keys.
Hendrick Hudson	Act. Vol. Lt. D. Cate	Steamer. St. George's Sound, East Pass.
De Soto	Capt. W. M. Walker	Steamer Cruising after the Oreto.
Beauregard	Act. Ensign J. C. Hamlin	Schooner. Cruising between Cape Sable and Charlotte Harbor.
TENDERS.		
Ariel		Schooner. Tender to St. Lawrence, Indian Key.
Brockenborough		Sloop. Tender to Port Royal and Somerset, St. George's Sound.
Ezilda		Schooner. Tender to Fort Henry, Cedar Keys.
Two Sisters		Schooner. Tender to St. Lawrence, Tortugas.
Annie		Tender to ordnance ship Dale, Boca Grande.
Julia		Tender to Pursuit, Tampa Bay.
Stonewall		Do.

Respectfully,

THEODORUS BAILEY,
Acty. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Letter from Acting Rear-Admiral Bailey, U. S. Navy, to Rear-Admiral Farragut, U. S. Navy, transmitting copies of letters sent to the Secretary of the Navy regarding the state of affairs at the mouth of the Rio Grande.

APRIL 2, 1863.

SIR: I enclose herewith copies of three letters that I have sent to the Department, relative to the existing state of affairs about the mouth of the Rio Grande; which although pertaining territorially to your command, are giving us a deal of trouble in the prize courts here. Should you hit upon any remedy for the evil, will you please communicate it to me?

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

[Enclosures.]

No. 99.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, March 13, 1863.

SIR: I would call the attention of the Government to some peculiar facts connected with the region of the Rio Grande, suggested by the recent release of the British brig *Magicienne* by the officers of the district court at this place.

This vessel has been mentioned as suspicious in the extracts from consular and other dispatches furnished to me by the Department, and also as having sailed from England for Matamoras on the 6th of January. She was captured by the U. S. S. *Onward* and sent in here for adjudication; but, on February 28, the district attorney addressed the following official communication to the prize commissioners, and she was accordingly released:

SIR: At the request of the British vice-consul I examined to-day, in your presence, the depositions taken, and the invoices, bills lading, and other papers relating to the British brig *Magicienne*, lately sent into this port as prize, and to the cargo of that vessel. I can not consistently commence proceedings against the *Magicienne*. I can see nothing on which to base a demand for condemnation, nor even for a certificate for probable cause of seizure. I advise that the *Magicienne* and cargo be restored by the prize commissioner to the master and claimant.

I do not know what evidence was submitted in the case; but assuming that her cargo may have consisted wholly or partially of contraband of war, it might be urged, in view of the existing hostilities between Mexico and France, that it does not, therefore, follow that such articles were intended to be smuggled into Texas for the use of the rebels, but that it is fair to suppose they were destined for the Mexicans, and, in support of such a supposition, it has been noticed that vessels are constantly being cleared from our Northern ports for Matamoras, laden with all sorts of articles, even including such as are clearly contraband. It is somewhat remarkable, however, that the requirements of a legitimate trade with this port should have increased to such an enormous extent in so short a time as is represented; and it will readily occur to the Government that, unless this trade can be restricted in some way, the object of blockading our Southern coast must necessarily, in a great measure, be frustrated. Whether such

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restrictions can be effected by our cruisers—especially in view of this case of the *Magicienne*—or whether the occupation of Brownsville by a sufficient military force is possible and calculated to secure the object desired, is now suggested for the consideration of the Government.

It is proper to state that (I understand) the cargo of the *Magicienne* was not broken out and examined in this port; and although the fact of her having contained contraband of war may have been fully shown, and may have been considered insufficient for her detention, yet an examination might have revealed (for example) clothing or accouterments marked "C. S. A.," which could hardly have been intended for the Mexicans. And in this connection I would remind the Department that the mere fact of contraband would be sufficient to warrant her being seized by our cruisers and sent in for adjudication, and that a search for such further proof of complicity with the rebels, as is suggested above, would be impossible at sea, as all such proof would naturally be stowed well out of reach.

The steamer *Peterhoff*, captured by the U. S. S. *Vanderbilt* while bound (apparently) to Matamoras, is now in this port, and although I fancy there can be no doubt about her, yet similar considerations to those suggested above would release her also.

Respectfully,

THEODORUS BAILEY,
Acty. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

No. 106.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, March 19, 1863.

SIR: Referring to the subject of my letter of March 13, I would suggest, in case the military occupation of the Rio Grande can not be undertaken at present, that an arrangement with the French for a joint blockade of that river would, if practicable, produce the desired result perhaps even more effectually than could be done in any other way. A representation to the French authorities that English capitalists are openly pouring into Matamoras munitions of war of every description, avowedly for the supply of the Mexicans, ought certainly to induce them to blockade that port, and then a similar force on our part would seal up the place entirely, as against any set of papers that a vessel could carry.

Whether such an arrangement can be made without any "entangling alliances," whether it can not be informally agreed upon between Admiral Farragut and the French admiral, or whether the entire question can not be turned to some further advantage in our relations with France, is for the Government to consider and determine.

Respectfully,

THEODORUS BAILEY,
Acty. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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No. 120.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, April 2, 1863.

SIR: Referring once more to the subject of my dispatches, Nos. 99 and 106, dated March 13 and 19, relative to the condition of affairs in the vicinity of Matamoras, I have to inform the Department that the British schooner *Agnes*, with a cargo of cotton and with papers showing a regular clearance from Matamoras, was captured near the Tortugas by the schooner *Two Sisters* (a tender to this vessel) and brought into this port yesterday for adjudication.

This vessel was built in Louisiana and was formerly owned there, but now shows a provisional register signed by the British consul-general at Havana. On a first examination of her papers the district attorney was of opinion that no cause of action could lie against her, but on further consultation with him I have directed the vessel to be libeled as a prize in order to make it a test case for the future guidance of our cruisers in making captures. The reasons that impelled me to this course are that from intercepted correspondence lately found on board a prize I learn that the rebel Government are seizing all the cotton they can lay hands on in Florida and paying the planters for it at an arbitrary rate fixed by themselves, and that they are exporting it at their own risk in order to meet the demands for foreign loans. Officers are appointed for this purpose, and great discontent is manifested by the professed speculators in this line at the interference with their business. It is, therefore, fair to suppose that these provisions are coextensive with the authority of the rebel Government, and that in this case, as in the other, the real ownership is covered up from observation by false papers.

I learn also, from passengers taken in the *Agnes*, that there are at present from 180 to 200 vessels, of all nations (many of them American, and having regular clearances from the Northern ports of the United States), off the mouth of the Rio Grande, waiting to discharge their cargoes and receive cotton instead, and that previous to this rebellion there were, at most, but half a dozen vessels trading with that port during the whole year. In view of all these facts, I would reiterate my opinion as to the necessity of some immediate action to close this port for all purposes of general trade, either by military occupation of our own interior frontier, or by instituting a joint blockade with the French.

I shall send copies of my three letters to the Department on this subject, by the first opportunity, to Rear-Admiral Farragut, for his information.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blockad. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Boat expedition under the direction of Acting Lieutenant McCauley, U. S. Navy, in search of blockade runners at Bayport, and elsewhere between Suwanee River and Anclote Keys, Florida, April 2–9, 1863.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander English, U. S. Navy, regarding cooperation.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, March 24, 1863.

SIR: So soon as the vessel under your command is ready for sea, you will receive from this vessel two launches (with howitzers and the crews otherwise armed), and you will proceed with all dispatch to Cedar Keys, avoiding all communication by which the object of your expedition can be known, or even surmised, without, however, suffering any attempt to evade the blockade that may fall under your immediate notice to pass unheeded.

On arriving at Cedar Keys, you will communicate with Acting Lieutenant Edward Y. McCauley, commanding the U. S. S. *Fort Henry*, and arrange with him the details of the following plan:

The two launches of this ship, together with your own and such other boats of the *Sagamore* and *Fort Henry* as can be spared (having due regard to the safety and efficiency of the latter vessel during the absence of the expedition) will constitute a force under the immediate command of Acting Lieutenant McCauley, for the purpose of scouring the entire coast between the Suwanee River and the Anclote Keys. You will take the expedition in your vessel first to the mouth of the Suwanee River, and dispatch them inside, and thence along the coast to the southward, with orders to capture all vessels they may find on the way, or failing that to destroy them. In the meantime you will manage your own vessel so as to render the most efficient support possible to the expedition. Passing to the southward of Cedar Keys, you will continue the process above indicated, paying especial attention to Crystal River, Chassahowitzka River and Bayport. After the boats shall have passed inside of St. Martin's Reef, it would seem the best plan for you to go, in the *Sagamore*, to cruise between the southern point of that reef and North Anclote Key, until rejoined by the expedition.

Should information reach you inducing a belief that greater damage could be done to the rebels by first scouring the coast inside of St. Martin's Reef before visiting the Suwanee River, you are at liberty to do so, and you can not too highly appreciate the importance of taking the enemy by surprise, whereby a greater blow can be inflicted on them and with less probability of loss on our side.

Much must necessarily be left to your discretion in the matter, and I confidently expect no insignificant results from the expedition if arranged with judgment and executed with the celerity and dash which I look for in yourself and Lieutenant McCauley, for there is reason to believe that all this portion of the coast is thickly lined with vessels whose only object is to run the blockade with valuable cargoes.

On the accomplishment of this duty, and having left Lieutenant McCauley and his portion of the expedition on board their own vessels, you will return to this port with the launches of the *St. Lawrence* and report to me.

Respectfully,
THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Lieutenant-Commander EARL ENGLISH, U. S. Navy,
Commanding Gunboat Sagamore.

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List of blockade runners supposed to be within the limits of the expedition.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, March 24, 1863.

SIR: The following are some of the vessels supposed to be within the limits of your proposed expedition:

Steamer *Alice*, whereabouts not known.
Steamer *Cuba*, in the Suwanee River.
Steamer *Frolic*, Crystal River.
Steamer *Onward*, Bayport.
Steamer *Amelia*, Bayport.
Steamer *Clarita*, Bayport.
Steamer *Linnet*, Bayport.
Schooner *New Year*, Bayport.
Pilot boat *Mary C. Harris*, Bayport.
Virginia, Bayport.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Lieutenant-Commander EARL ENGLISH, U. S. Navy,
Commanding Gunboat Sagamore.

Report of Lieutenant-Commander English, U. S. Navy, commanding U. S. S. Sagamore.

U. S. BOAT SAGAMORE,
Cedar Keys, Fla., April 9, 1863.

SIR: In obedience to your letter of instruction dated March 24, I received from the frigate *St. Lawrence* her first and second launches, accompanied with a party of 46 men and marines, under charge of Acting Master's Mate Boyle and Gunner Ferguson, and proceeded to Cedar Keys; arriving here on the 28th ultimo, communicated with Lieutenant-Commander E. Y. McCauley, and made all preparations for starting the expedition. It was not, however, until the 2d instant that the weather would admit of boats leaving the vessel, upon which day I took them in tow and proceeded down the coast and dispatched them inshore. Enclosed I send Lieutenant-Commander McCauley's report.

I am satisfied had it not blown a gale of wind at the time the party arrived off Bayport, every vessel in there would have been captured or destroyed, notwithstanding the battery and rifle pits.

It is not often we hear of open boats attacking a battery on shore, protected as this was, and succeed in silencing and driving them from their guns.

The contrabands that made their escape from Crystal River report the courier brought news of the attack the same afternoon, and that the rebels had four killed and many wounded, and that he had been dispatched along the coast collecting troops at contemplated points of attack.

During the time the expedition was inside of St. Martin's Reef, and so on up to the mouth of the Suwanee River, this vessel, accompanied

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by the schooner *Ezilda*, cruised offshore, and I am certain nothing could or did escape our vigilance and get to sea.

Very respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant-Commander.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding East Gulf Blockading Squadron.

Detailed report of Acting Lieutenant McCauley, U. S. Navy, commanding U. S. S. Fort Henry.

U. S. S. FORT HENRY,
Cedar Keys, Fla., April 9, 1863.

SIR: In obedience to your orders and directions, I took charge of the armed boat expedition, consisting of the *St. Lawrence's* two first launches, the *Sagamore's* launch and cutter, the *Fort Henry's* launch and cutter, and a cutter ambulance in charge of Assistant Surgeon J. Stevens.

On the evening of the 2d instant, at 7 o'clock, we left the *Sagamore* and stood in for Bayport and anchored in 4 feet water at 1 o'clock a. m. At daylight we found ourselves 2 miles to leeward of Bayport, with a strong westerly breeze and ebb tide against us. The first launch proved so sluggish and heavy that we spent two hours in reaching the entrance of the harbor through a most intricate and shallow channel. This waste of time gave the rebels leisure to make all preparations for our reception. The outer anchorage, where vessels usually take in their cargoes, was clear of sail. Two small schooners and two sloops were run into a bayou and grounded on the banks, which were thickly covered with trees, but a large schooner, laden with cotton and ready for sea, was at anchor in the bay, evidently of too great draft to be moved. I dispatched the *Sagamore's* second cutter, in charge of Master's Mate Fleming, to capture a sloop lying inshore to the southward of the harbor. They dashed after her, carrying their boats over the flats, and took possession of her. She proved to be the *Helen*, of Crystal River, loaded with corn. She was destroyed by fire. Her crew was brought on board the first launch. They informed me that Bayport was defended by a battery of two guns and a company of rebel soldiers, besides other auxiliaries, and gave the above-mentioned information of the cotton schooner. Having cleared boats for action, I led the launches on to capture or destroy the schooner. On reaching within 900 yards the battery opened on us with round shot, and the woods around the harbor concealed a good number of riflemen, who kept up a brisk fire upon us, all equally badly aimed, for although we were from twenty-five to thirty-five minutes under fire, but one man was wounded on our side.

On getting within 400 yards the launches opened fire with their howitzers. A man was then seen to leave the schooner and in a few seconds after the flames spread over her. For about fifteen minutes the battery answered our fire with grape, but the fire from the *Sagamore's* launch was so rapid and well directed, and finally a shrapnel from her gun falling in the midst of the enemy there, their guns were deserted and our attention was turned to shelling the riflemen in the woods.

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The *Fort Henry's* launch's howitzer broke its clamp plate after the second discharge and was disabled. After the thirteenth round the second launch's gun was disabled by the same kind of accident. She did not withdraw from under fire, but held her position and kept up a warm rifle discharge. The first launch was so unwieldy, the tide, wind, and sea so strong, that we could not keep bows on to the battery; constantly grounding. She seemed hardly to be affected by the oars. I got her anchor out astern, but she dragged it, and brought up about 350 yards from the battery, where she was bravely followed by the *Sagamore's* launch, to whose effective fire she is indebted for getting off unscathed.

The loader of our howitzer, J. Baptiste, of the *Sagamore*, had been shot through the shoulder; his place was promptly supplied by Louis Vasconi, whose conduct under fire and afterwards was [a] subject of praise from all who witnessed it.

By this time the schooner was ignited to such an extent that rendered extinguishing impossible. Having gained my object in her destruction and the clearing of the battery, the disabling of two of my guns, the unwieldiness of the first launch, which made it difficult to bring her gun to bear; the uncertainty of aim in the sea that was running, and consequent waste of ammunition, and the warnings of Mr. Ashley, the pilot, that if the ebb tide found us there we should be left aground, made me give up my design of trying to set the vessels in the bayou on fire by shelling. We then began a heavy pull out of range, a feat which we accomplished in the first launch in half an hour, during which time the rebels returned to their guns and saluted us with a steady fire from a rifled fieldpiece they brought up.

We anchored outside the range of their guns for rest and food. I found the first launch's bow had suffered from the strain of the 24-pounder to such an extent that two rounds more would have disabled her entirely. The *Sagamore's* gun, having stranded its breeching, was the only gun I could depend upon for future service. Jury fittings were skillfully made, but were, of course, unreliable.

My course was then for the mouth of the Chassahowitzka, which we barely reached that night in time to find a slight shelter against the N. W. gale, which blew with violence, filling the light boats and launches with water, and reducing our howitzer ammunition by drowning.

The men and officers who spent that cold night baling and pulling about, with the usual accompaniment of loss of kedges, etc., without a murmur, deserve to be remembered by the rear-admiral when he requires the services of hardy, resolute seamen.

Without delay, at daylight we got underway, and by taking the first launch in tow, forty-eight hours after leaving Bayport we reached Crystal River, a rebel express having preceded us there by forty-one hours. The first launch having been rendered still more unwieldy by the alteration of her trim, consequent to consumption of ammunition, I did not think it proper to proceed up the Crystal River to any distance. I sent Mr. Babson in with the *Sagamore's* launch and second cutter to reconnoiter. He reported the river clear of sail and the channel so shallow that even his light launch had difficulty in getting by the channel stakes.

We left Crystal River that afternoon and passed the Homosassa, a small creek with a boat channel of about 4 feet water.

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Next night we entered the Withlacoochee, where I took possession of a deserted house, and sent half the crews of the boats ashore at a time to obtain rest and dry their clothing and arms.

Next day we visited the mouth of the Waccasassa and returned to the *Fort Henry* at 8 p. m., having tugged that first launch against head winds, and for the most part of the time adverse tides, a distance of at least 75 miles in five days.

On the 8th we started for the Suwanee and entered the river; night coming on, owing to delays occasioned by the first launch, we did not have time to proceed up, but found here as elsewhere that the news of our approach had preceded us, and not a sail was visible. We attempted to return, but the first launch made us pass another night in the boats.

In your report, pray mention to the rear-admiral that if the expedition has been poor in its results, he will please take into consideration the fact that the weather has been most adverse for a boat expedition. I was amply supplied with force and material, and the men and officers seconded me in a manner to have insured success in any undertaking. My orders were obeyed with the greatest precision and alacrity, and not a single disagreeable incident occurred during the five days we were toiling along under the hot sun against head winds, tides, and bitter cold nights.

Will you please mention to Captain Schenck, commanding U. S. flagship *St. Lawrence*, the notice of Louis Vasconi's conduct, also the coxswain* of the first launch for perfect attention to his duty.

I recommend to you the captain of the *Sagamore's* launch's howitzer. Where all behaved well, these men were remarkable.

This is the second time that I have to report to the commander of the *Sagamore* the notice I have taken of Mr. Babson's conduct under fire.

I find I have a valuable officer in Acting Third Assistant Engineer Charles Minnerly.

I enclose you Acting Assistant Surgeon J. Stevens's report of the wounded man. A man on the *Fort Henry's* launch was also struck by a spent ball; the injury was very slight.

Mr. Ashley, the pilot, was infallible in his knowledge of the shoals and bars. Out of sight of all landmarks, he found his way through shoals where the best water was but 4 feet with a confidence and skill which enabled him to perform every promise he made me.

When the news of our attack reached Crystal River, 7 contrabands took advantage of the excitement to escape and arrived safely on board the *Fort Henry*. Will you please take them to Key West, as also two prisoners captured in the prize *Annie*, and two others captured in the prize *Ranger*.

You have furnished this vessel with provisions for twenty-five days.

Allow me also to thank you for the valuable advice you gave me on starting.

Very respectfully, your most obedient servant,

E. Y. McCAULEY,
Acting Lieutenant, U. S. Navy, Comdg. U. S. S. Fort Henry.

Lieutenant-Commander EARL ENGLISH,
Commanding U. S. S. Sagamore.

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* The coxswain of the first launch, Robert McPherson.—J. F. SCHENCK, *Commander.*

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Report of Acting Rear-Admiral Bailey, U. S. Navy, commanding East Gulf Squadron.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, April 21, 1863.

SIR: Under date of March 24, I directed Lieutenant-Commander English to proceed in the gunboat *Sagamore*, accompanied by the two armed launches of this vessel, to Cedar Keys, there to arrange the details of a boat expedition, under the immediate command of Lieutenant-Commander McCauley, for the purpose of scouring the coast between the Suwanee River and the Anclote Keys, where it was believed many small craft were engaged in evading and violating the blockade.

A launch and cutter from the *Sagamore* and others from the *Fort Henry*, together with an ambulance boat, were added to the force, and the whole proceeded direct to Bayport, while the *Sagamore* remained in the offing, to prevent the escape of the rebel vessels. The weather throughout was most unfavorable, and many unforeseen obstacles presented themselves at every step; but yet the main object of the expedition was handsomely accomplished. The sloop *Helen*, of Crystal River, loaded with corn, was burned, and then the boats made a movement toward a large schooner at anchor inside, loaded with cotton (said to contain 300 bales), but were arrested by the fire of a 2-gun battery on shore and of a goodly number of riflemen concealed in the woods. A brisk engagement of half an hour ensued, and the rebels were driven from their guns and rifle pits, with some loss—certainly 1 killed and 3 wounded, and probably more—although our launches and their guns were partially disabled by their own rapid firing and consequent violence of the recoil; fortunately the enemy's aim was so wild that their shot went mostly over the heads of our party, and but one man was hurt on our side, and he not seriously. This little action seems to have been conducted with coolness and judgment and to have been fought with spirit and bravery.

Meantime the rebels had set fire to the schooner, and the engagement was continued on our side by shelling the woods, until all possibility of their extinguishing the flames had disappeared, when, as our object had been accomplished, as several of our guns had been disabled, and as the pilot gave warning that the tide would soon leave the boats high and dry, they retired beyond the range of the battery and waited there until the masts of the schooner fell and until the vessel herself had entirely disappeared.

The expedition then proceeded to the Chassahowitzka River, thence to Crystal River, the Homosassa, the Withlacoochee, and the Wakassa [Waccasassa]; but they were so much delayed by head winds and currents, and by the sluggishness of one of the launches that they necessarily made but slow progress, only 75 miles in five days, and consequently the news of their coming preceded them, and of course nothing was found within their reach along the coast. The same causes prevented their effecting a surprise on extending their operations to the Suwanee River.

Lieutenant-Commander McCauley speaks in the highest terms of the conduct of his men, their alacrity, spirit, and coolness, both while under fire from the enemy and while laboring along the coast, day and night, under every disadvantage of wind, tide, and weather.

I enclose the report of the medical officer of the expedition, and also a sketch of the affair at Bayport. It should have been mentioned

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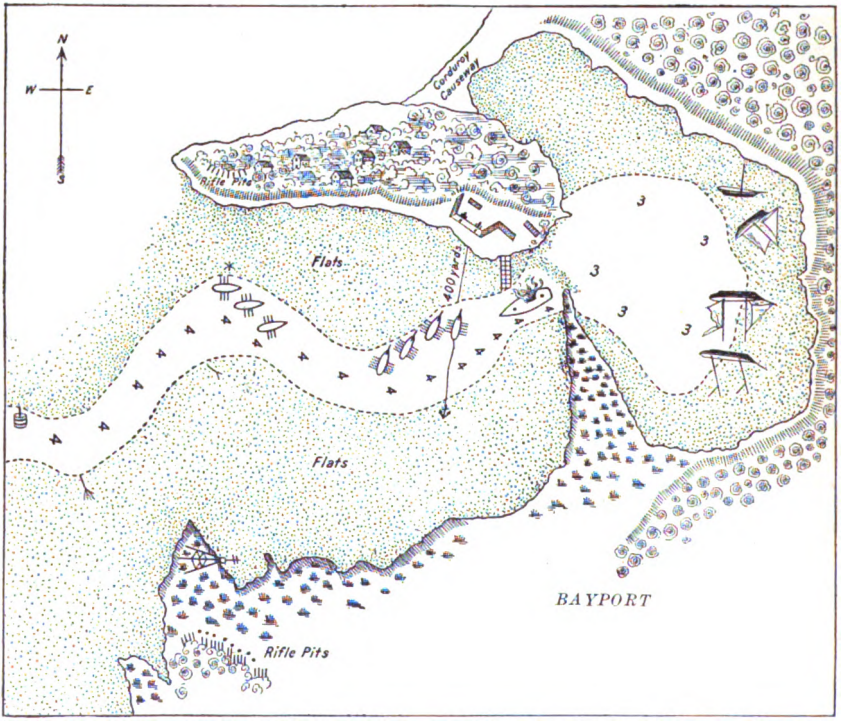
that, on the appearance of our force at Bayport, several launches were moved inside the bayou, where they could not be reached without undue exposure of the men, and where no adequate results could be obtained.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]



Report of casualties.

U. S. S. FORT HENRY,
Cedar Keys, Fla., April 7, 1863.

SIR: I have the honor to report, in our late engagement at Bayport, but one man injured, viz:

John Baptiste (seaman, belonging to U. S. S. *Sagamore*), wounded by an Enfield rifle ball in the back, over the scapula, and passing out some 3 or 4 inches from its point of entrance, inflicting only a slight flesh wound.

I am, sir, respectfully,

J. STEVENS,
Acting Assistant Surgeon.

Lieutenant-Commander E. Y. MCCAULEY,
Commanding Fort Henry.

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Report of Commander Schenck, U. S. Navy, commanding U. S. ship St. Lawrence, regarding the capture of the schooner Agnes.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, Fla., April 3, 1863.

SIR: I have the honor to report the capture of the schooner *Agnes* by the *Two Sisters*, tender to this ship. The capture was made on the 31st ultimo, Tortugas bearing N. W. distant 22 miles. The *Agnes* claims to be English, from Matamoras bound to Havana with a cargo of about 95 bales of cotton. Herewith I transmit a list of officers and men entitled to prize money.

Very respectfully, your obedient servant,

J. F. SCHENCK,
Commander.

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

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. S. Huntsville, regarding the capture by that vessel of the Confederate sloop Minnie.

U. S. S. HUNTSVILLE,
Lat. 26° 46′ N., Long. 82° 16′ W., April 6, 1863.

SIR: I have the honor to report to you the capture of the Confederate sloop *Minnie*, Captain Cavas, with 13 bales of cotton, from the Aucilla River, Fla., bound to Matanzas.

She was taken off Charlotte Harbor this morning.

I send vessel and cargo in charge of a prize officer and crew to Key West for adjudication.

Enclosed please find muster roll of crew and officers and list of persons on board at date of capture.

Very respectfully, your obedient servant,

WM. C. ROGERS,
Acting Lieutenant, Commanding.

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

Reports of Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark Gem of the Sea, regarding the capture of the British schooner Maggie Fulton.

U. S. BARK GEM OF THE SEA,
At Anchor off Indian River Inlet, Fla., April 8, 1863.

SIR: Agreeable to your order, I have the honor to report to you the capture made this day by the U. S. bark *Gem of the Sea* of the English schooner *Maggie Fulton*, of Nassau, New Providence, from Green Turtle Cay, Abaco, while attempting to run the blockade at Indian River Inlet, East Fla., loaded with a general cargo and manned with the following named persons: John T. Roberts, captain; John F. Prinder, mate; William Harvey, seaman; and Christopher Fisher, cook. I have

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sent the above schooner in charge of Acting Master Henry B. Carter, and a prize crew to Key West for adjudication, with the whole of her former crew as witnesses.

The following is a detailed account of her capture:

This morning we were lying at anchor 2 miles off from Indian River Inlet, with the wind light from S. E. and weather foggy. At 9 a. m. the fog lifted and we discovered a schooner about 4 miles to the N. E. from us standing to the southward; we fired a gun to bring her to, to which she paid no attention, but kept on her course. I immediately got underway and went in chase of her, but shortly after we lost sight of her, as the fog thickened and did not see her again until 3 p. m., when we made her close inshore about 3 miles distant from us, standing to the northward for the inlet. The water being too shoal for us to approach much nearer with the vessel, we lowered our boats and captured her. I have the honor to enclose herewith a copy of the invoice of cargo on board the above schooner, and also a list of officers and men who are entitled to share in the prize money.

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

I. B. BAXTER,
Acting Volunteer Lieutenant, U. S. Navy, Commanding.

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

U. S. BARK GEM OF THE SEA,
At Anchor off Indian River Inlet, East Fla., April 9, 1863.

SIR: I last had the honor to report to you under date of March 25, per U. S. gunboat *Huntsville*, giving you a detail of my proceedings up to that date, which were of little interest.

I now have the gratification to report the capture made by this vessel on the 8th instant of the English schooner *Maggie Fulton*, 26 tons, of Nassau, New Providence, from Green Turtle Cay, Abaco, loaded with salt and a general assortment of merchandise, while attempting to run the blockade at this inlet. I have placed Acting Volunteer Master Henry B. Carter on board of her as prize master, with a prize crew, and sent her to Key West for adjudication with all of her former crew as witnesses.

I am confident that no vessels have run in or out of either Jupiter or Indian River inlets since the 6th of March, 1863, as our boats are in the river whenever the bar will permit them to cross. They were up the river a few days past as far as St. Sebastian River and down to Jupiter Inlet. The bar at Jupiter Inlet is nearly dry at low water.

I have the honor to enclose herewith a report of the capture of schooner *Maggie Fulton* for Secretary of the Navy, and also a duplicate; also receipt of small arms.

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

I. B. BAXTER,
Acting Volunteer Lieutenant, U. S. Navy, Commanding.

Acting Rear-Admiral T. BAILEY,
Commanding Eastern Gulf Blockading Squadron.

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Report of Acting Ensign Williams, U. S. Navy, commanding U. S. schooner Annie, regarding the capture by that vessel of the schooner Mattie, from Havana.

U. S. SCHOONER ANNIE,
At Sea, Lat. 23° 27′ N., Long. 83° 08′ W., April 13, 1863.

SIR: I have the honor to report the capture of the schooner *Mattie* by this vessel at 6:30 o'clock on the present date, she being from Havana, via Mariel, Cuba, standing to the northward and having no papers on board. According to the statement of the captain, A. N. Bradford, he had destroyed the papers and a Confederate flag just before being taken, and should probably have run into Crystal River, Florida, had he not been taken. The cargo, as near as can be ascertained, consists of 5 sacks coffee, 10 bags salt, 2 cases dry goods, 1 box cotton cards, 1 case drillings, several barrels aguardiente, 2 barrels flour, hats, shoes, etc. In consideration of the above circumstances I have seen fit to send said schooner to the port of Key West in charge of Master's Mate Marcellus Jackson.

I am, respectfully, your obedient servant,

JAMES S. WILLIAMS,
Actg. Ensign, Comdg. Schooner Annie, Tender to U. S. S. Dale.

J. O. BARCLAY, Esq.,
Acting Master, Commanding U. S. S. Dale.

Report of Acting Volunteer-Lieutenant Rogers, U. S. Navy, commanding U. S. S. Huntsville, regarding the capture of British schooner Ascension.

U. S. FLAGSHIP HUNTSVILLE,
Lat. 28° 35′ N., Long. 83° 00′ W., April 14, 1863.

SIR: I have the honor to inform you of the capture of the British schooner *Ascension* (formerly the *Annie Clapp*, of Key West), of and from Havana, for the Suwanee River, with an assorted cargo.

She was taken this evening in the above position, after being fired upon several times in a chase of two hours. She goes to Key West for adjudication, with a prize officer and crew on board, in tow of this ship.

Please find enclosed muster roll of officers and crew, with list of supernumerary officers and men on board.

Very respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Report of Lieutenant-Commander Crosman, U. S. Navy, commanding U. S. S. Somerset, suggesting the feasibility of an expedition in St. Marks River.

U. S. S. SOMERSET,
St. George's Sound, April 14, 1863.

SIR:

* * * * * * *

I have just learned by the testimony of an intelligent refugee on board the *Hudson* that the fort at St. Marks mounts but 8 guns, the largest caliber being a 12-pounder.

He also tells me that a cotton schooner is loading at that place with a crew composed of those who left the prize captured by the boats of the bark *Amanda*, and not burned, through bad management.

As I can fight 3 guns, one IX-inch and two 32-pounders, right ahead, and can protect my steam drum and boiler with barrels of sand or bags of coal, as the reach during my position in which I shall be exposed to the enemy's fire will be only 2½ miles (the extreme range of their guns), and consequently with the flood tide I will be under such a fire but twenty minutes at the utmost, I think there is no question as to my ability to ascend the river, capture the *Spray* and cotton schooner, besides any other small vessels lying there, driving the enemy out of a fort only fortified with dismounted guns (after I leave them), and treating with the people of Newport, but a short distance above. There may be a bank in this place with gold or silver stored in its vaults, and that will add to the success of an expedition promising in every way to be glorious.

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

A. F. CROSMAN,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Squadron.

Stations of vessels composing the East Gulf Blockading Squadron, April 15, 1863.

Name.	Commander.	Class and station.
Amanda	Actg. Vol. Lt. G. E. Welch	Bark. St. George's Sound, East Pass.
Beauregard	Actg. Ensign J. C. Hamlin	Schooner. Cruising between Cape Sable and Charlotte Harbor.
Dale	Actg. Master J. O. Barclay	Ordnance ship. Key West.
De Soto	Capt. W. M. Walker	Steamer. Cruising between the Tortugas and Cape Catoche.
Ethan Allen	Actg. Master I. A. Pennell	Bark. Key West.
Eugenie	Actg. Master W. McClintock	Guard schooner. Key West.
Fort Henry	Actg. Lt. E. Y. McCauley	Steamer. Cedar Keys.
Gem of the Sea	Actg. Vol. Lt. I. B. Baxter	Bark. Off Indian River.
Hendrick Hudson	Actg. Vol. Lt. D. Cate	Steamer. St. George's Sound, East Pass.
Huntsville	Actg. Vol. Lt. W. C. Rogers	Steamer. Flagship, on tour of inspection.
J. S. Chambers	Actg. Master L. Nickerson	Schooner. Charlotte Harbor.
J. L. Davis	Actg. Master W. Fales	Bark. St. Joseph's Bay.
Magnolia	Comdr. H. S. Newcomb	Steamer. Key West; just returned from cruise.
Penguin	Comdr. J. C. Williamson	Steamer. St. George's Sound, East Pass.
Port Royal	Lt. Comdr. G. U. Morris	Steamer. St. George's Sound, West Pass.
Pursuit	Actg. Vol. Lt. W. P. Randall	Bark. Key West; hove down for repairs.

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Stations of vessels composing the East Gulf Blockading Squadron, April 15, 1863— Continued.

Name.	Commander.	Class and station.
Roebuck	Actg. Master J. Sherrill	Bark. St. Andrew's Bay.
Sagamore	Lt. Comdr. E. English	Steamer. Key West; returned on 14th from expedition.
St. Lawrence	Comdr. J. Colhoun	Frigate. Key West.
Somerset	Lt. Comdr. A. F. Crosman	Steamer. St. George's Sound, New Inlet.
Stars and Stripes	Actg. Master C. L. Willcomb	Steamer. St. Marks.
Tahoma	Lt. Comdr. A. A. Semmes	Steamer. Tampa Bay.
Wanderer	Actg. Master E. S. Turner	Schooner. Cruising between St. Marks and Cedar Keys.
TENDERS.		
Ariel		Schooner. St. Lawrence, Indian Key.
Brockenborough		Sloop. Port Royal and Somerset, St. George's Sound.
Ezilda		Schooner. Fort Henry, Cedar Keys.
Two Sisters		Schooner. St. Lawrence, Tortugas.
Julia		Sloop. Pursuit, Tampa Bay.
Stonewall		Schooner. Tahoma, Tampa Bay.
Annie		Schooner Dale, Boca Grande.

Respectfully,

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Report of Acting Volunteer Lieutenant Cate, U. S. Navy, commanding U. S. S. Hendrick Hudson, regarding the capture of the schooner Teresa.

U. S. S. HENDRICK HUDSON,
Off Egmont Key, Fla., April 16, 1863.

SIR: I have the honor to announce the capture of the schooner *Teresa* about 11 a. m. to-day, sailing under British colors and apparently trying to run the blockade. She was captured in latitude 27° 30′, longitude 83° 02′, Egmont Key light-house just in sight.

No vessels were in sight at the time of capture.

Very respectfully,

DAVID CATE,
Acting Volunteer Lieutenant, Commanding.

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

Letter from the Secretary of the Navy to the Secretary of State, transmitting letters from Acting Rear-Admiral Bailey, regarding affairs in the neighborhood of the Rio Grande.

NAVY DEPARTMENT, *April 16, 1863.*

SIR: I have the honor to transmit herewith for your perusal three dispatches,* Nos. 99, 106, and 120, received from Acting Rear-Admiral Bailey, containing certain suggestions, to which the Department would invite your attention, with reference to cutting off the large trade

*See pp. 401, 402, 403.

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that is carried on with the insurgents through the port of Matamoras and other places on the Rio Grande River.

The return of the dispatches is requested.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

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

Report of Acting Master Turner, U. S. Navy, commanding U. S. schooner Wanderer, regarding the capture by that vessel of the schooner Annie B.

U. S. SCHOONER WANDERER,
At Sea, off Egmont Key, Fla., Lat. 27° 15', Long. 83° 15',
April 17, 1863.

SIR: I have this day made a seizure of the schooner *Annie B* at the above-mentioned latitude and longitude, the nearest land being Egmont Key, bearing N. E., distant 35 miles. Her cargo consists of 17 bales of cotton, is from Anclote River, bound to Havana. Having no papers nor flags on board, I consider her a lawful prize.

There were no public ships nor vessels in sight at the time of capture.

Most respectfully, your obedient servant,

E. S. TURNER,
Acting Master, Commanding

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark Gem of the Sea, regarding the capture of the British schooner Inez.

U. S. BARK GEM OF THE SEA,
At Anchor, off Indian River Inlet, E. Fla., April 19, 1863.

SIR: I last had the honor of addressing you under date of April 8, per prize schooner *Maggie Fulton*, giving you a detail of her capture. I now have the honor to report to you that on the 18th day of April, 1863, we captured the British schooner *Inez*, 4 tons, of and from Nassau, New Providence, while attempting to run the blockade at Indian River Inlet. She was manned with the following-named persons: George R. Edgett, captain; George Holdham, mate; and William Jones, cook. Her cargo consisted of 15 sacks salt and 14 pounds shoe thread, and the only paper found on board of her is her register, which I will forward with her crew to the senior officer commanding Eastern Gulf Blockading Squadron, the first opportunity, for his disposal.

The schooner being old and leaky, I do not deem her and her cargo of sufficient value to justify me in sending her into port for adjudication. I therefore will destroy her and her cargo, with the exception of the shoe thread, which I will save for the bark's use.

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The following is a detailed account of the capture of the above-mentioned schooner:

On the 18th day of April, 1863, at 5:20 p. m., while we were lying at anchor 1½ miles off from Indian River Inlet, with the wind light from the east, we discovered her 10 miles south from us, close in to the land, steering to the northward, but shortly after discovering her she tacked to the south. Judging it was her intention to run the blockade at Indian River Inlet, and was trying to dodge us until dark, when she would attempt to run in, I therefore lowered two boats and sent them in chase of her. At 9:30 p. m. the boats returned to the bark with the schooner, having captured her 6 miles south of the inlet.

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

I. B. BAXTER,
Acting Volunteer Lieutenant, U. S. Navy, Commanding.

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

Letter from the Secretary of the Navy to the Secretary of the Treasury regarding measures for the restriction of trade in the Rio Grande.

NAVY DEPARTMENT, *April 21, 1863.*

SIR: Circumstances indicate that there is an active trade carried on with the rebels by way of Matamoras, on the Rio Grande. Since the opening of the rebellion the trade with that port has increased to such an extent as to leave no room to doubt that a constant commercial intercourse is carried on between it and our frontier.

In a recent dispatch from Acting Rear-Admiral Theodorus Bailey, he states that he learns from passengers in the prize schooner *Agnes*, from Matamoras, that there are at present from 180 to 200 vessels of all nations, many of them Americans, and having regular clearances from the Northern ports, off the mouth of the Rio Grande, waiting to discharge and receive their cargoes and receive cotton instead, and that, previous to this rebellion, there were at most but half a dozen vessels trading with that port during the whole year.

There appears to be no means at present of checking the abuse in question, except by occupying and holding the frontier; but our own vessels and our own citizens should not take advantage of this condition of affairs, and indirectly aid the insurgents, by shipping merchandise to Matamoras peculiarly adapted to the Southern market, and which is transshipped or resold to the insurgents, and receive in return the products of the South.

I have made this communication to you so that any measure which may suggest itself to you to restrict the trade between Northern ports and Matamoras, and check the growing and injurious illicit intercourse with the insurgents, may be adopted, if you think proper.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Hon. S. P. CHASE,
Secretary of the Treasury.

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Report of Acting Rear-Admiral Bailey, U. S. Navy, transmitting reports regarding an attempt to determine the character of a foreign vessel of war on the high seas.

No. 130.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, April 21, 1863.

SIR: I transmit herewith copies of reports from Captain William M. Walker, commanding steamer *De Soto*, and from two of his officers, relative to a very remarkable occurrence between that vessel and some other one, calling herself the French corvette *Suffren*, and I would urge the speedy attention of the Government to the circumstances of the case, lest serious results should grow out of its repetition.

In view of the incidents attending the destruction of the steamer *Hatteras*—if not upon general principles alone—it can not be expected that the commanding officer of a United States cruiser will be content with a mere assurance (in answer to a hail) of the friendly or neutral character of an armed vessel, particularly in the dark; and if, in addition, the strange vessel should permit himself to indulge in an arrogant or insolent tone, approaching in appearance to the audacity often displayed by the rebels, it can not be wondered at if mistakes should arise, and if a damaging broadside should be the next feature of the case. I imagine there are many impulsive officers who would fail to show the forbearance exercised by Captain Walker in this instance, and who would have resorted to more emphatic means of enforcing his rights than by the discharge of a musket across the stranger's bow.

If the rule of action in similar cases is to conform to this, the object for which our cruisers are sent out will scarcely be accomplished; but I trust the French admiral, when the matter shall be brought to his notice, will be as mindful of our belligerent rights as was Vice-Admiral Sir Alexander Milne in his circular of February 16, and also that our own officers may exercise due firmness in ascertaining the character of all vessels found near our coast.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

U. S. S. DE SOTO,
Key West, April 4, 1863.

SIR: On the night of the 2d instant, between 11 and 12 p. m., when in latitude 23° 56′ N., and longitude 83° 55′ W., and steering to the northward and eastward, a steamer was reported crossing our wake; we immediately stood to the southward to intercept her.

As we ran toward her it was discovered that she was burning bituminous coal, and soon she seemed to be increasing her speed. Our intention of communicating with her must have been apparent, but as she did not regard it, we fired a musket to indicate our purpose more decidedly; to this she paid no attention whatever, neither stopping nor slowing her engine. We then hailed her and directed her to heave to, but no intelligible reply reached us, nor was there any indication on her part of an intention to stop; we then fired another musket, hailed her repeatedly, directing her to stop, and declared our desire to com-

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municate by boat, which the stranger in reply said he would not receive.

We continued to maintain our position on the port beam of the stranger, and again informed him that we wished to send a boat aboard of him. Finally he replied in French, "Very well, bear a hand," and stopped. We then lowered a boat, and I directed Acting Master Martine to go and ascertain what vessel it was. It proved to be a French corvette, the *Suffren*, we believe.

It is to be observed that I could form no judgment respecting the true character of this vessel without nearing her; that she did not choose at first to stop, nor could I for a long time comprehend any reply she made to our hail. I am well aware that we can exercise no authority over a ship of war on the high seas, but it seems to me that it was due to the relations subsisting between France and the United States that the commander of the corvette should have immediately stopped and satisfied me of the character of his ship, knowing well that it was my duty to enquire into it. I regret to believe that the spirit displayed by him on this occasion, if not disapproved by the French admiral commanding in these seas, may lead to painful collisions.

The case here recited belongs to a class of extreme delicacy, calling for the exercise of much forbearance, and with which we are liable to have to deal at any moment, with nothing better than our fallible judgment to guide us; for notwithstanding that during two years past we have been in the exercise of belligerent rights, it is yet not surprising that with respect to the forms and ceremonies to be observed in arresting and boarding vessels on the high seas such various and imperfect notions should prevail and that the rights we may or may not exercise in regard to them should still be so vague and undetermined, for we have no convention with maritime powers on the subject to which we might refer, nor do I know of any general order or regulation of the Navy Department to direct us. Although your own order No. 2 is more explicit on the subject than any other of which I am cognizant, it does not contemplate in its provisions such a case as I now present you. All that I know bearing on such a case is that writers have defined to some extent the ceremony with which national ships are to enquire of and declare to each other their character, and that all publicists concede that the right of visit does not apply to national ships, which are clothed with immunity from the exercise of any jurisdiction other than that of the sovereign power to which they owe allegiance.

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

WM. M. WALKER,
Captain, U. S. Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding East Gulf Blockading Squadron.

Herewith I enclose the statements of Lieutenant-Commander Bradford and Acting Master Martine.

U. S. S. DE SOTO,
At Sea, April 3, 1863.

SIR: In obedience to your order, I have the honor to make the following statement:

On the night of the 2d of April, at about 11:20, were in chase of a steamer burning bituminous coal. Went to quarters, and when

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about 900 yards from the stranger fired a musket to attract his attention, but as no notice was taken of it, steamed up to within hailing distance and directed him to heave to, as we wished to send a boat alongside; but receiving no intelligible reply, and finding he did not slack his speed, fired a second musket, repeating our wish to communicate. The reply which was made on this and a subsequent occasion was in French, and not distinct enough to be understood.

Thinking he did not understand English, I hailed him in French, when he answered that he could not receive a boat alongside, and still continued at full speed. We maintained our position abeam of him, and at length he stopped, when we hailed him again to the effect that we wished to communicate. His reply was, "Very well, bear a hand." A boat was immediately lowered, and Acting Master William L. Martine sent in charge of her.

Very respectfully, your obedient servant,

ROBERT F. BRADFORD,
Lieutenant-Commander and Executive Officer.

Captain WM. M. WALKER, U. S. Navy,
Commanding U. S. S. De Soto.

U. S. S. DE SOTO,
At Sea, April 3, 1863.

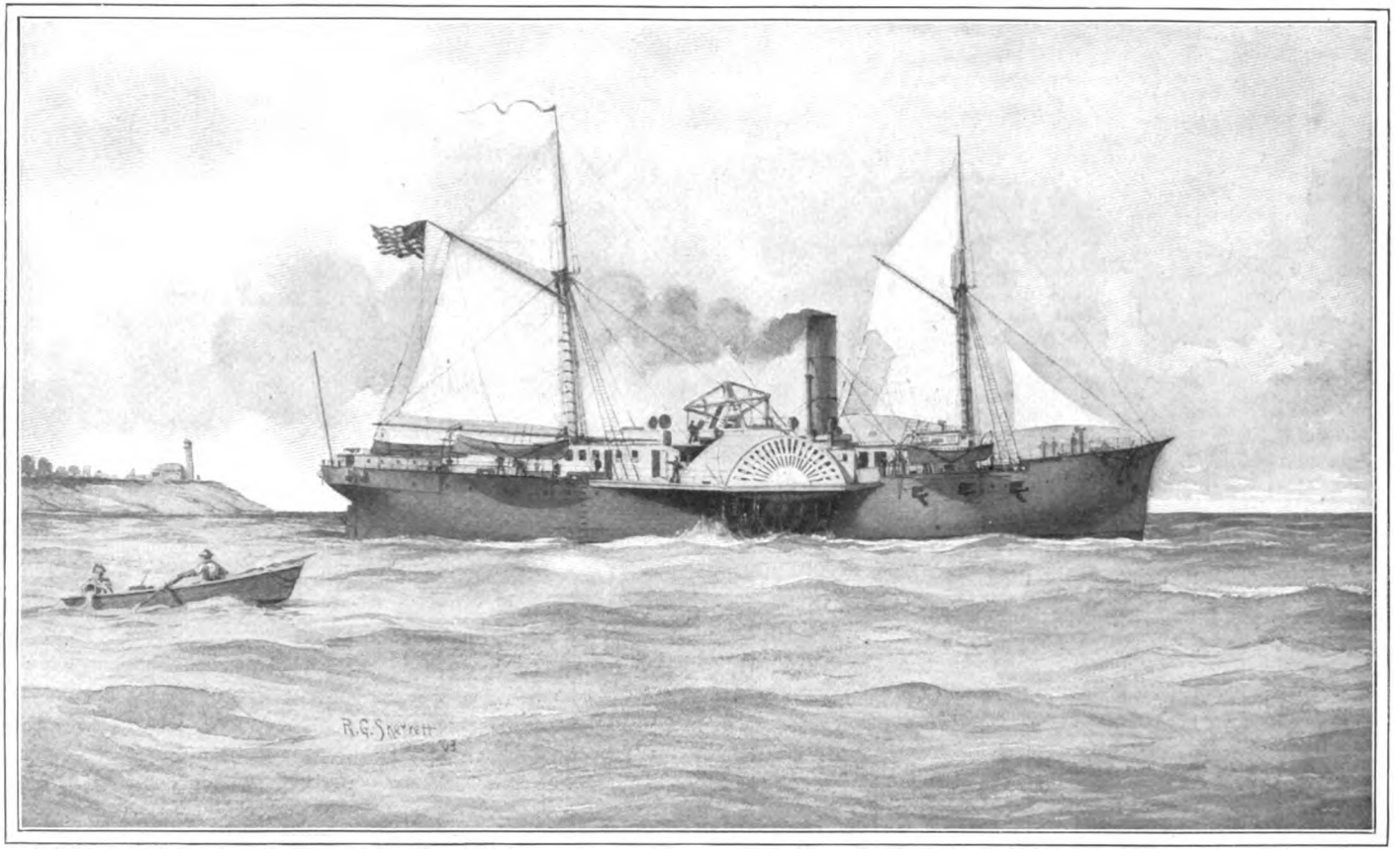
SIR: I have the honor to report the following conversation which occurred alongside of the French corvette *Suffren*. In obedience to your orders, I took charge of the first cutter to board the strange steamer off our beam and ascertain her character and flag, and, if a friend, to say that we regretted much to detain him, but the exigencies of war made it unavoidable. Arrived alongside, asked for a line, which was given us. Her commander then asked, "What ship is that?" I replied, "The *De Soto*." He asked, "What is the *De Soto?*" I said, "The U. S. S. *De Soto*." He then said, "Have you any dispatches for me?" I answered, "No." He then said, "I understood you to say that you had dispatches for me." I next asked what steamer it was. He answered, "The French corvette *Suffren*." I then said that I wished to come aboard. He said, "I told you I did not wish to communicate with you, but if you wish any assistance I would give it. You came too near; what did you want?" "We wished to ascertain the character of your ship; the circumstances of war make it necessary to know what she is." "This is a friend; we are not at war, and this is the high sea; I shall report your captain to our admiral," was his reply. I told him that we could not understand a word he had said. He replied, "I did not wish you to understand." I asked where he was from. He answered, "I have no questions to answer; we are friends; I think that is enough," and turned and left the side and gave orders to go ahead. This communication was in English.

Very respectfully, your obedient servant,

W. L. MARTINE,
Acting Master, U. S. Navy.

Captain W. M. WALKER,
Commanding U. S. S. De Soto.

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UNITED STATES STEAMER DE SOTO.

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Report of Lieutenant-Commander Morris, U. S. Navy, commanding U. S. S. Port Royal, regarding cotton captured at Apalachicola, Fla.

U. S. GUNBOAT PORT ROYAL,
Off Apalachicola, Fla., April 24, 1863.

SIR: I have the honor to report having received information that a quantity of cotton was in Apalachicola, waiting to be sent into the interior, or, if possible, to pass the blockade. I, on the night of the 20th instant, landed at that place with an armed party from this vessel and found 12 bales, 1 large crate, and 2 bags of cotton; alongside of them 25 canister, 30 chain, and 14 oblong bar iron shot, all for 32-pounder guns. I also succeeded in surprising and capturing F. Planguist, coxswain; Joseph Pagan, captain hold, and Antonio Messina, captain's steward, belonging to the rebel gunboat *Chattahoochee*. The cotton I send you by the coal brig *Essex*, in charge of my clerk, Mr. Ennis, who was present at the time of the capture. The canister and shot, fitting our guns here, I have retained. I deem it unwise to send the prisoners by the brig, as she is so short handed, but shall forward them by the first steamer. They give the following account of the *Chattahoochee* armament: One 100-pounder rifle, one IX-inch Dahlgren, four 32-pounders. This agrees with what I have previously learned from other sources. Her complement is 120 men; now on board, 110. Speed on recent trial trip, 12 knots; draft aft, 8 feet; forward, 5 feet. Rig, three-masted schooner. The river is at present obstructed with three heavy chains across the narrow part of the channel; two shore batteries of six guns each, commanding obstructions. Reports an ironclad steamer being built at Columbus, diamond shaped, her draft to be from 4 to 5 feet; intended only for use in the bay. The captain of the *Essex* carries the cotton at his own request for ballast, without pay. I have this day discharged him, having landed all the coal. Also brought off a fine canal boat 90 feet long, which I understood was employed to carry contraband articles. It will be useful to me for coaling purposes.

Very respectfully, your obedient servant,

GEORGE U. MORRIS,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral T. BAILEY, U. S. Navy,
Commanding Eastern Gulf Blockading Squadron.

[Report of same date and like tenor to the Secretary of Navy.]

Report of Captain Walker, U. S. Navy, commanding U. S. S. De Soto, regarding the capture of the sloops Jane Adelie and Bright.

U. S. S. DE SOTO,
Gulf of Mexico, April 24, 1863.

SIR: I have the honor to inform you that I have this day seized the sloop *Jane Adelie* and the sloop *Bright*, sixteen hours out from Mobile, laden with cotton, and believed to be bound to Havana. On demanding their papers they had none to present, and there is reason to

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believe they had been destroyed. I have placed a prize crew on board of each, and ordered them to Key West for adjudication.

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

W. M. WALKER,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Walker, U. S. Navy, commanding U. S. S. De Soto, regarding the seizure of the schooners General Prim and Rapid.

U. S. S. DE SOTO,
Gulf of Mexico, April 24, 1863.

SIR: I have the honor to inform you that I have this day seized the schooners *General Prim* and *Rapid*, laden with cotton and cleared from Mobile for Havana. I have placed a prize crew on board of each, and ordered them to Key West for adjudication.

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

W. M. WALKER,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Walker, U. S. Navy, commanding U. S. S. De Soto, regarding convoy duty performed for Brigadier-General Ullman, U. S. Army, in the steamer Matanzas.

U. S. S. DE SOTO,
Gulf of Mexico, April 25, 1863.

SIR: In my communication to you of the 16th instant I informed you of my having acceded to the request of Brigadier-General Ullman to convoy him, with 270 officers, in the steamer *Matanzas* to the Mississippi.

We had to work hard all night to be ready, having been compelled to blow out our boilers and patch them before we could be ready to start.

Having convoyed the *Matanzas* to the South West Pass—a service which was acknowledged in a very flattering letter from the general—and finding the water at the time too salt to permit us to fill our tanks, which were nearly empty, we ran over to the Bayou La Fourche, in the expectation of perhaps performing some good service, and at the same time have the advantage of smooth water to make some further necessary repairs. These completed, we returned to the Mississippi, where we remained for a few hours filling water, and thence we steered out to intercept the cotton which I had reason to believe was afloat. We were not lucky enough to pick up a steamer which had run out with 800 bales, but we made prizes of the schooner *General Prim*, schooner *Rapid*, sloop *Jane Addie*, and sloop *Bright*, with full cargoes; all of which I have ordered to Key West for adjudication, and shall now, in pursuance of your instructions, proceed toward Cape Catoche.

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After giving time enough for the dispatch of business by the court at Key West, I will return to that port for the officers and crew sent in the prizes, whose loss I shall feel very much in consequence of my having but a very short complement, and I trust you will see the importance of increasing it by at least ten prime men to meet the extraordinary demands which may at any moment be made for prize crews, etc.

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

W. M. WALKER,
Captain, U. S. Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding East Gulf Blockading Squadron.

Report of Lieutenant-Commander English, U. S. Navy, commanding U. S. S. Sagamore, regarding the capture by that vessel of the schooner New Year.

U. S. GUNBOAT SAGAMORE,
Off Tortugas, Fla., April 26, 1863.

SIR: I have the honor to report to the Department that this morning I captured the schooner *New Year*, 30 miles S.W. from Tortugas, with a cargo of cotton and turpentine from Crystal River via Bayport, Fla. I have sent her in to Key West for adjudication.

I enclose a correct list of the officers and crew belonging to this vessel.

Most respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant-Commander.

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

Report of Captain Walker, U. S. Navy, commanding U. S. S. De Soto, transmitting copy of letter to the district judge at Key West regarding grounds of capture of the schooner Clarita.

U. S. S. DE SOTO,
Gulf of Mexico, April 27, 1863.

SIR: I have to inform you that yesterday, in latitude 26° 21′, longitude 83° 49′, I took possession of the British schooner *Clarita*, with an assorted cargo, cleared from Havana for Matamoras, and have ordered her to Key West for adjudication.

Herewith I enclose a copy of my letter to the judge of the U. S. district court at Key West setting forth the grounds for this proceeding.

I have reason to suspect that the *Clarita* is one of the vessels belonging to the United States seized by the rebels at the commencement of the war.

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

W. M. WALKER.
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

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[Enclosure.]

U. S. S. DE SOTO,
Gulf of Mexico, Lat. 26° 21′ N., Lon. 83° 49′ W., April 26, 1863.

SIR: I have this day, in the latitude and longitude above specified, taken possession of the schooner *Clarita*, G. R. Gammon, master, sailing under a provisional certificate of registry dated at Havana on the 30th December, 1862, and signed John V. Crawford, acting consul-general in Cuba, represented to be bound from Havana to Matamoras, and for the following reasons I have ordered her to Key West for adjudication:

1st. She was far out of the track which she should have followed from Havana to Matamoras; that being in the vicinity of blockaded ports gives the strong presumption de jure that she had been so placed with the intention to violate the blockade; that the real but concealed destination of the *Clarita* was a blockaded port of the United States.

2d. Her papers are very incomplete. On demanding of her master his log book, the mutilated log book sealed up herewith is the onlylog book that was produced. This mutilation of the log book is to be considered an act of the most aggravated nature and sufficient of itself to establish guilt.

On examination of the chart of the *Clarita*, which appears to be a new one, and is sent herewith under seal, the position of the vessel from day to day is not marked upon it in the usual manner; but it will be seen that her position on the 24th of April is pricked through the chart and corresponds with the reckoning found upon the slate on board of the *Clarita*, used in working up, and which her master admitted to be the reckoning of the vessel for the 24th and 25th of April.

It will next be seen that tracing backward (in point of time) from these admitted positions, there is pricked on the chart the track of the vessel around the Tortugas, and considering the well-established direction of the currents in that vicinity, the *Clarita* could not have been carried to the northward unless intentionally. At the time that we descried her she was on the starboard tack, apparently standing N. N. W. The wind was light and from N. E. The slate above referred to, as also a certified copy of it, is herewith sealed up.

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

W. M. WALKER,
Captain, U. S. Navy.

The JUDGE OF THE UNITED STATES DISTRICT COURT,
At Key West, Fla.

Report of Acting Master Sherrill, U. S. Navy, commanding U. S. bark Roebuck, regarding desertions.

U. S. BARK ROEBUCK,
St. Andrew's Bay, April 27, 1863.

SIR: I have to report that yesterday morning Mrs. Parker came over, under a flag of truce, ostensibly to give information as to the doings and whereabouts of Robinson's guerrilla company, and that on leaving "desired some one to show her the nearest way back to her boat," which was said to be left on the opposite side of the bay. I landed her abreast of the ship and ordered Augustus Y. Stephens and Charles T. Parker, landsmen (both refugees lately shipped), to go and

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return immediately. The distance was not over a mile. As they have not yet returned, I fear have deserted.

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

JOHN SHERRILL,
Acting Master, U. S. Navy, Comdg. U. S. Bark Roebuck.

Acting Rear-Admiral THEODORUS BAILEY, U. S. Navy,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Captain Walker, U. S. Navy, commanding U. S. S. De Soto, defining the cruising ground of that vessel, and urging vigilance against the C. S. steamers Florida and Alabama.

U. S. FLAGSHIP St. LAWRENCE,
Key West, April 28, 1863.

SIR: Your several letters have been received, and I have to congratulate you upon your success in intercepting the enemy's vessels.

Since writing your previous orders (of April 3) I have received information which is corroborated by your experience and which had caused me to regret that you were not within my reach, that I might give you different instructions.

You will therefore consider your previous orders revoked, and will take as the general limits of your cruising ground the space included between the parallels of 25° and 29° north latitude and the meridians of 83° and 87° west longitude, within which it is believed you will be most likely to intercept many vessels bound to and from the various rebel ports.

It is also my present intention to send the steamer *Huntsville* to the same cruising ground so soon as she is ready, and the gunboat *Sagamore* is now on the same line of travel to the southward.

It seems probable from your letters that the *Clarita* will prove a good prize, but at the same time it is necessary to inform you that the court at this place have very materially modified their views upon the general subject of vessels bound to and from Matamoras, since my conversation with you.

Of course the limits of your cruising ground, as above indicated, are not rigid, in case of chasing anything, for example, or for other good cause.

There are rumors in Havana, communicated to me by the acting consul-general, that the rebel cruiser *Florida*, or *Oreto*, is hovering about the Bahama Banks; other reports represent the rebel cruiser *Alabama* as being somewhere in this vicinity. Although there seems but little to confirm these rumors, yet I would caution you to increased vigilance and circumspection in approaching strange vessels, lest the reports should prove more correct than seems probable.

I enclose a memorandum of information gleaned from the correspondence of the acting consul-general at Havana relative to vessels engaged in running the blockade.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Captain WM. M. WALKER, U. S. Navy,
Commanding Steamer De Soto.

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Correspondence regarding the firing upon British schooner Dream, off the coast of Cuba, April 28, 1863.

Letter of enquiry from the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy.

NAVY DEPARTMENT, *May 12, 1863.*

SIR: Lord Lyons has invited the attention of the Department of State to the representations of the master of the British schooner *Dream* that his vessel was repeatedly fired into by a gunboat supposed to belong to the United States. The circumstances are narrated as follows:

To-day (April 28, Caracoa, Cuba), we were fired at five times by a Northern gunboat, in addition to two shots across our bow; one of the shots was of grape and canister and penetrated our rigging. It occurred about 1 to 1:30 o'clock and we were compelled to put in here for safety. The gunboat is now about 1 mile off and watching our movements. The firing at us was done within 2 miles from the shore. * * * The gunboat is a small sailing pilot boat with one gun amidships, apparently an 18 or 24 pounder—more probably the latter. She is now lying off and on, within about a mile of this port.

Please enquire if the act complained of was committed by one of the vessels of your squadron, and if so, furnish the Department with a report of the circumstances. The *Dream* had left Havana that morning.

You will be careful to enjoin upon those to whom you entrust commissions, and especially to those in charge of tenders, a strict observance of the rights of neutrals. Inexperienced and often uninformed as these officers are of the important trusts committed to them, they must carefully abstain from trespassing upon the jurisdiction of other powers or infringing on those principles which the laws of nations have well established and defined. No one should be permitted to have a distinct command without a copy of the instructions of the 18th of August, 1862, and he must also understand that it is not allowable to blockade a neutral port.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral THEOD. BAILEY,
Comdg. East Gulf Blockdg. Squadron, Key West, Fla.

Letter from the Secretary of the Navy to the Secretary of State regarding enquiries relative to the case.

NAVY DEPARTMENT, *May 13, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of the 8th instant, enclosing a copy of a communication from Lord Lyons, and of its accompaniment, in reference to the firing into the British schooner *Dream*, within 2 miles of the coast of Cuba, by a vessel supposed to have been in the service of the United States.

No report of an occurrence of the character detailed has reached the Department, and, from the description given, it is by no means certain that the vessel which committed the act was in the service of the United States, but rather a craft in the rebel service. I have,

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however, directed Acting Rear-Admiral Bailey to enquire into the affairs and report thereon.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

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

Report of Acting Rear-Admiral Bailey, U. S. Navy, transmitting report of Acting Ensign Williams, U. S. Navy, commanding U. S. schooner Annie.

Nos. 178.] U. S. FLAGSHIP MAGNOLIA,
Key West, May 26, 1863.

SIR: Your letter of the 12th instant, relative to a complaint made by the master of the British schooner *Dream*, has been received.

I enclose herewith copies of all the papers in my possession relating to the transaction. The accounts in the Diario de la Marina are characterized by the exaggeration natural to those who sympathize with our enemies; and that of Captain Simpkins is probably still further colored by the consciousness of an intention (temporarily frustrated by the *Annie*) of materially assisting those enemies. The report of Acting Ensign Williams is clear and conclusive, and seems to have been satisfactory to the Spanish officers.

Mr. Williams is a zealous and capable officer, but seems, in the ardor of the chase, to have pushed his belligerent rights to the extreme limit; and to avoid the possibility of any future complications I have directed him not to extend his cruising beyond the southern edge of the Florida Reefs.

The *Annie* is armed with a light 12-pounder howitzer, which has been magnified by the emotions of Captain Simpkins in the exact proportion that he has diminished the distance from land at the time.

I enclose a pamphlet of squadron instructions (as furnished to every vessel under my command), with two of the articles marked.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Ensign Williams, U. S. Navy, commanding U. S. schooner Annie.

U. S. SCHOONER ANNIE,
Key West, Fla., May 10, 1863.

SIR: I herewith respectfully submit the following statement in regard to firing on an English schooner while cruising on the coast of Cuba:

On the 28th April, at 11:30 a. m., made a schooner standing to the W. N. W.; stood for her to the westward until 1 p. m., when she showed British colors, upon which we set our ensign and fired a shot across her bow. The schooner simply dipped her colors and kept on, when I fired another shot, upon which she kept off dead before the

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wind and took no notice of us, after which fired five shot at her, all striking close by; and one, exploding close to her, parted his main sheet. When judging him to be about 3½ miles from the land and being very cautious not to exceed my limit, I hauled off and the schooner continued in and anchored.

At the time of hauling off, the Morro Castle bore E. ½ N. true and table-land of Mariel S. by W. ½ W., making my position, at the least, distant 3½ miles from land. On the 29th April at 2 p. m., having had light winds all day, I was boarded by an officer from the Spanish gunboat *General Lejo*, he wishing to know what the firing was yesterday, the name of the vessel, and also my name.

I showed the officer my position on the chart and explained the cause of the firing. He left apparently satisfied, and requested I would not fire within 6 miles of his coast. Through the night calm, and at 10 p. m. was boarded by a boat from the Spanish gunboat *Neptuna*, he wishing to know whether this vessel was Federal or a Confederate man-of-war, and upon my handing him my papers to look at he refused, saying he only wished to know whether Federal or a Confederate man-of-war, and then left me, also requesting me not fire within 6 miles of the coast, and the steamer then stood away to the southeastward.

On the forenoon of the 1st May I was hailed by a Spanish gunboat (supposed to be the *General Lejo*). He hailing, wished to know if that was the *Annie*, Captain Williams, and on being answered in the affirmative, he replied "Good morning, captain," and stood on to the southward. The above is a correct statement of the chase of the schooner and my communications with the Spanish gunboats.

I am, respectfully, your obedient servant,

JAMES S. WILLIAMS,
Acting Ensign, Commanding.

Commander ROBERT HANDY,
Commanding U. S. Ship Dale.

Report of Acting Rear-Admiral Bailey, U. S. Navy, commanding East Gulf Squadron, calling the Department's attention to the condition of vessels of his command.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, April 28, 1863.

SIR: I would call the attention of the Department to the following facts, relative to the condition of vessels under my command, and the consequent reduction in the disposable force of this squadron:

This vessel is on the point of returning North (on account of her liability to a return of the yellow fever on board), under orders from the Department, and no other vessel is yet sent to take her place.

The very dilapidated condition of the bark *Ethan Allen* (as shown by the enclosed reports) has rendered it necessary for me to order her home for repairs, which we are unable to put upon her here.

The steamer *Penguin* will follow so soon as she can be got down here, in accordance with your instructions, to get her new boilers.

The steamer *Fort Henry* is so much racked and strained that she can neither repair damages where she is nor even venture to come

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here for that purpose (without first getting her guns out, and then coming down under convoy), when, after all, our resources at this place would be insufficient for the job.

The schooner *Wanderer* is reported rotten in hull and spars to such an extent as to render her unseaworthy.

The steamer *Magnolia* is completely disabled, by reason of her boilers, from farther cruising, and I only retain her on the station as a flagship, since I have not been furnished with any other, but will shortly have to send her also for a new boiler, agreeably to your orders.

The withdrawal of these six vessels has left me exceedingly crippled in my power to carry out the wishes of the Government (by intercepting the vessels engaged in running the blockade and otherwise annoying the enemy), and although I have endeavored to remedy the evil and to meet the emergency by purchasing small craft and attaching them as tenders to the various vessels of the squadron, yet they are wholly inadequate for the duty to be performed.

The great number of prizes brought in, although gratifying as an evidence of vigilance and activity on the part of the cruising vessels, ought rather to be considered as indicative of the brisk trade carried on along this coast and of the importance of enabling me to break it up entirely.

As matters now stand, I am unable to guard the coast as I deem necessary, and I would therefore most urgently request the Department to send me at once three steamers and two barks, all of light draft, great speed, and heavy armament, besides a flagship.

The *Magnolia* and *Ethan Allen* can always be employed to advantage on this station, provided they are in good condition, but the delay in recovering their services will be injurious, and in the meantime I would desire others in their places.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. S. Huntsville, regarding the cruising ground of that vessel.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, April 29, 1863.

SIR: So soon as the vessel under your command is ready for sea you will proceed first to within sight of the entrance to Havana, thence along the coast of Cuba to the westward, keeping outside of Spanish jurisdiction, as far as Bahia Honda; from there you will stand to the northward and westward, giving the Tortugas a berth of some 50 or 60 miles, and continue on in the direction of Mobile. Your ultimate cruising ground will be from 40 to 100 miles to the southward and eastward of Mobile Bar, where it is believed you will be most likely to pick up vessels that may have succeeded in evading the blockade at that place, or that may be waiting for a favorable opportunity to get in. I would suggest that you endeavor each morning to

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find yourself about 100 miles from the bar, and that you work in to within about 40; but on no account will you show your vessel within sight of the blockading fleet or of the land, unless it be in chase.

The *De Soto* is cruising between latitude 25° and 29° N., and longitude 83° and 87° W., and the *Sagamore* is to the southward of that. Between the three vessels I trust this great highway of rebel traffic will be closed to all blockade runners.

Before returning to this port you will show your vessel for at least forty-eight hours off the entrance to Lake Ocala, not laid down upon the chart, but situated about midway between St. Andrew's Sound and Santa Rosa Bay [Sound].

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Acting Volunteer Lieutenant WM. C. ROGERS, U. S. Navy,
Commanding Steamer Huntsville.

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. S. Huntsville, regarding the capture by that vessel of the Confederate sloop Minnie.

U. S. S. HUNTSVILLE,
Key West, April 30, 1863.

SIR: In compliance with your order, I would respectfully state that while lying at anchor off Charlotte Harbor on the 6th instant a sail was reported to me before daylight. I immediately got underway, went in chase, and in about thirty minutes captured the Confederate sloop *Minnie*, it being not quite daylight at the time.

I put an officer and crew on board, and as day broke discovered two schooners inshore of us, 6 to 8 miles distant, and standing not toward us, but toward the land.

Supposing them to be blockade runners, I immediately gave chase and in the course of an hour came up with the U. S. schooners *Beauregard* and *Stonewall*, neither of which were in sight at the time of the capture of the *Minnie*.

The truth of this statement, I believe, you are aware of, being on board at the time. It can also be substantiated by the affidavits of one or two of the officers of the ship.

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

WM. C. ROGERS,
Acting Volunteer Lieutenant, Commanding U. S. S. Huntsville.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Barclay, U. S. Navy, to assume command of the U. S. schooner Wanderer.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, April 30, 1863.

SIR: So soon as you shall have turned over the command of the *Dale* to Commander Robert Handy you will report the fact to me and will

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assume command of the schooner *Wanderer*. You will report to me the repairs that are indispensably required by the *Wanderer* to render her capable of going to sea, with a view to sending her on a cruise with the least possible delay.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Acting Master J. O. BARCLAY, U. S. Navy,
Commanding Ordnance Storeship Dale.

Stations of vessels of the East Gulf Blockading Squadron, May 1, 1863.

Name.	Commander.	Station.
Amanda	Actg. Vol. Lt. G. E. Welch	Bark. East Pass, St. George's Sound.
Beauregard	Ensign J. C. Hamlin	Schooner. Cruising between Suwanee River and Aucilla River.
Dale	Comdr. R. Handy	Ordnance ship. Key West.
De Soto	Capt. W. M. Walker	Steamer. Cruising northward and westward of Tortugas.
Ethan Allen	Actg. Master I. A. Pennell	Bark. Key West, preparing to go North for repairs.
Eugenie	Actg. Master W. McClintock	Schooner. Guard vessel at Key West.
Fort Henry	Lt. Comdr. E. Y. McCauley	Steamer. Cedar Keys.
Gem of the Sea	Vol. Lt. I. B. Baxter	Bark. Off Indian River.
Hendrick Hudson	Vol. Lt. D. Cate	Steamer. Supplying squadron and ordered East Pass, St. George's Sound.
Huntsville	Vol. Lt. W. C. Rogers	Steamer. Cruising to northward and westward of Tortugas.
J. S. Chambers	Actg. Master L. Nickerson	Schooner. Charlotte Harbor.
J. L. Davis	Actg. Master W. Fales	Bark. St. Joseph's Bay.
Magnolia	Comdr. H. S. Newcomb	Steamer. Key West, about being made flagship.
Penguin	Comdr. J. C. Williamson	Steamer. East Pass, St. George's Sound. Ordered north.
Port Royal	Lt. Comdr. G. U. Morris	Steamer. West Pass, St. George's Sound.
Pursuit	Actg. Vol. Lt. W. P. Randall	Bark. Key West, refitting.
Roebuck	Actg. Master J. Sherrill	Steamer. St. Andrew's Sound.
St. Lawrence	Comdr. J. Colhoun	Frigate. Key West, about to return north.
Sagamore	Lt. Comdr. E. English	Steamer. Cruising to southward and westward of Tortugas.
Somerset	Lt. Comdr. A. F. Crosman	Steamer. West Pass, St. George's Sound.
Stars and Stripes	Actg. Master C. L. Willcomb	Steamer. Off St. Marks.
Tahoma	Lt. Comdr. A. A. Semmes	Steamer. Tampa Bay.
Wanderer	Actg. Master J. O. Barclay	Schooner. Key West, preparing for sea.
TENDERS.		
Ariel		Schooner. Key West, preparing to be transferred to Stars and Stripes.
Brockenborough		Sloop. To Port Royal and Somerset, West Pass, St. George's Sound.
Ezilda		Schooner. To Fort Henry, at Cedar Keys.
Two Sisters		Schooner. To Magnolia, cruising between Cedar Keys and Tampa Bay.
Julia		Sloop. To Pursuit, Tampa Bay.
Stonewall		Schooner. To Tahoma, cruising between Charlotte Harbor and Tampa Bay.
Annie		Schooner. To Dale, cruising in Quicksand Passage.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockading Squadron.

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

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Information received from William M. Martin, mechanic, belonging to the Confederate ironworks, Columbus, Ga.

U. S. GUNBOAT PORT ROYAL,
Apalachicola Bay, May 1, 1863.

SIR: William M. Martin reports that he came from Columbus, Ga., which place he left April 22. There are not any troops at Columbus. An ironclad vessel is being built there; her length is 120 feet, depth from 10 to 12 feet; her frame is all up, and were at work planking her outside and ceiling her; boilers are in. She is to be a propeller; her engines are from the old river steamer *Times*. The mill for rolling out the iron is in progress of construction; they have but little iron on hand to use. She can not be ready before November next. She is built of green pine timber; frame timber 1 foot square. From Columbus he went overland to Chattahoochee; while there he visited the rebel gunboat *Chattahoochee* on or about the 24th ultimo. She has six guns mounted, broadside guns 6-inch bore. Saw only three or four officers, and about forty-five men. Ship about 100 feet long, two engines, cylinders 36-inch bore and 24-inch stroke; two propellers 7 feet diameter; three-masted, two square sail yards, one on foremast and one on mainmast. Hull painted black and has a bowsprit. The general belief of the people in that vicinty is that the *Chattahoochee* will never come down the river; one of her own crew made the same assertion. There is a regiment of troops at Chattahoochee. The river is not very well fortified, as far as he could learn, but is obstructed with two hulls of old river steamers, and rocks, spiles, and two chains stretched across the river. One hundred conscripts are guarding the obstructions. There is quite a strong Union sentiment among the workmen and farmers in and about Columbus, which place is the great depot for the manufacturing of arms and clothing. He has been a resident of that city (Columbus) about four years, and he well knows that there is a strong Union feeling with the people there and in the surrounding country. He saw no troops on his way down to Apalachicola after leaving Chattahoochee, as he avoided them. On or about the 10th of April the women turned out en masse and broke open the stores for food and clothing. Provisions were very scarce and at very high prices. The troops wrote to their wives and families that they will soon lay down their arms and give up fighting if the rebel Government does not provide for their families, and the general belief of the troops is that the South will be whipped eventually. He visited Fosterville, Tenn., on or about the 10th of last March, at which place were the pickets of the rebel General Joe Johnston's army, at which place he made an effort to pass to the Union lines, but was checked by the rebel pickets. The general feeling in Tennessee was, the hopes that the Union Army would again advance and hold Shelbyville and the adjacent country. Even at Atlanta, Ga., many were praying that the Union Army would come there. There was a bread riot at Atlanta on the day of his arrival there, the women turning out and sacking the stores for food and clothing; this was in March. After leaving Chattahoochee he traveled about 35 miles by land to a place called Canida Creek; passing through the country, very few men were to be seen, but plenty of females, who seemed to be suffering for clothing and food. At Canida Creek he made a bargain with two fishermen, who had come up with fish, to carry him to Apalachicola, as he represented to them that he was

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desirous to go there to purchase steel. He left Canida Creek this morning at 5:30 a. m. and arrived here this afternoon.

Very respectfully, your obedient servant,

GEO. U. MORRIS,
Lieutenant-Commander.

Admiral THEODORUS BAILEY,
Commanding East Gulf Blockading Squadron, Key West, Fla.

P. S.—MAY 4.

SIR: I learned last evening that the *Penguin* was to leave East Pass for Key West to-day, so send William Martin to go by her.

Very respectfully, your obedient servant,

GEO. U. MORRIS,
Lieutenant-Commander.

Report of Acting Master Sherrill, U. S. Navy, commanding U. S. bark Roebuck, regarding the capture by that vessel of the British schooner Emma Amelia.

U. S. BARK ROEBUCK,
St. Andrew's Bay, May 2, 1863.

SIR: I have the honor to inform the Department of the seizure this day of the British schooner *Emma Amelia*, 85$\frac{5}{95}$ tons, Thomas Best, master, while attempting to run the blockade at this place. At daylight a sail was discovered in the offing steering E. N. E. for the bar at the entrance of this bay, and distant from it about 3 miles, the wind at the time being light, from the northwest. I immediately dispatched two armed boats, in charge of Acting Master R. F. Cook and Acting Ensign G. M. Pulsipher, in pursuit, and as soon as they were discovered by the schooner she changed her course to the southward and set square sail. At 8 a. m. the boats boarded her, the bar bearing E. N. E., distant about 7 miles. She had no colors set, though English and American were found on board. The master said he was bound to New Orleans, and had been standing in to make the land to correct his reckoning. The course he was steering and position were deemed by me sufficient reasons for seizing her as a prize, her papers being apparently correct, and I shall send her under charge of Acting Ensign G. M. Pulsipher and a prize crew of four men, with her former master and two men, to Key West for adjudication.

I enclose herewith a complete list or muster roll of officers and crew of this vessel at time of capture. No other vessels in sight. Cargo consists of wines, flour, etc.

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

JOHN SHERRILL,
Acting Master, U. S. Navy, Comdg. U. S. bark Roebuck.

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

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Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the transfer of flag.

No. 158.] U. S. FLAGSHIP MAGNOLIA,
Key West, May 5, 1863.

SIR: I have to report that the frigate *St. Lawrence* being now ready to return north, agreeably to the orders of the Department, I have directed Commander Colhoun to proceed with her to Boston, Mass.

In consequence of this I have this day transferred my flag to the steamer *Magnolia*, inasmuch as the condition of her boiler renders her incapable of cruising, and I am advised that her new boiler will "probably be ready" about the middle of June. As, however the internal arrangements of this vessel will not admit of my living on board of her without extensive alterations (involving an expense which would not be justified by the temporary nature of the service), I have established an office in the storehouse on shore for the transaction of business until the arrival of another flagship.

I have also ordered the bark *Ethan Allen* to Boston, Mass., for repairs, the necessity for which was shown by the reports enclosed in my letter of April 28.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. S. Huntsville, regarding the chase of a steamer supposed to be the Cuba, from Havana.

U. S. S. HUNTSVILLE,
Off Lake Ocala, May 5, 1863.

SIR: By the *Hendrick Hudson* I have the honor to send a report of my cruise to this date.

In accordance with your orders I touched at Havana, and from the consul learned that one or two steamers were nearly ready for sea, and that one of them, the *Cuba*, would sail that same night.

This decided me, after obeying your orders as to running down the coast of Cuba, to steer directly for this place.

On leaving Havana a lead-colored blockade-running steamer followed me out, but as we watched her closely she finally returned to the harbor.

On the second morning out, and when about halfway between Tortugas and St. Andrew's, at daybreak we discovered a white steamer, without masts, and answering in every respect to the *Cuba*, steering the same course as ourselves.

We immediately gave chase, and for two or three hours had every prospect of capturing her, as we steadily overhauled her, having a strong breeze in our favor; but toward noon it became calm and she gradually outsteamed us, and after an exciting chase of 140 miles we lost sight of her at dark.

I then made all dispatch for this place, hoping that I might again have the good luck to intercept her.

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I shall remain here long enough to ascertain whether this is her destination, when I shall proceed to my station off Mobile.

Hoping that my next effort may be more successful,

I am, very respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant, Comdg. U. S. S. Huntsville.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding addition of prize schooner Alabama and sloop Rosalie to the vessels under his command.

Nos. 155.] U. S. FLAGSHIP ST. LAWRENCE,
Key West, May 6, 1863.

SIR: In compliance with the permission granted me in your communication of January 30, I have taken into the service the schooner *Alabama*, now the *Fox*, and the sloop *Rosalie*, both prizes. The original appraisals, which I herewith enclose (numbered 156 and 157), will give the particulars as to tonnage, price, etc. The schooner I have attached as a tender to the ordnance ship *Dale;* the sloop as a tender to the *J. S. Chambers*, at Charlotte Harbor. I have found these little vessels quite useful. They have already thus far in every instance more than paid for themselves by their captures.

I am, respectfully, etc.,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, forwarding information regarding the channel for mails from Europe to the Southern States.

NAVY DEPARTMENT, *May 7, 1863*

SIR: The following is an extract from a dispatch, dated the 18th ultimo, received by the Secretary of State from the U. S. consul at Liverpool:

A man who professes to know, and who has given me information which I have found correct, tells me a very valuable rebel mail was sent from here on the 14th of March, via New York and Nassau. He says from Nassau it is to be taken in Adderly & Co.'s boat to Bumany [Bemini], on the northwest part of Abaco, and from there over to Mosquito Inlet, on the coast of Florida, thence up the Indian River to [New] Smyrna, etc. Now, I do not know enough about these localities to decide upon this plan, but feel it to be my duty to report it for what it is worth, the more so from the fact that I learn this is to be one of the regular mail channels between this country and the South. There can be no doubt but what mails are constantly being carried by way of New York.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral THEO. BAILEY,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

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Report of Acting Master Willcomb, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the escape of a schooner off St. Marks, Fla.

U. S. S. STARS AND STRIPES,
Off St. Marks, May 7, 1863.

SIR: On the morning of the 5th instant, at 8:30 a m., the fog lightened up, and we discovered a side-wheeled, schooner-rigged steamer in the S. S. W., about 9 miles off. I immediately got underway and gave chase, but soon perceived that she was leaving this vessel very fast. I chased her until 11:30 a. m., when I lost sight of her about 30 miles S. S. W. from St. Marks light-house. We carried 34 pounds of steam and were making 70 revolutions. The chase must have been going at the rate of 14 miles per hour. We were doing all we could to get up near enough to give her a shot, but could not, and I had the mortification to see her disappear.

I have the honor to be, very respectfully, your obedient servant,
CHARLES L. WILLCOMB,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron,
Flagship St. Lawrence, Key West, Fla.

Correspondence regarding the license of the schooner Sea Lion, captured at Mobile, May 9, 1863.

Report of Acting Rear-Admiral Bailey, U. S. Navy, transmitting copy of license.

No. 253.] U. S. FLAGSHIP SAN JACINTO,
Key West, July 24, 1863.

SIR: The schooner *Sea Lion* was lately captured coming out of the port of Mobile loaded with cotton and sent to this port for adjudication. She exhibited at the time of her capture a license to bring cotton to New Orleans from a Mr. Dennison, who appeared to be a special agent of the Treasury Department. I send herewith enclosed, marked 254, a copy of this paper. I am credibly informed that Mr. Denison has answered, in reply to the question whether this license was intended to apply to blockade ports as well as to bring the cotton through the military lines by land, that the license was granted in pursuance of an order of General Banks, and that he did not think it necessary to enquire how the property should come to New Orleans. Under this license, it seems, the favored parties at New Orleans sent their agent to Mobile, bought the cotton, had it shipped in the name of a Mobile firm, and consigned by the papers to a Mobilian at Havana. When captured, it was claimed that the vessel was really going to the mouth of the Mississippi River or to New Orleans for the orders of Brott, Davis, and Shons, the parties named in the license.

This is not only trading with the enemy, pure and simple, but it is trading with the enemy through a closely blockaded port. It seems to me that if this action is sustained, it amounts to a virtual abandonment of the blockade of all the ports to which these or other favored parties may choose to trade, and that it possibly has some importance

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in connection with our foreign relations. I have thought it a matter proper to be represented to you.

I am, very respectfully, your obedient servant,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

CUSTOM-HOUSE, NEW ORLEANS,
Collector's Office, February 16, 1863.

The U. S. military and other authorities at New Orleans permit cotton to be received here from beyond the U. S. military lines, and such cotton is exempt from seizure or confiscation. An order is in my hands from Major-General Banks approving and directing this policy. The only condition imposed is that cotton or other produce must not be bought with specie.

All cotton or other produce brought hither from the Confederate lines by Brott, Davis and Shons will not be interfered with in any manner, and they can ship it direct to any foreign or domestic port.

[L. S.] GEORGE S. DENNISON,
Special Agent of the Treasury Department and Acting Collector of Customs.

Approved:

D. G. FARRAGUT,
Rear-Admiral.

I, Abel Dreyfous, notary public, duly commissioned and sworn for the parish of Orleans and city of New Orleans, therein residing, certify the foregoing to be a true, faithful, and literal copy of the original document exhibited to me by Mr. Brott, and which I have signed and paraphed ne varietur to identify it with the foregoing copy.

In testimony whereof I have granted this certificate under my signature and the impress of my seal of office at New Orleans this ninth of March, eighteen hundred and sixty-three.

[SEAL.] ABEL DREYFOUS,
Notary Public.

Letter from the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, announcing the transmittal of the license to Secretaries of Treasury and War.

NAVY DEPARTMENT, *August 5, 1863.*

SIR: I have received your No. 253 and enclosure in reference to the case of the schooner *Sea Lion*, captured while coming out of Mobile and sent to Key West for adjudication, having exhibited at the time of her capture a license, issued by a Mr. Dennison, who calls himself a special agent of the Treasury Department, to take cotton to New Orleans.

The Department concurs with you in your views respecting this extraordinary proceeding, and has called the attention of both the Secretary of the Treasury and Secretary of War to it.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral THEO. BAILEY,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

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Letter from the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, regarding the revocation of the license.

NAVY DEPARTMENT, *August 17, 1863.*

SIR: I sent a copy of your dispatch in reference to the case of the captured schooner *Sea Lion* to the Secretary of the Treasury, also to the Secretary of War. The former replies that beyond the statements conveyed in the dispatch, the Treasury Department has no information in relation to the case or any similar one, and that the permit, which appears to have been issued in pursuance of a military order of General Banks, was granted without the authority or knowledge of that Department, and that instructions have been transmitted to Mr. Dennison to revoke any such permits which may have been issued and grant no more of them.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral THEO. BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. S. Huntsville, regarding the capture by that vessel of the Confederate schooner A. J. Hodge.

U. S. S. HUNTSVILLE,
Lat. 28° 45′ N., Long. 86° 34′ W., May 13, 1863.

SIR: I have the honor to report to you the capture of the Confederate schooner *A. J. Hodge*, of Mobile, Cook, master, from Nassau, with an assorted cargo.

She was taken in the above position at meridian to-day.

I send vessel and cargo to Key West for adjudication, in charge of a prize officer and crew.

There were no national vessels in sight at the time of capture.

Please find enclosed muster roll of officers and crew on board entitled to prize money.

Very respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant, Commanding.

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

Report of Captain Walker, U. S. Navy, commanding U. S. S. De Soto, regarding the capture by that vessel of the schooner Sea Bird.

U. S. S. DE SOTO,
Gulf of Mexico, May 14, 1863.

SIR: I have to inform you that last evening, being in 20 fathoms of water and in latitude 29° 40′, longitude 87° 37′, I seized, for attempted violation of the blockade, the schooner *Sea Bird*, of Havana, D. M. Allen, master. She is American built, was sailing under a provisional certificate of registry, dated April 28, 1863, signed John V. Crawford, acting consul-general in Cuba, and sealed with the seal of her Brit-

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tannic Majesty's consulate in Cuba and was cleared from Havana for Matamoras.

From the moment we could discern her she was standing N. by W., with the wind from W. S. W.

In reply to my hail her master stated that he was "bound to Mobile."

Her papers are incomplete; she has no log book; was far out of her track, and accordingly I have ordered her to Key West for adjudication.

It is proper I should add that for the better security of the *Sea Bird* and the preservation of her cargo I took out of her 6 demijohns of spirits, said to belong to her crew, which I shall deliver to the prize commissioners on my arrival at Key West.

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

W. M. WALKER,
Captain, U. S. Navy.

Hon. SECRETARY OF THE NAVY,
Washington, D. C.

Report of Lieutenant-Commander Semmes, U. S. Navy, commanding U. S. S. Tahoma, regarding the capture of the vessel Crazy Jane.

U. S. GUNBOAT TAHOMA,
Tampa Bay, May 15, 1863.

SIR: I have the honor to inform you of the capture by this vessel, on the 5th instant, of the schooner-rigged boat called the *Crazy Jane*, in latitude 27° 43′ N., longitude 82° 56′ W., Egmont Key light-house bearing S. E. by E. ½ E.

She had no name painted on her. No papers or flag were found on board. The character of her cargo—turpentine and cotton—and the place of seizure, show her business. The crew claim to be British subjects, but fail to produce any evidence thereof.

I am, respectfully, your obedient servant,

A. A. SEMMES,
Lieutenant-Commander.

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

Stations of vessels of the East Gulf Blockading Squadron, May 15, 1863.

Name.	Commander.	Class and station.
Amanda	Actg. Vol. Lt. G. E. Welch	Bark. St. George's Sound, East Pass.
Beauregard	Actg. Ensign J. C. Hamlin	Schooner. Cruising between Suwanee and Aucilla rivers.
Dale	Comdr. R. Handy	Ordnance ship. Key West.
De Soto	Capt. W. M. Walker	Steamer. Cruising to northward and westward of Tortugas.
Eugenie	Actg. Master W. McClintock	Guard schooner. At Key West.
Fort Henry	Lt. Comdr. E. Y. McCauley	Steamer. Cedar Keys.
Gem of the Sea	Vol. Lt. I. B. Baxter	Bark. Off Indian River.
Hendrick Hudson	Vol. Lt. D. Cate	Steamer. St. George's Sound, East Pass.
Huntsville	Vol. Lt. W. C. Rogers	Steamer. Cruising to northward and westward of Tortugas.
J. S. Chambers	Actg. Master L. Nickerson	Schooner. Charlotte Harbor.
J. L. Davis	Actg. Master W. Fales	Bark. St. Joseph's Bay.

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Stations of vessels of the East Gulf Blockading Squadron, May 15, 1863—Continued.

Name.	Commander.	Class and station.
Magnolia	Comdr. H. S. Newcomb	Steamer. Flagship, Key West; disabled engines.
Port Royal	Lt. Comdr. G. U. Morris	Steamer. St. George's Sound, West Pass.
Pursuit	Actg. Vol. Lt. W. P. Randall	Bark. Key West, undergoing repairs.
Roebuck	Actg. Master J. Sherrill	Bark. St. Andrew's Bay.
Sagamore	Lt. Comdr. E. English	Steamer. Cruising to southward and eastward of Tortugas.
Somerset	Lt. Comdr. A. F. Crosman	Steamer. St. George's Sound, West Pass.
Stars and Stripes	Actg. Master C. L. Willcomb	Steamer. Off St. Marks.
Tahoma	Lt. Comdr. A. A. Semmes	Steamer. Tampa Bay.
Wanderer	Actg. Master J. O. Barclay	Schooner. Cruising to northward and westward of Tortugas.
TENDERS.		
Ariel		Schooner. Tender to Magnolia; cruising between Molasses Key and Indian Key.
Brockenborough		Sloop. Tender to Port Royal and Somerset; off Apalachicola.
Ezilda		Schooner. Tender to Fort Henry; off Cedar Keys.
Two Sisters		Schooner. Tender to Magnolia; cruising between Cedar Keys and Tampa Bay.
Julia		Sloop. Tender to Pursuit; cruising between Tampa Bay and Charlotte Harbor.
Stonewall		Schooner. Tender to Tahoma; off Tampa Bay.
Annie		Schooner. Tender to Dale; cruising between Boca Grande and Tortugas.
Fox.		Schooner. Tender to Dale; fitting out at Key West.
Rosalie		Sloop. Tender to J. S. Chambers; fitting out at Key West.
Carmita		Schooner. Lighter; employed at Key West as a lighter.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Report of Acting Master's Mate Boyle, U. S. Navy, commanding the tender to the U. S. S. Magnolia, regarding the capture of the schooner Oliver S. Breese.

SCHOONER TWO SISTERS,
TENDER TO U. S. S. MAGNOLIA,
Off Anclote Keys, May 16, 1863.

SIR: I have the honor to inform you of the capture of the schooner *Oliver S. Breese* on the 16th of May in the latitude of 28° N., longitude 83° 10′ W. The circumstances are as follows:

At 4 p. m. a sail was reported from the masthead standing to the eastward, the wind being W. S. W. at that time. We being to the leeward of her, distant 12 miles, I immediately stood in for the shore and got in the wake of a dense smoke proceeding from saltwork on shore, and lowered our sails, sent topmasts down, and let go anchor. Consequently the sail did not see us until she was within 3 miles of us. At 6:30 she saw us and closehauled to the wind, making all sail. I immediately gave chase, and came up with her at 10:30 p. m. Fired

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a gun, and hailed her to let go her anchor, which she did. I boarded her and could find no papers whatever or colors of any nation. She proved to be the schooner *Oliver S. Breese*, with a general cargo from Havana bound to Bayport, Fla. There were no vessels in sight at the time of the capture. I sent Acting Master's Mate Chester and four men on board of her to take her to Key West.

I am, respectfully, your most obedient servant,

JOHN BOYLE,
Acting Master's Mate, Commanding Schooner Two Sisters.

Commander H. S. NEWCOMB,
U. S. S. Magnolia.

Report of Acting Volunteer Lieutenant Couthouy, U. S. Navy, regarding trade with Matamoras, Mexico.

13 WEST CEDAR STREET,
Boston, May 16, 1863.

SIR: In compliance with your verbal instructions of 12th instant, I have the honor to transmit herewith a copy of a communication addressed by me on 19th March, 1862, to Flag-Officer W. W. McKean, at that time commanding the Eastern Gulf Blockading Squadron, in relation to the systematic abuse of the privileges of a neutral port by vessels clearing at Northern ports for Matamoras with cargoes whose true and ultimate destination was Brownsville, in Texas.

There can, I tnink, be no moral and scarcely a legal doubt that nine-tenths of the cargoes which within the past twelve months have gone up the Rio Grande, nominally consigned to merchants in Matamoras, were, in fact, destined to supply the rebels in Texas, and were securely stored in the warehouses of Brownsville within twenty-four hours after their simulated sale on the Mexican side of the river.

A residence of four years in Brownsville, from October, 1849, to November, 1853, and my position as presiding officer of the branch of the Commercial and Agricultural Bank of Texas there established, enabled me to become well acquainted not only with all the leading merchants and traders on both sides of the Rio Grande as high up as Monterey, but with the whole commerce with Mexico, whether of exports or imports, and I can not recall a single instance in all that time of a vessel arriving at Matamoras with a cargo of provisions, groceries, and other supplies of such magnitude and value as within the last few months has found its way thither almost weekly, ostensibly for Mexican consumption.

Nor can I remember the importation during the whole of those four years of so much as a solitary cargo of provisions or other supplies in an English bottom. The whole of the pseudo Mexican trade by the channel of the Rio Grande, carried on so extensively by English vessels at the present time, has its explanation and origin in the market opened up in Texas by the necessities of that and adjacent States in arms against the Federal Government, consequent upon the blockade of their maritime ports. Matamoras is but the Mexican synonym of Brownsville so far as this trade is concerned. The merchants and the warehouses of the one city are those of the other also.

From the garita on the Matamoras bank of the river, alongside which a vessel may lie and go through the forms of a sale of her cargo

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in Mexico, it is but a stone's cast to Stillman's levee in Brownsville, on which it may with impunity be landed immediately after by the Texan purchaser. I have been tauntingly informed by persons engaged in the traffic that this was the course of procedure, and have no doubt they spoke the truth, although owing to the subtlety of the precautions taken to avoid violating the letter of international law, it may be very difficult to establish the fact in a majority of the cases of vessels captured and sent in for adjudication by our cruisers, under suspicion of using the trade with Matamoras as a cloak to cover the real object of furnishing supplies to Texas. I can not flatter myself that either the facts or suggestions herewith submitted to the Department have the merit of novelty, yet as they are the result of personal observation, and in the opinion of Francis H. Upton, esq., counsel for the captors in the case of the *Peterhoff*, not without importance in their bearings on the question of the true character and destination of her cargo, I trust to be excused for occupying so much of its valuable time with them, and remain,

Very respectfully, your obedient servant,

JOS. P. COUTHOUY,
Acting Volunteer Lieutenant, U. S. Navy.

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

Report of Captain Walker, U. S. Navy, commanding U. S. S. De Soto, regarding the burning of the Confederate steamer Cuba.

U. S. S. DE SOTO,
Gulf of Mexico, May 18, 1863.

SIR: I have the honor to inform you that yesterday at noon discovered the smoke of a steamer and stood for it. Soon after we made the steamer and pressed after her to the very extent of our power. At 6 p. m. she stopped and two boats pushed off from her, carrying her officers and crew. I immediately lowered and took out of the steamer's boats her principal officers, as a security for the lives of my own men, and then boarded the steamer.

As soon as the boats had got alongside of her the flames burst out, as I had anticipated, when I hoisted the recall. Afterwards, having had the assurance that there was no danger of her blowing up, I went near enough to the burning ship to lead our hose on board, but all efforts to suppress the flames were unavailing, and by sunset the famous Confederate ship *Cuba* sank beneath the waters of the Gulf, in latitude 28° 47′, longitude 87° 58′.

It is estimated upon reliable authority that the cargo of the *Cuba* was worth in Havana nearly $400,000, and if landed in Alabama would have been worth from a million to a million and a quarter. I have her officers and crew on board, and shall deliver them to the custody of the authorities at Key West.

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

W. M. WALKER,
Captain, U. S. Navy.

Hon. SECRETARY OF THE NAVY,
Washington, D. C.

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Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. S. Huntsville, regarding the capture by that vessel of the Spanish steamer Union.

U. S. S. HUNTSVILLE,
Lat. 27° 55' N., Long. 85° 13' W., May 19, 1863.

SIR: Under the above date and position I have the honor to report to you the capture of the Spanish steamer *Union*, of and from Havana, with a clearance for Matamoras, but from his position, which is some 260 miles to northeastward of its proper course (also steering northerly when discovered), as well as from information gained and packages found on board, directed to parties in Mobile, undoubtedly bound to the latter port.

This opinion is confirmed by the statements of prisoners on board the *Huntsville*, recently taken from the Confederate steamer *Cuba*, which vessel I chased 100 miles to southward of Mobile, she escaping under cover of the night; but on the following morning, being hard pressed by the U. S. S. *De Soto*, her captain and owner set fire to her and took to their boats.

With the above facts, taken in connection with the absence of some and irregularity of other documents essential to proving the honesty of her voyage, I deemed it my duty to make a prize of her and send her to Key West for adjudication.

She is a small tugboat of 115 tons, built in Philadelphia two years since, and recently used in Havana for towing purposes, Her crew consists of 11 persons, chiefly Spanish, and 3 passengers, probably Americans. Her cargo an assorted one and of considerable value.

Please find enclosed muster roll of officers and crew on board at date of capture.

Very respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant, Commanding.

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

Report of Acting Master Van Slyck, U. S. Navy, regarding captures made while on expedition in Chattahoochee River, May 19–22, 1863.

U. S. GUNBOAT PORT ROYAL,
Apalachicola Bay, May 22, 1863.

SIR: In obedience to your orders I left this vessel in the launch, accompanied by William A. Prescott, acting master's mate, and proceeded 6 miles up the Chattahoochee River, where I secreted myself in a small creek to watch transient boats.

At 2 a. m. on the 19th I anchored. At 11 a. m. captured a small sloop containing Andrew Wing, whom I had been informed had been engaged in obstructing the river and erecting batteries thereon. At 5 p. m. captured a boat, 1 man, 5 stand of arms, 20 rounds of ammunition, and some papers and letters belonging to a Confederate cavalry company.

At 9 p. m. captured a boat with A. W. Babcock and the Confederate mails. From another prisoner I learned A. W. Babcock was seen by him assisting a barge loaded with 50 bales of sea-island cotton through

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Gum Swamp, 48 miles up the river, with the intention of bringing her down to Devil's Elbow, 38 miles up, in order to be transferred to a sloop lying there to run the blockade. At 8 a. m., on the 21st, sent prisoners in charge of Acting Master's Mate William A. Prescott to the ship. At 12 m. the gig, with Lieutenant Commanding George U. Morris, accompanied with the first cutter, Assistant Paymaster George A. Sawyer, who volunteered, came up the river. At 2 p. m. the captain returned to the vessel. The first cutter joining me by your orders, we proceeded up the river in quest of the cotton and sloop, but were unsuccessful, and returned to the ship on the evening of 22d.

Very respectfully, etc.,

E. VAN SLYCK,
Acting Master.

Lieutenant-Commander GEORGE U. MORRIS,
Commanding U. S. Gunboat Port Royal.

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. S. Huntsville, regarding the cruise of that vessel.

U. S. S. HUNTSVILLE,
Key West, May 22, 1863.

SIR: I have the honor to submit the following report of my cruise:

Leaving Key West, I touched at Havana and there learned that one or two steamers were ready for sea with contraband cargoes, one of which was the *Cuba.*

I therefore proceeded to my station with all dispatch, after obeying your orders as to running down the coast of Cuba.

On the second day discovered a suspicious steamer standing northerly, to which we gave chase, but after following her 140 miles she escaped by superior speed.

I have since learned she was the *General Buckner*, from Havana for Mobile.

Off Lake Ocala found the *Hendrick Hudson*, with whom I communicated.

This place can hardly be one of much use as a port of entry, being a mere inlet on the beach much exposed to the sea, with the surf constantly breaking, and apparently no depth of water.

Leaving here, I steered to southeastward of Mobile and there cruised until want of coal obliged me to leave.

On May 13, about 100 miles to southeast of Mobile, fell in with the Confederate schooner *A. J. Hodge*, of Mobile, from Nassau, for the former port with an assorted cargo. Made prize of him and sent him to Key West for adjudication in charge of a prize officer and crew.

On May 16 again made a suspicious steamer and gave chase, overhauling her rapidly, when she threw overboard cargo, and night coming on she escaped after a chase of 90 miles.

But I had driven her into the track of the *De Soto*, with whom I had communicated the early part of the day, and the following morning she fell in with and overhauled her so fast that they took to their boats, having previously set fire to the steamer, which burned to the water's edge. She was the notorious *Cuba.*

At the request of Captain Walker, I have brought 16 of her crew to Key West, now subject to your orders.

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On my way here, in latitude 27° 46′, longitude 85° 09′, on the 19th instant, at 11 a. m., again made a suspicious steamer, to which gave chase, overhauled her rapidly, and at 2 p. m. boarded her.

She proved to be the Spanish steamer *Union*, two days from Havana, with an assorted cargo for Matamoras, but as she was 250 miles to northward of her course and steering northerly, with irregular papers and packages marked "Mobile," I deemed it my duty to make her a prize.

Her machinery being disabled, I took her in tow.

I have on board 32 prisoners, subject to your orders.

We have boarded and spoken 13 vessels during the cruise.

Very respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral THEODORUS BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

Report of Lieutenant-Commander McCauley, U. S. Navy, commanding U. S. S. Fort Henry, regarding the capture of the sloop Isabella.

U. S. S. FORT HENRY,
Ceder Keys, Fla., May 22, 1863.

SIR: On the morning of the 14th instant the boats of the Fort Henry captured a flat in Waccasassa Bay loaded with corn. The flat not being seaworthy has been sent ashore.

This morning our boats captured the sloop *Isabella* in Waccasassa Bay, from Tampa, bound to No. 4 Key. No cargo. The crews of the flat and sloop escaped to the shore, with the exception of one old man belonging to the sloop, whose infirmity prevented his running.

I forwarded to Key West in the sloop 2,900 pounds of corn, part of the cargo of the flat; also 25 pounds cotton.

Very respectfully, your most obedient servant,

ED. Y. MCCAULEY,
Lieut. Comdr., U. S. Navy, Comdg. U. S. S. Fort Henry.

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

Report of Lieutenant-Commander Semmes, U. S. Navy, commanding U. S. S. Tahoma, regarding the disposition of the sloop Isabella, captured May 22, 1863.

U. S. GUNBOAT TAHOMA,
Tampa Bay, June 4, 1863.

SIR: The *Fort Henry* having captured a sloop boat called the *Isabella* and started her for Key West, and she having commenced to leak very badly, so much so as to render her unseaworthy, I have hauled her up here and send now by the *Hendrick Hudson* an old man taken in her, who is unwilling to land here to starve, as he says.

The sloop (and cargo which was damaged) is not worth the expense of a trial, even if she could be gotten to Key West.

I am, respectfully, your obedient servant,

A. A. SEMMES,
Lieutenant-Commander.

Acting Rear-Admiral T. BAILEY,
Commanding Eastern Gulf Blockading Squadron.

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Letter from the Secretary of the Navy to the Secretary of State regarding vessels cleared for Matamoras.

NAVY DEPARTMENT, *May 22, 1863.*

SIR: I have the honor to acknowledge the receipt of your note of the 19th instant enclosing a copy of a dispatch from Mr. Adams of the 1st instant.

There is no doubt that an organized plan has been formed in Great Britain to furnish the rebels with supplies by vessels cleared nominally for Matamoras, but with contingent destination for Brownsville, as indicated in the circular of Bennett and Wake, agents for the Matamoras line of steamers. Admiral Bailey, in one of his late dispatches, says there were over 200 vessels off the Rio Grande when in ordinary times there are but 6 or 8. Of course the traffic in which they are engaged is principally for the rebels through Texas.

Whether anything can be done "to defeat these machinations," and prevent this illicit trade, except as indicated in the closing paragraph of Mr. Adams's letter, "the possession of the eastern bank of the river," is doubtful. An effective naval blockade of the Rio Grande, which is a neutral highway for Mexico and ourselves, is impracticable. It appears to me desirable on many accounts that there should be a military force in western Texas, and that we should have possession of Brownsville at as early a day as possible. The possession of the Mississippi River will be some check on smuggling operations, but until the blockade runners are stopped entirely on the Rio Grande, we shall experience difficulty in Texas and Arkansas.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

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

Report of Captain Walker, U. S. Navy, commanding U. S. S. De Soto, regarding the capture of the schooner Mississippian, of Biloxi.

U. S. S. DE SOTO,
Gulf of Mexico, May 24, 1863.

SIR: I have the honor to inform you that on the 19th instant I seized, for violation of the blockade, proclaimed and instituted by the President of the United States, the schooner *Mississippian* of Biloxi, laden with 187 bales of cotton and 4 barrels of turpentine, from Mobile, bound to Havana.

On boarding her, I found in all, six persons, not one of whom would acknowledge himself to be her master or supercargo, nor one among them who at first would admit that he spoke or comprehended English.

Her colors and papers had no doubt been thrown overboard. The only paper of importance that I found was a permit to sail, signed by F. Buchanan, admiral. I supplied her with provisions, gave her a boat, placed a prize master and crew on board of her, and ordered her to Key West for adjudication.

On the 20th, at 5:45 p. m., being about 61 miles southeast of Pensacola light, we descried the smoke of a steamer, gave chase, and soon got sight of the vessel and gained on her so rapidly that she threw

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overboard portions of her cargo, but she finally escaped by favor of the night. There is reason to believe that this steamer was the *Matagorda*, well known as a blockade runner at Havana and Mobile.

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

W. M. WALKER,
Captain, U. S. Navy.

Hon. SECRETARY OF THE NAVY,
Washington, D. C.

Capture of the sloop Fashion, May 24, 1863.

Report of Lieutenant-Commander Morris, U. S. Navy, transmitting report of officer in command of expedition.

U. S. GUNBOAT PORT ROYAL,
Off Apalachicola, Fla., May 25, 1863.

SIR: I have the honor to transmit herewith the report of Acting Master Edgar Van Slyck, who commanded a boat expedition from this vessel, which resulted in the capture of the sloop *Fashion*, having on board 50 bales of sea-island cotton.

Learning that a vessel laden with cotton was 45 miles above the town of Apalachicola, waiting for an opportunity to run the blockade, and fearing she might escape through Indian Pass, I, on the 23d instant, dispatched the launch, first cutter, and a captured boat under charge of Mr. Van Slyck, with orders to capture her if possible.

The able manner in which the expedition was conducted, the river being very narrow, current strong, and the sloop in the vicinity of an encampment, reflects great credit upon Mr. Van Slyck.

The sloop tender *Brockenborough* was within signal distance of this vessel when the capture was made by the boats.

Very respectfully, your obedient servant,

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

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

Report of Acting Master Van Slyck, U. S. Navy, commanding expedition.

U. S. GUNBOAT PORT ROYAL,
Apalachicola Bay, May 26, 1863.

SIR: In obedience to your orders of the 23d of May, I took the launch, Assistant Paymaster George A. Sawyer with the first cutter, Acting Master's Mate William F. Raynolds with a captured boat, carrying [in] all 41 men, and proceeded up Apalachicola River, intending to capture the sloop *Fashion*, loaded with 50 bales of sea-island cotton.

As I learned Fort Gadsden contained a number of troops, I deemed it necessary to pass under cover of the night. The current being very strong against us, compelled a prolonged pull of eight hours. We succeeded in passing at 2 o'clock after midnight of the 24th without being discovered. At 10 a. m. we reached Canida Creek, 45 miles up the

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river, at which place, after proceeding 2 miles up and satisfying ourselves that it was impossible for a sloop to go farther, we commenced our return. At Devil's Elbow we saw where the vessel had been repaired, and burned everything there. Farther down the river we saw a barge, which indicated the near whereabouts of the sloop. After sending William F. Raynolds in the captured boat to the mouth and up Owl Creek, I, with the launch, and Assistant Paymaster George A. Sawyer with the first cutter, proceeded 2 miles up the first creek above Owl Creek, where we discovered and captured her without any resistance. We learned a rebel camp was within 6 miles and of easy access to her defense. Owing to the heavy rain at that time our surprise was complete. After one discharge of the 12-pounder howitzer, we immediately cut her lines and vigorously towed her from the creek to the river, where we burned the barge, and proceeded on our return. In passing Fort Gadsden we fired one discharge of canister but elicited no reply.

I have the honor to state officers George A. Sawyer and William F. Raynolds rendered me all the assistance possible, both with advice and energy; also I beg leave to mention the patient endurance and meritorious zeal of all the men under my charge, having during the week pulled 200 miles against and with a current of 3 miles per hour. At 7 o'clock a. m. of the 25th arrived alongside of the vessel with no casualties.

Very respectfully, your obedient servant,

[EDGAR VAN SLYCK,]
Acting Master.

Lieutenant-Commander GEORGE U. MORRIS,
Commanding U. S. Gunboat Port Royal.

Report of Lieutenant-Commander Morris, U. S. Navy, commanding U. S. S. Port Royal, regarding disposition of cotton captured.

U. S. GUNBOAT PORT ROYAL,
Off Apalachicola, Fla., June 1, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of May 11. I send by the *Hendrick Hudson* Master's Mate William F. Raynolds, attached to this vessel, in charge of 49 bales of sea-island cotton, recently captured in the sloop *Fashion*. I have detained the sloop here, as I do not consider her seaworthy. I also send under his charge five prisoners, viz: A. W. Babcock, Confederate mail agent; William Austin, Confederate soldier; George Ashey, Confederate soldier; A. W. Wing, who, I understand, has been engaged superintending the obstructions on the river and working on the batteries; James Silva, captain of the captured sloop *Fashion*. I read the contents of the captured mail bag and only found three letters which contained news of importance. Those, with the rebel newspapers, I enclose to you. The remainder, being simply private letters, I sent on shore. I also sent down the refugees.

Very respectfully, your obedient servant,

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

Rear-Admiral T. BAILEY, U. S. Navy,
Commanding Eastern Gulf Blockading Squadron.

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Report of Acting Master Van Sice, U. S. Navy, commanding U. S. S. Sunflower, of the arrival of that vessel for duty in the East Gulf Squadron.

U. S. S. SUNFLOWER,
Key West, Fla., May 25, 1863.

SIR: I have the honor to report the safe arrival of the above steamer under my command at this port on the afternoon of the 22d instant, and my reporting to Acting Rear-Admiral Bailey for duty, in obedience to your order bearing date April 22.

Very respectfully, your obedient servant,

EDW. VAN SICE,
Acting Master, Commanding.

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

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Ensign Gill, U. S. Navy, commanding U. S. S. Eugenie, to proceed with that vessel to Mobile, Ala.

U. S. FLAGSHIP MAGNOLIA,
Key West, May 26, 1863.

SIR: So soon as the vessel under your command is ready for sea, you will proceed with her direct to Mobile, and report to Captain J. R. Goldsborough.

Should you fall in with any vessel that has run the blockade or that may intend doing so, you will seize her and send her in for adjudication.

I enclose printed circulars, showing forth your authority and duties in the matter of examining vessels at sea and seizing them as prizes of war.

Respectfully,

T. BAILEY,
Acty. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Acting Ensign C. C. GILL, U. S. Navy,
Commanding Steam Tender Eugenie.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Van Sice, U. S. Navy, commanding U. S. S. Sunflower, regarding the cruising ground of that vessel.

U. S. FLAGSHIP MAGNOLIA,
Key West, May 27, 1863.

SIR: So soon as the vessel under your command is ready for sea, you will proceed with her to cruise to the northward and westward of the Tortugas. The general limits of your cruising ground will be between 25° and 26° 30′ north latitude and between 83° and 84° 30′ west longitude, although in chase of anything there are no limits other than the jurisdiction of foreign governments. You will be vigilant to overhaul and examine all vessels you may fall in with, and to seize and send in for adjudication all such as may have violated the blockade or as may afford a reasonable ground of presumption that they intend doing so.

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You will put into the Tortugas for supplies of coal and water, until obliged to return to this port for provisions. The quartermaster at Fort Jefferson has been directed by the commanding general to furnish you with these articles.

While cruising you will be as economical with your coal as is consistent with an instant readiness to chase any vessel that may come in sight, with a view to remaining as long as possible at sea.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blcky. Squadron.

Acting Master EDW. VAN SICE, U. S. Navy,
Commanding Steamer Sunflower.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the successful cruises of the U. S. steamers De Soto and Huntsville.

No. 186.] U. S. FLAGSHIP MAGNOLIA,
Key West, May 28, 1863.

SIR: It has been the good fortune of one of my squadron, the *De Soto*, to fall in with the notorious blockade-running steamer *Cuba*. While cruising in the Gulf on the 17th instant, Captain Walker, of the *De Soto*, discovering the smoke of a steamer, stood for it, and by his superior speed succeeded, after a chase of six hours, in overhauling her. Finding that a capture was inevitable, the men and officers of the *Cuba* set fire to that vessel before she could be boarded from the *De Soto* and abandoned her. Efforts were made to put out the fire, but without success, and after burning half an hour the *Cuba* went down. Her cargo cost $400,000 in specie at Havana, and was worth at Mobile a million and a quarter. This cruise of the *De Soto* resulted also in the capture [of] seven vessels. Four of these were captured on the same day, the 25th ultimo, sailing together from Mobile to Havana. They had but one navigator. Their names were the *Rapid* and *General Prim*, schooners, and the *Bright* and *Jane Adelie*, sloops, and all were loaded with cotton. On the 26th (the succeeding day) the *De Soto* captured the schooner *Clarita*, and on the 13th instant the schooner *Sea Bird*. A few days since she made her seventh prize, the *Mississippian*, loaded with 187 bales of cotton. She has just returned to this port for coal.

The *Huntsville* returned to this port a few days since after a cruise of much interest. On the 4th instant she gave chase to the steamer *Eugenia* (since captured by the blockading fleet off Mobile), but after a chase of 142 miles lost sight of her in the darkness. On the 13th instant Acting Volunteer Lieutenant W. C. Rogers, commanding the *Huntsville*, captured the schooner *A. J. Hodge*, bound into Mobile from Nassau. On the 16th he gave chase to the *Cuba*, which escaped him by superior speed, but ran into the track of the *De Soto*, by which she was destroyed, as above stated. On the 19th of May, Captain Rogers overhauled and captured the steamer *Union*, bound to Mobile. The capture of these vessels and others has thrown a great number of prisoners upon our hands. We have no fit place to confine them, nor could they accommodate them at the fort. The supply steamers communicate at long intervals, and it therefore became necessary to

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release them, and they are now at large on the island. Many of the captains and supercargoes of the blockade-running vessels have been captured for the second or third time, and for the lack of proper prison accommodations have been released. I commend this subject to the consideration of the Department. Since I took command 43 vessels have been captured by the vessels of this squadron and declared good prizes; others have been released by the court, and others still destroyed at Indian River and other places along the coast.

Many prizes have been sent in by the West India and West Gulf squadrons, making the number that have come in for adjudication since January 1, 1863, to be 70.

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Acty. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Walker, U. S. Navy, commanding U. S. S. De Soto, regarding prisoners captured in prizes to that vessel.

U. S. S. DE SOTO,
Key West, May 29, 1863.

SIR: There are now remaining on board this ship 22 prisoners, who, in addition to those heretofore sent in, make in all 66 men captured by me in this ship since her departure from this port on the 17th ultimo.

Among these are experienced navigators, men familiar with all the coasts of the Gulf, daring seamen, capable engineers, skillful artisans, etc.; in fine, after careful reflection, I am satisfied that, considering the present state of the country, it would be difficult to select an equal number of men whose services might be more important to the public enemy, whose appreciation of their value is attested by the high rates of compensation at which many of them have been employed, of which I have presented the most conclusive testimony.

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

W. M. WALKER,
Captain, U. S. Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

Report of Acting Rear-Admiral Bailey, U. S. Navy, transmitting opinion of court of enquiry regarding the wreck of the U. S. bark Amanda, in St. George's Sound, May 29, 1863.

Nos. 207.] U. S. FLAGSHIP MAGNOLIA,
Key West, June 18, 1863.

SIR: I enclose herewith the proceedings of a court of enquiry into the loss of the U. S. bark *Amanda*.

I have not ordered a general court-martial in the case, partly because great injury would result to the public service and partly because it would seem unnecessary in view of the act of Congress (No. 165) approved July 17, 1862, section 17.

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I have ordered Acting Volunteer Lieutenant George E. Welch, late commanding officer of the *Amanda*, to return north by the first public conveyance and report to the Department by letter on his arrival, and I was hesitating whether to do the same with Acting Volunteer Lieutenant David Cate, commanding the steamer *Hendrick Hudson*, not only on account of his inefficiency on the occasion of the *Amanda's* disaster (as set forth in the record of the court of enquiry), but also on account of the general disorganization of his own vessel, when he relieved me from my embarrassment by applying for leave of absence on the ground of a probable loss otherwise of from $6,000 to $10,000. I have accordingly ordered Lieutenant-Commander C. J. McDougal to the command of the *Hudson*, and would request that Acting Volunteer Lieutenant Cate be not returned to this squadron.

I have also ordered Acting Assistant Paymaster E. B. Southworth, late of the *Amanda*, to go north for the settlement of his accounts; and at his request have allowed his steward, although an enlisted man, to accompany him.

Two other officers of the *Amanda*, Acting Volunteer Lieutenant Samuel Howard and Acting Master Joseph E. Jones, I have ordered, at the request of the U. S. deputy marshal at this place, to take charge of the condemned prize schooner *John Williams*, loaded with prize goods, and take her to New York. The first of these officers, Acting Volunteer Lieutenant Howard, has voluntarily allowed two officers of inferior grade to be put over his head as executive officer of the *Amanda*, while he has done duty as a watch officer. I can not therefore place him in a position due to his rank, and would request that he be ordered elsewhere. The other, Acting Master Jones, represented to me that his wife is about to suffer amputation of the leg, and I have given him three weeks leave of absence after his arrival at New York, with orders to return to this squadron, which order I hope he will be allowed to obey.

Acting Master's Mate Nathaniel L. Ledyard, also of the *Amanda*, has been condemned by medical survey, and I have ordered him home with a recommendation that he be dropped from the Navy as worthless.

The rest of the *Amanda's* officers and men have been distributed among the different vessels of the squadron, partly to fill vacancies occasioned by the outfit of tenders, and partly in exchange for some whose terms of service will shortly expire, and who will return north in the *Magnolia*. A few also have been transferred to vessels belonging to the West India Squadron.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

U. S. S. MAGNOLIA, KEY WEST, *June 9*, [1863].

By virtue of authority contained in act * * * July 17, 1862, a naval court of enquiry is hereby ordered to convene at Key West, on board of the U. S. S. *Magnolia*, at 10 o'clock a. m. on the 10th day of June, or as soon thereafter as practicable, for the investigation of the circumstances attending the loss of the U. S. bark *Amanda*.

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The court will be composed of the following officers, any two of whom are empowered to act, viz:

Captain George F. Emmons, U. S. Navy; Commander H. S. Newcomb, U. S. Navy; Lieutenant-Commander R. F. Bradford, U. S. Navy; and Lieutenant-Commander C. J. McDougal, U. S. Navy, is hereby appointed the judge-advocate.

The basis of the enquiry is contained in the accompanying papers, viz:

1. Extract (copy) of a report from Lieutenant-Commander A. F. Crosman.
2. Report from Lieutenant-Commander George U. Morris.
3. Report from Acting Volunteer Lieutenant George E. Welch.
4. Report from Acting Volunteer Lieutenant David Cate.

But the court will examine into every circumstance relating to the loss of the *Amanda*, and to the subsequent operations, with a view of showing from the evidence whether any blame attaches to her commanding officer, to anyone else on board of her, or to any other person belonging to the Navy of the United States.

And the court will report the facts of the case as they believe them to be correct from the hearing of the evidence; and also an opinion as to the propriety and expediency, or otherwise, of further proceedings in the case.

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Opinion of the court.

KEY WEST, *June 17, 1863.*

Finished with evidence (some 20 witnesses) in the case of the loss of the U. S. bark *Amanda*, Acting Volunteer Lieutenant G. E. Welch, near East Pass, in St. George's Sound, Florida, May 29 last.

Found the evidence very conflicting, the record containing some 104 pages.

Recapitulated and commented upon the same, and presented a report same day of 8 pages, which expressed the "expediency and propriety of further proceedings."

It appears that this cyclone was severe also at the West Pass, producing a current of some 8 knots per hour, which wrecked the coal bark *Andrew Manderson* on Sand Island, and washed away a large pile of coal here as at East Pass, and the U. S. sloop *Brockenborough* was obliged to run on shore to prevent being driven across the sound onto the enemy's shore. The U. S. schooner *Wanderer* rode out the blow at sea, but sprung her foremast. Some 200 tons of coal was lost and the guns of the *Amanda*, besides some ammunition and stores, all of which ought to have been saved.

Examined the following witnesses:

1. Captain Welch, who was allowed to be present. [Testimony of 18 witnesses omitted.]

Result and opinion:

The court respectfully submit the accompanying record as the result of their examination into the loss of the U. S. bark *Amanda*, Acting Volunteer Lieutenant George E. Welch, near East Pass, in St. George's Sound, Florida, May 29, 1863, having appended thereto extracts from the log books of the U. S. S. *Hendrick Hudson* and bark *Amanda*, with certain notes that passed between their commanders upon the occasion.

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From this evidence it will be seen that the weather and falling barometer indicated a blow for several days before it finally culminated in a hurricane or cyclone, which was the primary cause of the final loss of the *Amanda*.

It is also in evidence that, notwithstanding these unfavorable indications and the severity of the gale on the 27th and 28th of May, many of the usual precautions were neglected for the safety of the vessel.

For instance, after the *Amanda* had struck on Dog Island her executive officer, Acting Master Jones, testifies that she had 30 fathoms of chain in either chain locker, and Acting Volunteer Lieutenant [Samuel] Howard testifies that 40 fathoms were left in the port and 75 fathoms of chain in the starboard locker.

And, although the court are in some doubt (owing principally to the violence of the gale) whether the *Amanda* could have ridden out the blow, even with the additional precaution of veering more cable, backing anchors, sending down yards, masts, etc., yet, from the partially sheltered cove in which she lay, the good holding ground, and the length of time one of her anchors had been embedded in the mud, she may possibly have held on, and the court think it not only unfortunate, but highly culpable, that these precautions were not taken.

While on shore on Dog Island, and after being driven off by a sudden change of wind and driving across the sound toward the mainland, the evidence is conflicting in regard to her condition, her manner of driving, as well as whether she was dragging one or more anchors.

The court are therefore still in doubt whether during this time (a period of from one to one and one-half hours, according to the testimony) any additional precautions would have brought her up.

It appears that the stream anchor was let go during this time and the hawsers attached to it immediately parted, and she finally struck a second time on the shoal flats of the mainland, where, from the combined effects of the hurricane and high water, she was finally left standing in an upright position some 200 to 300 yards from the beach, with her head to the eastward and her port battery commanding the shore, having the *Hendrick Hudson* in company to afford protection in case of necessity.

The court are unable from these facts, or anything adduced in the testimony, to see any justifiable reason for abandoning and destroying the *Amanda*, and much less for doing this until her battery and everything of value had been removed from her.

From anything that appears to the contrary in the evidence, or within the knowledge of the court, she might have maintained her position without the assisitance of the *Hendrick Hudson*, and with her battery of six 32s of 42 hundredweight, one 20-pound Parrott rifle, and a 12-pounder howitzer defied all the guns the rebels could have probably brought against her for a week, if not for a month.

There is no evidence other than of Captain Welch that any considerable number of rebels were seen from the *Amanda*, and from the weight of testimony it is doubtful if they were armed. No artillery was seen, and from the testimony of the executive officer of the *Amanda* there was no military force known to be stationed nearer than Shell Point, some 40 miles distant, and these had nothing larger than 6-pounder fieldpieces. It is well known that the country adjacent is low and marshy, intersected by crooked rivers and bayous, making it difficult to transport men and supplies, much less heavy guns, and if

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it had been possible for the cavalry force, before alluded to, with their small guns to have occupied the most advantageous point on the mainland near the wreck (known as Topsail Bluff and distant about 1 mile) two days after the wreck, the court do not believe that they could have done any harm, or for any time withstood the replies of the *Amanda's* guns.

How far this catastrophe may have finally been brought about or influenced by the apparent indecision of Captain Cate, who was the senior officer present in command of the U. S. S. *Hendrick Hudson*, may better appear by reference to the record and the notes appended thereto.

Although Captain Welch appears finally to have assumed the responsibility of not only destroying his guns, but of firing and abandoning his vessel, it does not satisfactorily appear to the court that Captain Cate sufficiently interested himself in preventing this, either by taking and preserving a nearer position to the wreck, or by giving some definite and decided orders after or while on board of the *Amanda*, thereby tacitly consenting to his junior assuming responsibility that more properly belonged to him, Captain Cate.

What took place subsequently on board of the *Hendrick Hudson*, on her spar deck and in the presence of all hands—see the record—(and which, under the precept, became a proper subject of enquiry) will go far to show the revising power the weight that was attached to rank and seniority in this instance, and it does not satisfactorily account for the reticence of Captain Cate of assuming all his prerogatives, but will, to a certain extent, account for and palliate the only instance of insubordination reported on the part of a portion of the *Amanda's* crew.

Such a public and disgraceful exhibition is destructive to all order and discipline on shipboard, and the court hope and believe of very rare occurrence in our Navy. So far as the language of Captain Cate applied to his senior officer, Lieutenant-Commander Crosman (who was not present at the time), he is exonerated by a note from the latter, who is not willing to believe he applied such language to him, and no other witness but Captain Welch appears to have heard it.

Having thus fully examined into and presented the main points in this case, the court will not perhaps be expected to indicate more decidedly than they have already done an opinion of its merits.

They certainly think it both "expedient and proper" that further proceedings should follow, therefore venture to submit it with the remark that both Captain Cate and Captain Welch have testified to the faithful performance of duty on the part of their respective officers and crew throughout this gale.

GEO. F. EMMONS,
Captain, U. S. Navy, and President of the Court.
CHAS. J. McDOUGAL,
Lieutenant-Commander and Judge-Advocate.

Report of Lieutenant-Commander Crosman, U. S. Navy, commanding U. S. S. Somerset, regarding an examination of U. S. bark Amanda, wrecked May 29, 1863.

U. S. S. SOMERSET,
East Pass, St. George's Sound, June 3, 1863.

SIR: Upon the 29th ultimo I was ordered by Lieutenant-Commander Morris to proceed to this place, relieve the *Hudson*, send that steamer

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to report to him, and also furnish all possible information relating to the loss of the U. S. bark *Amanda*.

I enclose a copy of the orders.

I arrived upon the 31st ultimo and the U. S. S. *Hudson* was sent by me to West Pass upon the 1st of June. Up to that date I had not succeeded in forming an opinion in regard to the action taken by Acting Volunteer Lieutenant Commanding Welch in destroying the vessel under his command, and shall, in obedience to the orders received from Lieutenant-Commander Morris, send a boat to him with the substance of the report I make to you.

Yesterday I took my steamer up to within half a mile of Topsail Bluff. I lowered two boats and visited the wreck. She was in 18 inches of water, lay within 150 yards of the shore, broadside to, and could not have brought her guns to bear upon Topsail Bluff, which was upon her port quarter, where Lieutenant Welch informs me he saw apparent preparations to erect a battery, which, from the situation of his ship, would have raked a defenseless vessel.

The tide ebbed and flowed in the ship, her chains were parted, and the *Hudson* lay so far off that her Parrott rifle could not reach the shore. There was no chance of saving the ship herself.

Acting Volunteer Lieutenant Commanding Welch will make his report to you in person, and I presume it is supererogatory in me to dwell upon this circumstance.

The six 32s., a quantity of shot and shell, the water tanks, some casks and spars which remain lashed together as a raft since the blowing up of the bark, I am going to try to save. The copper and part of the chains I think may also be secured.

* * * * * * *

Acting Volunteer Lieutenant Commanding Welch goes to Key West in the *Wanderer*. The officers and crew of the *Amanda* go down in the *Hudson* to report to you.

I request you will [be] pleased to continue me at East Pass in an independent and not a subordinate position, giving me control of the waters of this part of St. George's Sound.

I am still anxious to do something at St. Marks.

I am, very respectfully, your obedient servant,

A. F. CROSMAN,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding East Gulf Squadron.

Report of Lieutenant-Commander Crosman, U. S. Navy, commanding U. S. S. Somerset, regarding the conduct of that vessel in a violent gale.

U. S. S. SOMERSET,
West Pass, St. George's Sound, May 30, 1863.

SIR: * * * On the night of the 25th it commenced to blow freshly from the eastward and northeast. On the 26th the wind steadily increased in force. In the afternoon I let go my second anchor. The wind still increased in violence, but yet remained at the same point of the compass. On the 27th it was blowing a violent gale. The bark *Manderson* was on shore. Boats could not live and no opportunity of aiding her existed. All the lighters and small craft were driven on shore

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or went down at their anchors. A splendid lifeboat given me by the *Circassian*, securely moored to a pile driven into the mud by a pile driver, which pile was 9 inches in diameter, broke the stake off and was driven on shore and ruined. The *Brockenborough* had to be beached to save her crew.

The wind increased to almost a hurricane. The *Port Royal* commenced to drag and went astern some 300 yards. I let go my last spare anchor, and veered to the bitter end of my starboard bower, bringing an equal strain upon all chains. I was now convinced this was a cyclone, and from the wind's holding the same direction and increasing in force, that we were right in the path of the storm, which must have been approaching us in a N. W. direction.

(My supposition became conviction when, after the gale subsided a little, the wind came out from W. It was then daylight; I got all my anchors as quickly as possible and during the light wind shifted my berth to the E. N. E. of Sand Island. Here I let go all three anchors, veered my whole scope, and rode out comfortably the other half of the gale from S. W.)

At 8 on the night of the 27th I started my engine and kept it working at its full stroke, yet the chains were like harp strings. Fearful the bitts would give way, I took the end of my best bower chain down the fire-room hatch through a hole cut in the bulkhead separating the fire room from the fore peak, up around two beams and a carline through the fore timbers and clinched the end to its own part. The floor timbers are too slight to be relied upon as a fastening for the chains.

From 10 until 2:30 it blew a hurricane. Whole seas came over the bows. Everything was battened down forward, and the deck was flooded constantly. The gangway doors were nailed with bucklers, yet the sea stove them from their hinges, and I was obliged to place shores against them, the ends being cleated to the deck. The squalls were terrific and it seemed impossible for anything to stand their violence.

There was hardly any lull between them and this was merely a very slight slacking down. The tide or current caused by the water being all blown toward this pass, rushed past at the rate of 8 knots.

It was impossible to touch bottom with the heaviest boat grapnel lashed to a 32-pounder shot.

By good luck a fire was burning on shore, and compass bearings told me through the night, as the faint glimmer shone through the spray, that we had not moved.

At daylight I found the *Somerset* had not dragged a particle, and after the other half of the gale had subsided, I found the only injury she had sustained was some two or three of the five sponsons under the bow slightly splintered. These I have since removed and replaced with good and stouter ones.

I have been thus verbose, inasmuch as it may be gratifying to you to learn that the *Somerset* proves to be so staunch. At sea it is a different matter.

* * * * * * *

I am, very respectfully, your obedient servant,

A. F. CROSMAN,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Squadron.

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Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the urgent need of reinforcements for his command.

No. 188.] U. S. FLAGSHIP MAGNOLIA,
Key West, May 30, 1863.

SIR: Referring to my letter of April 28, I would ask to be informed if it is the policy and intention of the Department to grant my request for the reinforcement of this squadron, as otherwise I wish to avail myself of additional tenders, although less efficient for my purposes.

The steam tug *Sunflower* has arrived out on the station, and although of 12-feet draft and carrying but five days' fuel and ten days' water, I have sent her to cruise within a hundred miles to the northwest of the Tortugas, at which place she can get supplies of coal and water, until obliged to return here for provisions. But, although I hope she may do good service there, it would embarrass me to employ profitably another similar vessel with the same defects. It is essential that the offshore cruisers between the Tortugas and Mobile, and within that line (by whom nearly all the captures are made), should be able to keep at sea the greater part of the time; and the inshore cruisers on this coast must combine with this quality a light draft of water.

Of course I would prefer the reinforcements to be sent out from the North, where their armament and outfit can be more efficiently supplied and arranged; but should I be compelled to resort to the more imperfect expedient of purchasing additional tenders, I shall require at least 20 seamen, 25 ordinary seamen, and 55 landsmen to be sent out to me. Indeed, several of the vessels are already short of their complement of men, partly from furnishing crews for their tenders and partly from sending home their sick; and I would request that one-fourth of these numbers be sent out as soon as possible.

If, in addition to this, the Department would order a band to be brought out in the flagship, I should not only be gratified, but, judging from the statistics of the British army and navy, I am of opinion that important hygienic results would be secured for her ship's company, which, in this climate, is well worthy of serious consideration; but I would not desire a band to the exclusion of other recruits.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Van Sice, U. S. Navy, commanding U. S. S. Sunflower, regarding the capture by that vessel of the schooner Echo, from Matamoras, Mexico.

U. S. S. SUNFLOWER,
Lat. 25° 39′ N., Long. 83° 27′ W., May 31, 1863.

SIR: I have the honor to report that at 4:45 this morning made a sail bearing N. W. by N., standing to the southward and eastward; immediately gave chase, and at 5:30 came up to him and fired a blank cartridge, when he hove to, but did not set any colors until after being boarded, when he set the English flag. Sent an officer with boat's crew

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on board. The captain of her then came on board with his papers. She proved to be the schooner *Echo*, of Halifax, from Matamoras, cleared for New York, with 185 bales of cotton on board, 60 bales of which purporting to belong to the captain were certified on the invoice by the American consul. The other 125 bales there is no invoice for and no American consul's certificate. This, together with his having seven passengers on board, while his clearance only calls for five (the excess of two being a Dr. Farmer and wife from Texas), also from other conflicting stories, induced me to take him in. When the captain first came on board he was very much agitated when I asked him for the certificate for the 125 bales. He then said that it belonged to the British consul, afterwards that it belonged to a party in New York, and still later that he did not know to whom it belonged. He also complained very much at my towing him in to Key West (it being calm), although some time afterwards he said he intended to go into Key West for supplies. Dr. Farmer pretends to be a refugee Southern Union man, and says that the captains of the vessel, she having two pretending to be brothers, are very strong secessionists, especially the younger one. At the time of the capture there were no other vessels in sight.

Very respectfully, your obedient servant,

EDW. VAN SICE,
Acting Master, Commanding.

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

Stations of vessels of the East Gulf Blockading Squadron, June 1, 1863.

Name.	Commander.	Class and station.
Amanda	Actg. Vol. Lt. G. E. Welch	Bark. St. George's Sound, East Pass.
Beauregard	Ensign J. C. Hamlin	Schooner. Cruising between Suwanee and Aucilla rivers.
Dale	Comdr. R. Handy	Ordnance ship. Key West.
De Soto	Capt. W. M. Walker	Steamer. At Key West coaling.
Eugenie	Actg. Master I. A. Pennell	Guard schooner. At Key West.
Fort Henry	Lt. Comdr. E. Y. McCauley	Steamer. Cedar Keys.
Gem of the Sea	Vol. Lt. I. B. Baxter	Bark. Ordered to Key West.
Hendrick Hudson	Vol. Lt. D. Cate	Steamer. St. George's Sound, East Pass.
Huntsville	Vol. Lt. W. C. Rogers	Steamer. At Key West coaling.
J. S. Chambers	Actg. Master L. Nickerson	Schooner. Charlotte Harbor.
J. L. Davis	Actg. Master W. Fales	Bark. St. Joseph's Bay.
Magnolia	Comdr. H. S. Newcomb	Steamer. Flagship, Key West.
Port Royal	Lt. Comdr. G. U. Morris	Steamer. St. George's Sound, West Pass.
Pursuit	Actg. Vol. Lt. W. P. Randall	Bark. Indian River.
Roebuck	Actg. Master J. Sherrill	Bark. St. Andrew's Bay.
Sagamore	Lt. Comdr. E. English	Steamer. Charlotte Harbor.
Somerset	Lt. Comdr. A. F. Crosman	Steamer. St. George's Sound, West Pass.
Stars and Stripes	Actg. Master C. L. Willcomb	Steamer. Off St. Marks.
Sunflower	Actg. Master Van Sice	Steamer. Just arrived at Key West with a prize.
Tahoma	Lt. Comdr. A. A. Semmes	Steamer. Tampa Bay.
Wanderer	Actg. Master J. O. Barclay	Schooner. Cruising to northward and westward of Tortugas.
TENDERS.		
Ariel		Schooner. Tender to Magnolia; cruising between Molasses Key and Indian Key.
Brockenborough		Sloop. Tender to Port Royal; off Apalachicola.
Ezilda		Schooner. Tender to Fort Henry; off Cedar Keys.

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Stations of vessels of the East Gulf Blockading Squadron, June 1, 1863—Continued.

Name.	Commander.	Class and station.
TENDERS—continued.		
Two Sisters		Schooner. Tender to Magnolia; cruising between Cedar Keys and Tampa Bay.
Julia		Sloop. Tender to Pursuit; at Key West.
Stonewall		Schooner. Tender to Tahoma; off Tampa Bay.
Annie		Schooner. Tender to Dale; cruising between Boca Grande and Tortugas.
Fox		Schooner. Tender to Dale; fitting out at Key West.
Rosalie		Sloop. Tender to J. S. Chambers; fitting out at Key West.
Carmita		Schooner. Employed as lighter at Key West.

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockading Squadron.

Report of Lieutenant-Commander McCauley, U. S. Navy, commanding U. S. S. Fort Henry, regarding the capture in Waccasassa Bay of the sloop Isabella and two other vessels.

U. S. S. FORT HENRY,
Cedar Keys, Fla., June 2, 1863.

ADMIRAL: On the 22d May we captured the sloop *Isabella* in Waccasassa Bay. I loaded her with 2,900 pounds of shelled corn and a bag of cotton, and sent her on the 23d ultimo to Key West in charge of Acting Master's Mate David Axe, with two seamen and an infirm old prisoner.

On the 30th ultimo one of our boats captured in Waccasassa Bay a copper-fastened sloop boat; she was manned by two soldiers, who escaped, and a refugee, who assisted in the boat's capture.

On the 30th ultimo I again sent my launch to cruise in Waccasassa Bay. She returned this morning with a scow loaded with 56 bales fair cotton, averaging over 500 pounds each. She was manned by four Confederate soldiers, bound to Bayport. The cotton I will send to Key West by the schooner *David Faust*, the prisoners by the U. S. schooner *Beauregard*.

Having obtained some information about the schooner *Frolic*, now lying at Bayport, loaded with cotton, ready to run the blockade, I have sent my launch with the *Beauregard* to that point, having made arrangements with Acting Ensign Hamlin which I think will probably insure her capture.

Very respectfully, your most obedient servant,

E. Y. MCCAULEY,
Lieut. Comdr., U. S. Navy, Comdg. U. S. S. Fort Henry.

Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Squadron.

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Order of Acting Rear-Admiral Bailey, U. S. Navy, to Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, to convoy to New York the ship S. R. Mallory, carrying cargoes of prizes.

U. S. FLAGSHIP MAGNOLIA,
Key West, June 3, 1863.

SIR: In proceeding with the vessel under your command to New York, agreeably to the orders of Acting Rear-Admiral Wilkes, you will convoy the ship *S. R. Mallory*, which has been chartered by the U. S. marshal at this place to convey to New York the cargoes of prize vessels, by order of the U. S. district court.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Commander T. H. STEVENS,
Commanding Gunboat Sonoma.

Circular.

The following order, having been issued by the U. S. district judge at this place, is hereby promulgated for the information and guidance of officers placed in charge of prizes and ordered to this port:

DISTRICT COURT OF THE UNITED STATES
FOR THE SOUTHERN DISTRICT OF FLORIDA,
June 4, 1863.

Ordered, That whenever a capture is reported to one of the prize commissioners, he shall go on board the vessel, seal up the hatches, and see that the vessel is properly anchored. The personal baggage of the master, crew, and passengers, consisting of their wearing apparel and pocket money for immediate expenses (not exceeding for the master or any passenger $25, and for any of the crew $15 each), shall be restored to them at the time they leave the vessel. No whole pieces of goods, nor whole packages of merchandise, nor anything else that is not properly denominated personal baggage for the use of the party, shall be restored by the commissioner. He shall take charge of the chronometer and other instruments of navigation, and gather together the loose effects and put them in store under his own charge. No application for the restoration of any other articles than those herein permitted to be restored by the prize commissioner will be heard by the judge except in open court, on a claim filed.

WILLIAM MARVIN, *Judge.*

All officers of the Navy bringing prizes to this port will yield every assistance in their power to the prize commissioner for the due performance of this order, and will not, of their own authority, permit anything to be taken out of the vessel. When practicable, a list will be prepared by the captors, before reaching port, of the "loose effects" claimed as private property, and the articles will be marked with the claimant's name.

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Report of Acting Master Willcomb, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the capture by that vessel of the sloop Florida.

U. S. S. STARS AND STRIPES,
St. Marks Bay [Apalachee Bay], Fla., June 4, 1863.

SIR: I have the honor to report the capture of the sloop-rigged sailboat *Florida*, June 3, 1863, with a cargo of 6 bales of cotton and 1

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barrel of tar. She was captured by two armed boats from this vessel, 2 miles inside St. Marks light-house, while attempting to run the blockade. The captain and crew jumped overboard and escaped. No colors found on board. No other vessel was in sight at the time of her capture.

I have had a survey on the sloop and find her unfit to proceed to Key West. I therefore send her cargo and papers on board the U. S. S. *Bermuda* to Key West for adjudication. I also enclose prize list of the officers and crew attached to this vessel at the time of the capture.

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

CHARLES L. WILLCOMB,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

Report of Acting Master Hill, U. S. Navy, executive officer of the U. S. S. Stars and Stripes, regarding the capture of the sloop Florida.

U. S. S. STARS AND STRIPES,
St. Marks Bay, Fla., June 4, 1863.

SIR: I beg leave to submit the following report of the capture of the sloop *Florida*, of St. Marks, Fla.:

According to your order of June 3, 1863, I, accompanied by Acting Assistant Surgeon Benjamin Marshall, Acting Master George Ashbury, and Master's Mate Henry B. Conklin, proceeded with the first and second cutters to the mouth of St. Marks River, where we discovered the *Florida* at anchor about 2 miles above. Immediately upon perceiving us she got underway, endeavoring to escape up the river. We followed in pursuit, and after a two hours' chase succeeded in capturing her, the crew escaping by running the vessel ashore. She proved to be a small sloop loaded with 6 bales of cotton and a half barrel of tar, and bound to Havana. On our way back we discovered about 50 mounted rebels stationed upon Light-House Point, near which we must pass, evidently with the intention of intercepting us, but owing to two well-directed shots from the steamer they fled in all directions, enabling us to reach the ship in safety.

I am, very respectfully, your obedient servant,

L. W. HILL,
Acting Master and Executive Officer.

C. L. WILLCOMB,
Acting Master, Commanding U. S. S. Stars and Stripes.

Report of Lieutenant-Commander McCauley, U. S. Navy, commanding U. S. S. Fort Henry, regarding the capture by the U. S. schooner Beauregard of a cotton barge off Crystal River.

U. S. S. FORT HENRY,
Cedar Keys, Fla., June 5, 1863.

SIR: On the 2d instant I sent the U. S. schooner *Beauregard*, accompanied by the *Fort Henry's* launch, to operate in shoal water—to cruise off the Crystal River.

On the evening of the 4th (?) June, off the mouth of the Crystal River, the launch boarded and captured a cotton barge loaded with 30 bales

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upland and 9 bales sea-island cotton, and 3 men prisoners, who were in charge of the barge.

I sent the cotton and prisoners to Key West per the U. S. schooner *Beauregard*.

With this I forward a prize list for 57 bales of cotton captured June 1, and one for 39 bales captured June 4.

Very respectfully, your most obedient servant,

E. Y. McCAULEY,
Commanding U. S. S. Fort Henry.

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

Report of Acting Ensign Hamlin, U. S. Navy, commanding U. S. schooner Beauregard, regarding the capture of a cotton barge off Crystal River.

U. S. SCHOONER BEAUREGARD,
Off Crystal River, Fla., June 5, 1863.

SIR: I have the honor to report the capture of 39 bales of cotton under the following circumstances:

From information received from Lieutenant-Commander McCauley I left Cedar Keys June 2 with a detachment of 1 officer and 12 men from the U. S. S. *Fort Henry*, and anchored same night 12 miles off the mouth of Crystal River and sent in 2 armed boats. On the night of the 3d instant succeeded in capturing a lighter loaded with 30 bales of upland cotton and 9 bales of sea-island cotton. Finding the lighter unfit to bring outside, I ran close in with this vessel and took the cotton on deck, then scuttled the lighter. Will leave immediately for Key West with the cotton and the crew, consisting of 3 men. No papers of any kind found on board. I forward the list of crew entitled to share in the prize.

I am, very respectfully, your obedient servant,

JNO. C. HAMLIN,
Acting Ensign, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Barclay, U. S. Navy, commanding U. S. schooner Wanderer, defining the cruising ground for that vessel.

U. S. FLAGSHIP MAGNOLIA,
Key West, June 5, 1863.

SIR: The general limits of your cruising ground will be between the parallels of 26° 30′ and 28° north latitude and between the meridians of 83° and 85° west longitude.

The schooner *Fox* will be directed to cooperate with you within the same limits so soon as she is ready for sea.

Of course these limits will not restrain you when in chase of anything.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

Acting Master J. O. BARCLAY, U. S. Navy,
Commanding Schooner Wanderer.

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Order of the Secretary of the Navy to the commandant navy yard, New York, regarding the U. S. S. San Jacinto.

NAVY DEPARTMENT, *June 6, 1863.*

SIR: You will endeavor to have everything ready in order that the *San Jacinto* may leave on the 15th instant, or as early thereafter as possible.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the distribution of the crew of the U. S. bark Amanda among the vessels of his command.

No. 195.] U. S. FLAGSHIP MAGNOLIA,
Key West, June 6, 1863.

SIR: The steamer *Hendrick Hudson* arrived from St. George's Sound yesterday, having on board a portion of the officers and crew of the bark *Amanda*, which vessel is reported to have been driven upon the mainland in a hurricane beyond the possibility of getting her off. After getting nearly everything out of her it was deemed expedient to burn her, to prevent the enemy from deriving any benefit from her disaster. I have received no detailed report yet of the circumstances, and can therefore only state the bare fact; but of course I shall institute a court of enquiry into the circumstances of the case so soon as the commanding officer of the vessel shall arrive.

Meantime, since this loss leaves the crew of the *Amanda* free to be distributed among the other vessels of the squadron, I would withdraw the request for 25 additional men contained in my letter of May 30. If any remain after filling all vacancies in this squadron, I will furnish such as are required to the vessels of the West India Squadron resorting to this port for supplies.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Semmes, U. S. Navy, commanding U. S. S. Tahoma, regarding the capture by that vessel of the schooner Statesman.

U. S. GUNBOAT TAHOMA,
Tampa Bay, Florida, June 8, 1863.

SIR: I have the honor to inform you of the capture by this vessel near Tampa of the schooner *Statesman*, loaded with cotton, on the 6th instant, under the following circumstances:

Extract from log book, June 6, 1863:

From 8 to meridian. On passing Gadsden's Point discovered a schooner lying close to Tampa; ran as near as possible, when three armed boats were sent, in charge

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of Executive Officer Harris, Acting Master Moses, Acting Ensign Mendall, and Acting Master's Mate Koehler, to take possession of her. When within half a mile of the schooner a rifled gun from the enemy's battery at Tampa opened on the boats, throwing its projectiles over and near them, and kept up firing until the schooner was boarded and taken possession of without injuring anybody, though several shot struck within a few feet of the boats. Got the schooner off by means of kedging, towing, and using the sails under a sharp fire of a fieldpiece of the enemy planted on the beach near the schooner, which was soon silenced by a few shell from the Parrott gun.

She had no flag or papers. Her name on the stern was partially covered with paint.

I enclose a list of the officers and crew of this vessel at the time of capture. I will send the prize to Key West.

I am, respectfully, your obedient servant,

A. A. SEMMES,
Lieutenant-Commander.

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

Report of Acting Volunteer Lieutenant Baxter, commanding U. S. bark Gem of the Sea, regarding the cruise of that vessel.

U. S. BARK GEM OF THE SEA,
At Anchor off Coast of East Fla., Lat. 36° 40', June 9, 1863.

SIR: Agreeable to your order of May 23, 1863, received on the 27th ultimo per U. S. bark *Pursuit*, I have the honor to report to you that on the 31st ultimo, after giving Acting Volunteer Lieutenant William P. Randall, commanding U. S. bark *Pursuit*, all the information I possessed about Jupiter and Indian River inlets and the tributary waters, I got the *Gem of the Sea* underway and proceeded for Key West.

I have experienced nothing but light southeast winds and calms since leaving my station off Indian River Inlet, and unless there is a change in the wind it will be some days before I reach Key West, as the current is running close in to the shore at the rate of 2½ knots per hour, and I find it impossible to work to the southward with any other wind but a leading wind. I would cross the Gulf and work up under the Bahama Banks if I could get sufficient wind to cross with without drifting too far to the northward to strike the bank.

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

I. B. BAXTER,
Acting Volunteer Lieutenant, U. S. Navy, Commanding.

SENIOR OFFICER COMMANDING
EASTERN GULF BLOCKADING SQUADRON,
Key West, Fla.

Order of the Secretary of the Navy to the flag-officers of the East and West Gulf Squadrons regarding the programme for the supply vessels.

NAVY DEPARTMENT, *June 10, 1863.*

SIR: I have to advise you of the following changes in the programme of the supply vessels in their trips hereafter:

The *Circassian* and *Bermuda* touch at Port Royal, thence go to Pensacola and communicate with all the vessels of the Western Gulf

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Blockading Squadron. They will make similar communications returning, thus avoiding all stations between Port Royal and Pensacola.

The *Union* will touch at Port Royal, communicate with all the stations of the East Gulf Blockading Squadron, and go as far as Pensacola. She will make similar communications returning. Should the yellow fever appear at any of the stations of the East Gulf Squadron, the *Union* will not go as far as Pensacola, but return after visiting all the stations of the Eastern Gulf Squadron.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

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

Acting Rear-Admiral THEO. BAILEY,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

Report of Lieutenant-Commander McCauley, U. S. Navy, commanding U. S. S. Fort Henry, regarding captures made off Withlacoochee River.

U. S. STEAMER FORT HENRY,
Cedar Keys, Fla., June 11, 1863.

ADMIRAL: On the 9th instant, off the Withlacoochee River, our boats captured a sloop boat, manned by Henry Kelly, who acknowledges having several times successfully run the blockade.

On the 10th instant, near the same place, the boats captured a skiff and a large flat loaded with 250 bushels of corn consigned to D. Yulee on the Homosassa. She was manned by two men, B. F. Maguire and William Hollins.

As directed, I send the *Ezilda* for repairs and forward by her the corn and two prisoners, also the three engineers, refugees.

I would most respectfully suggest to the Rear-Admiral that he would send me for a tender in lieu of the *Ezilda* a vessel of lighter draft; when ready for sea she draws 8 feet water, and in every instance where the *Ezilda* has been in chase of blockade runners, the chase has escaped her by running into shoal water.

Henry Sellwood, ordinary seaman, of this vessel, deserted from his boat at Withlacoochee; he was tracked some distance from the boats.

Very respectfully, your most obedient servant,

E. Y. MCCAULEY,
Lieutenant-Commander, U. S. N., Comdg. U. S. S. Fort Henry.

Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Squadron.

P. S.—One of the men captured on the corn flat being an infirm cripple, I have landed him on Way Key.

Very respectfully, etc.,

E. Y. MCCAULEY.

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Report of Acting Master Van Sice, U. S. Navy, commanding U. S. S. Sunflower, regarding the capture by that vessel of the schooner Pushmataha.

U. S. S. SUNFLOWER,
Off Tortugas, June 13, 1863.

SIR: I have the honor to report that while lying at Tortugas this forenoon coaling, discovered a suspicious looking schooner standing to the southward and eastward. Immediately ordered steam, and as soon as the same was reported ready started in chase. She proved to be the schooner *Pushmataha*, hailing from Tampico (the name Tampico having been lately put on the stern in a rough manner), with some two or three bales of cotton in bulk in hold, and every appearance of having had cotton on deck. Took her in tow for Key West.

Very respectfully, your obedient servant,

EDWD. VAN SICE,
Acting Master, Commanding.

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

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Circassian, regarding positions of vessels requiring provisions.

U. S. FLAGSHIP MAGNOLIA,
Key West, June 13, 1863.

SIR: The following list shows the position of vessels belonging to this squadron with whom you will communicate after leaving this port: *Sagamore*, Charlotte Harbor; *Tahoma*, Tampa Bay; *Fort Henry*, Cedar Keys; *Stars and Stripes*, off St. Marks; *Somerset*, East Pass St. George's Sound; *Port Royal*, West Pass St. George's Sound; *J. L. Davis*, St. Joseph's Bay; *Roebuck*, St. Andrew's Sound.

Besides these there are the following with whom you may fall in and whom you will in that case supply with fresh provisions, etc.: *Sunflower*, cruising northward of Tortugas; *Fox*, cruising off Tampa Bay; *Two Sisters*, cruising off Bayport; *Huntsville*, cruising at large.

Respectfully,

THEODORUS BAILEY,
Acty. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Acting Volunteer Lieutenant WM. B. EATON, U. S. Navy,
Commanding Steamer Circassian.

Destruction of salt works on Alligator Bay, June 14, 1863.

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

No. 231.] U. S. FLAGSHIP SAN JACINTO,
Key West, July 6, 1863.

SIR: I have received an interesting report from Lieutenant-Commander A. F. Crosman, of the steamer *Somerset*, from which it appears that, after having devoted about a week to saving from the wreck of the *Amanda* all that could have been turned to account by

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the enemy, as well as what was of service to himself (including six 32-pounders, a quantity of kentledges, 253 solid shot, 30 shells, some spars and ironwork, over 100 fathoms of chain cable, one kedge, about a barrel full of loose grape and canister, and some water casks), during which operation his crew labored cheerfully in the sun and water under cover of the *Somerset's* guns, he next turned his attention to sounding out the various channels about the East Pass of St. George's Sound, ascertaining the changes wrought by the recent hurricane and replacing the buoys that had been swept away. Having satisfactorily completed this work, he sent the boats of the *Somerset* to reconnoiter the sound to the eastward, sound out some channels, and specially to determine the precise locality of some extensive salt works, which had been in operation since the commencement of the rebellion near Alligator Bay [Harbor]. This duty was well performed by Acting Master Thomas Chatfield, and on the information gained Lieutenant-Commander Crosman determined to attempt the destruction of these salt works. For this purpose the *Somerset* was brought within 1,100 yards of the shore and within range of the works, the woods were shelled, and the boats, with 65 seamen and marines, were sent on shore, together with a party from the engineer's division, armed with sledge hammers to break the salt boilers, all under the immediate command of Acting Master Chatfield. Those armed with muskets were deployed as skirmishers in the rear of the settlements to protect the working party, who in their turn performed the duty entrusted to them in a thorough manner. Four distinct stations were demolished, 65 salt kettles destroyed, more than 200 bushels of salt scattered over the sand, and about 30 huts and houses, with all their appurtenances for constructing and repairing the works, burned to the ground. Lieutenant-Commander Crosman compliments Acting Master Chatfield upon the officerlike ability displayed in the management of his small-arms men, owing to which and to the previous and effective shelling of the woods no resistance was attempted by the enemy. Information, however, was brought that some cavalry were en route for the place, but the work was handsomely accomplished before their arrival, and our force was withdrawn without the loss of a single man.

Lieutenant-Commander Crosman also confirms the report received directly from Lieutenant-Commander George U. Morris, of the steamer *Port Royal*, and indirectly from several other sources, of the disaster of the rebel gunboat *Chattahoochee*. Her boiler exploded, killing and disabling all on board but 18. Among the killed were 4 officers. The vessel is sunk and shattered past the possibility of recovering and making future use of her.

The vigilance and activity of this squadron are attested by the fact, mentioned in some intercepted rebel correspondence, that out of 52 vessels which have left Havana since the 1st of April for the purpose of running the blockade, but 7 have succeeded, and the rest have been brought into this port. This statement speaks well for the officers and men under my command.

Respectfully,

THEODORUS BAILEY,
Acty. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Report of Lieutenant-Commander Crosman, U. S. Navy, commanding U. S. S. Somerset, transmitting reports of Acting Master Chatfield, U. S. Navy, commanding expedition.

U. S. S. SOMERSET,
East Pass, St. George's Sound, June 14, 1863.

SIR: On the 4th instant I steamed up toward the wreck of the *Amanda*, sounding carefully till within 1,000 yards of the bark, when I came to at low water in 11 feet. The shore, in a prolongation of that line, was 1,200 yards distant, as I found by two shots with which I searched the woods.

The morning of the 5th my boats got to work.

I have landed upon Dog Island, opposite the steepest part of the bank, where a vessel can haul in most easily all six of the wrecked barks, 32-pounders of 42 hundredweight, a quantity of kentledge, 253 solid shot, some spars and ironwork. The guns have their cascabels broken off and are spiked; 30 shell, whose fuzes only are damaged, I have re-fuzed and retained for the use of this vessel; also, two chains, one of 45, the other of 60 fathoms, and a very small kedge. About a barrelful of loose grape and canister were also found among the débris, which I am fitting for my guns.

Six water casks, some small chain belonging to topsail and topgallant sheets, spars, ironwork, and a few sheets of yellow metal were also removed; but owing to the fact that nothing of value to the rebels now remained upon the wreck and that many of my men had received ugly cuts and bruises from the sheets of yellow metal and composition spikes, besides having to work at times up to their waists in water, I did not wreck the vessel quite so completely as I should have done otherwise.

Nothing remains but the yellow metal and the composition spikes, except some burned spars and a little bent and twisted ironwork.

Such is the condition of my men's health, in consequence of having been one year and a month away from a port where they could have a run on shore, that the slightest cuts or bruises turn to most malignant sores, and I have a number upon the list at present, as well as several who are treated by the doctor without being excused from ordinary duty, for nothing but these causes.

I enclose a letter from the assistant surgeon of the vessel, written by my order, relating to the health of the crew, and I myself request the *Somerset* be allowed a short respite at Key West.

Upon my arrival at this pass, in attempting to run in by the bar buoy, I got ashore. No harm was done and I backed off easily with the engine and waited till the *Hudson* came out, when I followed that steamer in. The buoy had drifted in the gale more than a mile to the westward.

I have replaced the bar buoy in its original and proper position and have put down also the casks of the *Amanda*, slung with stout chain and anchored with from 500 to 600 pounds of kentledge, in the positions of those buoys placed here by the Coast Survey and still marked upon the chart.

I enclose a tracing of the pass, the position of the wreck, with a buoy marking the spot where the *Somerset* lay, which was placed there by me for future guidance.

The morning of the 12th I sent my executive officer, Mr. Chatfield, in the launch upon a reconnoitering trip to the eastward, with instruc-

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tions to sound along the channel, and upon the reefs and shoals, ascertain the precise locality of the salt works, which have been in operation since the commencement of this rebellion, and were said to be situated in the vicinity of Alligator Bay [Harbor], and note upon the sketch I gave him, the soundings and positions of the various establishments.

On the morning of the 13th, got underway, picked my boat off the east end of Dog Island, stood to the eastward, felt my way with the lead carefully, and came to anchor opposite the mouth of Alligator Bay [Harbor] within 1,100 yards of the shore, and having within easy range of my guns the most extensive set of salt works I have yet seen upon the coast.

I shelled the woods and sent Mr. Chatfield, the executive officer in command of all the boats and small-arms men, ashore to destroy the works.

My boats were protected with iron plating.

Two contrabands came down, were picked up by a boat I sent on shore after them, and gave me some information relative to other works. These were also destroyed, I going to one in the launch and Mr. Chatfield finishing the others.

I enclose his reports.

The expedition was entirely successful. The largest range of works upon the coast I think, which have been so long spoken of as in the vicinity of East Pass, is at last thoroughly broken up.

Sixty-five salt kettles were destroyed, more than 200 bushels of salt scattered over the sand, four distinct stations demolished, and about 30 huts and houses with all their apparatus for constructing and repairing the works, burned to the ground. We were not opposed by anyone, all the whites having fled. The horse company, however, was expected there by the contrabands.

Acting Master Chatfield displayed much officer-like ability in his management of the small-arms men on shore, where more tact and prudence are necessary than is generally conceded.

One of the contrabands above mentioned, who sought protection at Alligator Bay [Harbor], informs me that at the time he was at work near the obstructions of the Apalachicola River, the gunboat *Chattahoochee* came down to them with the intention of forcing her way through and capturing the *Port Royal's* boats, then upon an expedition up that river; that finding her means insufficient, that vessel steamed back toward the town of Chattahoochee to get more boats with which to achieve that object, and, owing to some fault of the engineer, blew up, killing and disabling all but 18 souls on board.

His story is consistent, and he states having himself seen the guns at the town and the graves of the men. Four officers were killed. One of the guns is at Tallahassee.

He also states that the officials abandoned for the present all attempts to recover the spars and rigging, but devote all their means toward the completion of the ironclad building at Columbus, which, according to my notion, will be of about as much service in getting down the river as the famed *Chattahoochee* itself.

Various reports are current about this ironclad, and the prevalent idea now is that she draws 7 or 8 feet water. If so, she can not cross the bar off the town.

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21ST JUNE.

I forward a letter from the assistant surgeon of the vessel stating the health of the crew, and request that the *Somerset* be allowed a short respite at Key West to recruit their health.

The state of their blood is so vitiated that I think such a respite is requisite.

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

A. F. CROSMAN,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Squadron.

Report of Acting Master Chatfield, U. S. Navy, regarding preparatory reconnoissance.

U. S. S. SOMERSET, EASTERN GULF BLOCKADING SQUADRON,
East Pass, St. George's Sound, Fla., June 14, 1863.

SIR: I have the honor of reporting that in obedience to your order of the 11th instant I fitted out the ship's launch, taking with me 10 men, with provisions for three days, and left the ship at 6 o'clock a. m. on the morning of the 12th.

Following your instructions, I proceeded to the eastward, in the direction of Alligator Bay [Harbor]. At 7 a. m., a heavy squall coming up, I was obliged to run into a small cove at the east end of Dog Island, where I anchored and awaited the passage of the storm.

At 11 a. m., the weather clearing up, I continued my course to the eastward, observing the locality of the shoals, taking soundings in from 3½ fathoms to 8 feet water, noting them upon the accompanying chart.

At the distance of about 2 miles from the mouth of Alligator Bay [Harbor] discovered a range of salt works, but was unable to find more than 10 feet of water at the distance of 1½ miles from the shore.

Reconnoitering the shore at the distance of from one-half to three-quarters of a mile, I discovered several other ranges of salt works, the most extensive of which are situated at the mouth of Alligator Bay [Harbor], at which place there is good anchorage in 12 feet water at the distance of about a mile from the beach.

Continuing my course some distance farther toward South West Cape, and finding no more works of any kind, I finished my observations at 7 p. m. and worked off to Dog Island Reef, where, the wind being ahead and the night coming in dark, I anchored and lay until daylight.

Getting underway at daylight next morning, I was on my passage returning to the ship when I discovered her underway standing toward us. I reported on board at 8:30 o'clock a. m.

I am of the opinion that an expedition to break up the salt works would be attended with but little danger, as the ground is too open for an ambush to be successful and the operations of the men can be conducted under cover of the guns of the vessel.

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

THOS. CHATFIELD,
Acting Master, U. S. Navy.

Lieutenant-Commander A. F. CROSMAN, U. S. Navy,
Comdg. U. S. S. Somerset, Eastern Gulf Blockdg. Squadron,
East Pass, St. George's Sound, Fla.

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Report of Acting Master Chatfield, U. S. Navy, commanding expedition.

U. S. S. SOMERSET, EASTERN GULF BLOCKADING SQUADRON,
East Pass, St. George's Sound, Fla., June 14, 1863.

SIR: In obedience to your instructions directing me to organize a landing party for the purpose of destroying the salt works at Alligator Bay [Harbor], I have the honor to report as follows:

At 12 o'clock m., assisted by Acting Master Alexander Waugh and Master's Mate Thomas M. Toombs, I landed in the launch, two cutters and a spare boat, with 53 seamen and the marine guard, in all 65 muskets, together with a party from the engineer's division, armed with sledges to break the salt boilers. Immediately upon landing I detailed a working party, sent out the marines as pickets, and deployed the remainder of my force as skirmishers in the rear of the huts to protect the working party in case of attack.

There were destroyed at this place three separate ranges of works, in all 45 salt boilers, about 200 bushels of salt, and 8 buildings, large and small, thus thoroughly breaking up the establishments. We met with no opposition, and returned to the vessel at 3 p. m.

At 5 o'clock p. m., by your order, I took the two cutters and spare boat, carrying 40 men and a contraband as guide, and proceeded about 5 miles up Alligator Bay [Harbor], where I landed and destroyed another range of 5 boilers and burned 1 building.

Returning, I arrived on board at 8:30 p. m., the party under my command having destroyed 9 buildings and 50 salt boilers during the day.

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

THOS. CHATFIELD,
Acting Master, U. S. Navy.

Lieutenant-Commander A. F. CROSMAN, U. S. Navy,
Comdg. U. S. S. Somerset, Eastern Gulf Blockdg. Squadron,
East Pass, St. George's Sound, Fla.

Stations of vessels of the East Gulf Blockading Squadron, June 15, 1863.

Name.	Commander.	Class and station.
Beauregard	Actg. Ensign J. C. Hamlin	Schooner. Repairing at Key West.
Dale	Comdr. R. Handy	Ordnance ship. Key West.
De Soto	Capt. W. M. Walker	Steamer. Under orders to cruise northward and westward of Tortugas.
Eugenie	Actg. Master W. McClintock	Schooner. Guard schooner at Key West.
Fort Henry	Lt. Comdr. E. Y. McCauley	Steamer. Blockading at Cedar Keys.
Gem of the Sea	Actg. Vol. Lt. I. B. Baxter	Bark. Returning from Indian River.
Hendrick Hudson	Actg. Vol. Lt. D. Cate	Steamer. Repairing at Key West.
Huntsville	Actg. Vol. Lt. W. C. Rogers	Steamer. Cruising to northward and westward of Tortugas.
J. S. Chambers	Actg. Master L. Nickerson	Schooner. Under orders for West Pass, St. George's Sound.
J. L. Davis	Actg. Master W. Fales	Bark. St. Joseph's Bay.
Magnolia	Comdr. H. S. Newcomb	Steamer. Flagship at Key West.
Port Royal	Lt. Comdr. G. U. Morris	Steamer. St. George's Sound, West Pass.
Pursuit	Actg. Vol. Lt. W. P. Randall	Bark. Off Indian River.
Roebuck	Actg. Master J. Sherrill	Bark. Blockading at St. Andrew's Bay.
Restless	Actg. Master W. R. Browne	Bark. Under orders to East Pass, St. George's Sound.

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Stations of vessels of the East Gulf Blockading Squadron, June 15, 1863—Continued.

Name.	Commander.	Class and station.
Sagamore	Lt. Comdr. E. English	Steamer. Blockading at Charlotte Harbor.
Sunflower	Actg. Master Van Sice	Steamer. Gone to the assistance of the Gem of the Sea.
Somerset	Lt. Comdr. A. F. Crosman	Steamer. East Pass of St. George's Sound.
Stars and Stripes	Actg. Master C. L. Willcomb	Steamer. Blockading off St. Marks.
Tahoma	Lt. Comdr. A. A. Semmes	Steamer. Blockading at Tampa Bay.
Wanderer	Actg. Master J. O. Barclay	Schooner. Under orders for Tampa Bay.
TENDERS.		
Ariel		Schooner. Tender to Magnolia; cruising between Indian Key and Bahia Honda.
Brockenborough		Sloop. Tender to Port Royal; cruising from Cape San Blas to Dog Island.
Ezilda		Schooner. Tender to Fort Henry; cruising from the Suwanee River to the Withlacooche.
Two Sisters		Schooner. Tender to the Magnolia; cruising from Tampa Bay to Cedar Keys.
Julia		Sloop. Tender to Eugenie; guard boat to the eastward of Key West, inside.
Stonewall		Schooner. Tender to Tahoma; cruising from Tampa Bay to Charlotte Harbor.
Annie		Schooner. Tender to Dale; repairing at Key West.
Fox		Schooner. Tender to Dale; cruising offshore opposite Tampa Bay.
Rosalie		Sloop. Tender to Sagamore; under orders to Charlotte Harbor.
Carmita		Schooner. Lighter at Key West.

THEODORUS BAILEY,
Acting Rear-Admiral.

Report of Acting Rear-Admiral Bailey, U. S. Navy, giving list of prizes captured by the vessels of his command.

No. 204.] U. S. FLAGSHIP MAGNOLIA,
Key West, June 16, 1863.

SIR: Since my communication dated May 28 and numbered 186 the following prizes have been made by vessels of this squadron:

May 14.—A flatboat, with 225 bushels corn, by the *Fort Henry.*
May 22.—Sloop *Isabella*, no cargo, by the *Fort Henry.*
May 24.—Sloop *Fashion*, 49 bales cotton, by the *Port Royal.*
May 31.—Schooner *Echo*, 125 bales cotton, by the *Sunflower.*
June 1.—A scow, 56 bales cotton, by the *Fort Henry.*
June 3.—A lighter, 39 bales cotton, by *Fort Henry* and *Beauregard.*
June 6.—Schooner *Statesman*, 50 to 75 bales cotton, by the *Tahoma.*
June 13.—*Pushmataha*, some loose cotton, by the *Sunflower.*

You will perceive by the above list that the *Fort Henry* has displayed much activity. The prizes made by her have been the result of boat expeditions which have been out constantly and which have been attended with enterprise and incident.

The circumstances attending the capture of the *Fashion* by the *Port Royal* were detailed in the reports that I forwarded some time since.

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The *Sunflower* made both of her prizes off Tortugas. The last prize, the *Pushmataha*, had thrown over her cargo before capture.

The *Statesman* was cut out from under the guns of a battery at Tampa by the boats of the *Tahoma*. The rebels had evidently regarded this battery, which mounted among other pieces a rifled gun, as affording a complete protection to the schooner. On the approach of the boats, however, a fieldpiece was brought to bear upon them from the beach, in addition to the battery, and though many of the shot fell within a few feet of the boats, no person was struck, and the schooner being all ready for getting underway, her cable was slipped, and by aid of the boats and of her sails she was soon out of range.

Respectfully,

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, regarding the transportation of cotton captured by the U. S. supply steamer Circassian.

U. S. FLAGSHIP SAN JACINTO,
Key West, July 6, 1863.

SIR: The supply steamer *Circassian* captured, on the 16th of June, the sloop *John Wesley*, near St. Marks, with 12 bales of cotton. The sloop proved unseaworthy. The cotton has been adjudicated by this prize court and condemned as prize of war. Judge Marvin, of this district court, has made an order to have this cotton shipped to New York for sale by Mr. J. C. Clapp, the marshal of this district of Florida, 113 Wall street, New York, who is now in New York to attend to the sale of prize property condemned here.

You will therefore be pleased to take this cotton (12 bales) on board and deliver the same to the marshal aforesaid on your arrival in New York.

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral.

Acting Volunteer Lieutenant EDWARD CONROY,
Commanding U. S. S. Union.

Report of Lieutenant-Commander Morris, U. S. Navy, giving information obtained from a deserter regarding the destruction of the U. S. S. Chattahoochee.

U. S. GUNBOAT PORT ROYAL,
Off Apalachicola, Fla., June 18, 1863.

SIR: I have the honor to inform you that a deserter, calling himself J. C. Cook, lately ship's cook of the rebel gunboat *Chattahoochee*, came on board this vessel on the morning of the 8th instant. He voluntarily took the oath of allegiance. I will send him to you by the first conveyance. I gain the following information from him:

He says that he was conscripted into the Confederate service on or about September 2, 1862; was taken to Tallahassee, at which place he shipped for the rebel gunboat *Chattahoochee* (being a seaman) in

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preference to joining an infantry company. He remained on board said gunboat until the 27th day of May, on which day she was destroyed by the explosion of her boiler. At 12 m. on said day she was lying at anchor at Blountstown Bar with steam up, ready to run back to the town of Chattahoochee, from which place she had come the day previous. The men were at dinner, when suddenly she exploded, killing 18 men and wounding badly some 10 or 12 others, also some slightly. She sank that afternoon. Among the killed were three engineers, viz, Messrs. Fagan, Hodges, and Arents; one midshipman, Mr. Mallory; the purser's clerk, and pilot. The exact cause of the explosion he does not know, but says that the chief engineer, who was carried on shore by him and some others of the crew, and who survived some three or four hours, said that the cause was by there being no water in the boilers, and that the donkey engine was just then started to fill them when the accident occurred. The river steamer *William H. Young* came down from Chattahoochee at midnight of same day and took the captain and six men up as far as Ochesee, at which place she remained until 8 a. m. of the 28th, when she ran down to Blountstown Bar and took on board the dead and wounded, which she conveyed to Chattahoochee, where the dead were interred and the wounded sent to Columbus on the following day. After the dead were buried the *Young* again went down to the wreck and got the big guns, which were carried to Columbus. He remained in Chattahoochee until the evening of June 5, when he took to the woods with the determination and express purpose of reaching the blockade if possible. At 1 p. m. last Saturday he arrived at Rickoe's Bluff, from whence by land he proceeded to Canida Creek, at which place he reached on the 6th instant, when he got a canoe and came to Apalachicola at 11 p. m. Here he visited a friend and got some clothing. At midnight he left Apalachicola and came direct to this vessel. He corroborates the statements concerning the *Chattahoochee* which I have previously sent you.

Since his arrival I have learned from several other sources—Dr. Chapman and others—that his statement is perfectly correct. Four of the wounded have since died. Several belonged to Apalachicola. There can be no doubt but that she is destroyed.

Very respectfully, your obedient servant,

[GEO. U. MORRIS],
Lieutenant-Commander, U. S. Navy.

Rear-Admiral T. BAILEY, U. S. Navy,
Commanding Eastern Gulf Blockading Squadron.

P. S.—Since writing the above, Elias Lee, quartermaster of and deserter from the late rebel gunboat *Chattahoochee*, came on board on the morning of the 20th instant and voluntarily took the oath of allegiance. He corroborates the statements of others relative to the rebel gunboat.

Owing to incompetency I have discharged my pilot, and said Lee is so highly recommended by Union people as being one of the best pilots not only in the sound but also on the coast, and as the bad steering of this vessel necessitates my having a pilot, I will retain him, with your permission.

Very respectfully, your obedient servant,

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

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Report of Acting Master Nickerson, U. S. Navy, commanding U. S. schooner James S. Chambers, regarding the capture by that vessel of the schooner Rebekah.

U. S. SCHOONER JAMES S. CHAMBERS,
At Sea, Lat. 27° 15', Long. 83° 20', June 18, 1863.

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

On the morning of the 18th instant, when about 30 miles to the west of Charlotte Harbor, Fla., a sail was discovered to the west of us, about 9 miles distant, steering north. I directed my course for her, seeing which she changed her course directly from us. After a seven hours' chase we came up with her and sent an officer on board. She proved to be the schooner *Rebekah*, and, as appears by her papers, owned by a British merchant in Havana. The captain reports that he was bound for Matamoras. She has but a small amount of cargo on board, consisting of liquors, etc. When we boarded her Tampa Bay bore N. E. by E., distant 30 miles. My reasons for making the capture are, first, she being found so far from the route to Matamoras, and also the course she was steering when first discovered, and afterwards evidently trying to escape from us. I dispatch her for Key West, in charge of Acting Master's Mate William J. Eldredge, with a prize crew of 6 men. I retain one of the crew of the schooner on board this vessel, and I shall improve the first opportunity of sending him to Key West.

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

LUTHER NICKERSON,
Acting Master, Commanding.

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

Order of the Secretary of the Navy to Acting Master Partridge, U. S. Navy, commanding U. S. S. Marigold, regarding duty for that vessel.

NAVY DEPARTMENT, *June 22, 1863.*

SIR: As soon as the U. S. steam tug *Marigold* is ready for sea, proceed with her to Key West, Fla., and report to Acting Rear-Admiral Theodorus Bailey for duty in the Eastern Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master L. H. PARTRIDGE,
Commanding U. S. Steam Tug Marigold, Philadelphia.

Order of the Secretary of the Navy to Acting Master Cressy, U. S. Navy, commanding U. S. storeship Courier, regarding the delivery of supplies.

NAVY DEPARTMENT, *June 22, 1863.*

SIR: Proceed with the U. S. storeship *Courier* to Key West, and after communicating with Acting Rear-Admiral Bailey, and landing

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the ordnance stores for that point, continue to other points of the Gulf, delivering stores as per invoices, and then return direct to New York.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master W. K. CRESSY,
Commanding U. S. Storeship Courier, New York.

Report of Lieutenant-Commander Semmes, U. S. Navy, commanding U. S. S. Tahoma, regarding the capture of the British schooner Harriet.

U. S. GUNBOAT TAHOMA,
Tampa Bay, Florida, June 22, 1863.

SIR: I have the honor to inform you of the capture of the English schooner *Harriet* by this vessel about 10 a. m. the 18th instant, in latitude 28° 04′ N., longitude 82° 57′ W., in 3½ fathoms of water, Anclote Keys bearing N. by E., distant about 7 miles.

The *Harriet* was discovered shortly after daylight, the 18th instant, and chased to where she was captured, all possible measures, except running ashore, being resorted to to avoid capture.

The captain acknowledged to me that he was trying to run the blockade.

I enclose herewith a list of the officers and crew of this vessel.

I am, respectfully, your obedient servant,

A. A. SEMMES,
Lieutenant-Commander.

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

Report of Lieutenant-Commander Semmes, U. S. Navy, commanding U. S. S. Tahoma, regarding the destruction of the British schooner Mary Jane.

U. S. GUNBOAT TAHOMA,
Tampa Bay, Fla., June 22, 1863.

SIR: I have the honor to inform you of the destruction of the English schooner *Mary Jane* at 2 p. m. the 18th instant, she having been run on the beach on a small key near Clearwater Harbor, in latitude 28° N., longitude 82° 53′ W., by her captain, to avoid seizure by this vessel.

I send by the prize schooner *Harriet* all that portion of the cargo of the *Mary Jane* that was saved. A large portion of it is damaged.

I enclose herewith a list of the officers and crew of this vessel.

I am, respectfully, your obedient servant,

A. A. SEMMES,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

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Report of Acting Volunteer Lieutenant Randall, U. S. Navy, commanding U. S. bark Pursuit, regarding the capture of the sloop Kate in Indian River.

U. S. BARK PURSUIT,
Off Indian River Inlet, East Coast Florida, June 23, 1863.

SIR: I have the honor to inform you that this morning, the 23d instant, at 6 a. m., a sail was discovered in Indian River, 12 miles north of the inlet. Two boats were immediately dispatched, Acting Ensign Peter Heede and Acting Master's Mate James H. Barry in charge. They succeeded in capturing her and arrived at this vessel at 4 p. m. She proved to be the sloop *Kate* from Nassau, New Providence, with an assorted cargo. She had no colors or papers of any description on hand. The captain acknowledged that he left Nassau on the 20th instant for the express purpose of running the blockade. The vessel leaves for Key West to-morrow for adjudication. I have the honor to enclose a full list of the officers and crew entitled to share in the prize. No other vessels were in sight at the time of the capture.

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

WM. P. RANDALL,
Acting Volunteer Lieutenant, Commanding.

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

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Randall, U. S. Navy, commanding U. S. bark Pursuit, designating the cruising ground of the U. S. schooner Beauregard.

U. S. FLAGSHIP MAGNOLIA,
Key West, June 23, 1863.

SIR: I have added the schooner *Beauregard* to the blockading force on the east coast of Florida, and directed her commanding officer to report to you.

You will, as a general rule, keep her to the northward of Cape Canaveral and off Mosquito Inlet, unless it should appear that a vessel has been assigned to that station from the South Atlantic Blockading Squadron.

The *Beauregard* will return to you for supplies, and generally when occasion demands.

Respectfully,

T. BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Acting Volunteer Lieutenant WM. P. RANDALL, U. S. Navy,
Commanding Bark Pursuit.

Letter from the Secretary of the Navy to the Secretary of State regarding the interdiction of trade with Matamoras.

NAVY DEPARTMENT, *June 23, 1863.*

SIR: I have the honor to return herewith the consular dispatches which accompanied your letter of the 16th instant.

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The suggestions of our commercial agent at Belize, [Honduras], in regard to the traffic carried on by the insurgents via Matamoras, deserve especial considerations. It appears to me some measures should be taken to interdict this trade, for as now permitted the great purposes and ends of the blockade are measurably defeated. That the clearances which these vessels have ostensibly for Matamoras are, as Mr. Leas remarks, mere subterfuges, decoys to cover up the true designs and purposes of the parties, which are to introduce, through French and other agencies, contraband of war into the hands of our enemies, is notorious.

It is desirable that the fraudulent practices mentioned by Mr. Liais should be discontinued, and I trust the attention of the British and Mexican Governments is called to them.

It seems to me that some measures should be taken in concert with Mexico by which illicit traffic with the rebels by the way of the Rio Grande may be prevented, or, if that Government will not come into an arrangement, then by some legitimate means assert our right to carry into effect an efficient and thorough blockade of that river. The trade of Matamoras has nominally increased an hundredfold since the blockade in the insurgent States was instituted. Admiral Bailey informs the Department that over 200 vessels are off the mouth of the Rio Grande, when ordinarily there are but 6 or 8. Our rights as a nation ought not to be sacrificed because a new question has arisen that has not heretofore been adjudicated or settled by diplomatic arrangement. Because the Rio Grande is a neutral highway, it is not to be used to our injury; yet we know such to be the fact, and it seems to me some effectual steps should be taken to correct the evil. It can be done, I apprehend, in a manner satisfactory to both countries, and a principle be established that will be conformable to international law. I must ask you to excuse me for earnestly pressing this subject upon your consideration.

I would also invite your special attention to that portion of the dispatch which refers to a mail arrangement by which Captain Lombard, of the schooner *Robert Anderson*, with British papers, was to run a regular mail from Belize to Matamoras for the Confederate Government. Would it not be well to inform the Secretary of War of the facts in relation to Vallez, at New Orleans, that General Banks may be apprised of the schemes and purposes of that gentleman?

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

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

Report of Lieutenant-Commander English, U. S. Navy, commanding U. S. S. Sagamore, regarding the capture of the schooner Frolic.

U. S. GUNBOAT SAGAMORE,
Off Crystal River, Fla., June 25, 1863.

SIR: I have the honor to report to the Department the capture of the English schooner *Frolic* by this vessel.

The *Frolic* had run out of Crystal River and was bound to Havana with a cargo of cotton and turpentine.

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At the time of capture the schooner *Two Sisters*, tender to the U. S. S. *Magnolia*, was in sight and within signal distance.

I have sent the *Frolic* in to Key West for adjudication.

I am, very respectfully, your most obedient servant,

EARL ENGLISH,
Lieutenant-Commander.

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

Report of Acting Master's Mate Boyle, U. S. Navy, commanding U. S. schooner Two Sisters, regarding the capture of the schooner Frolic.

U. S. TENDER TWO SISTERS,
Off Crystal River, June 26, 1863.

SIR: I have the honor to inform you that on the 25th instant off Cedar Keys two schooners hove in sight close hauled and presenting a suspicious appearance. Being at a loss to decide which one to chase, I concluded to send the boat in charge of Master's Mate Chester to board the smaller vessel while I chased the larger one, which I gained on gradually, and soon made her out to be a large schooner loaded with cotton. The chase kept off gradually until she steered S. E. The wind freshening, I continued to gain on her rapidly. At 11 a. m. made out the U. S. S. *Sagamore* standing toward us. At 12:30 we were in 7 feet water and about 2 miles from the chase, when I opened fire on her with the howitzer. She then commenced to heave cargo overboard. Our shot falling short, I ceased firing until I got close to, when I fired a 5-second shell which exploded close alongside of her. She then hauled down her flying jib and hove to, hoisting English colors. I was then in 6 feet of water. Having no boat (my boat being in chase of the other vessel), I kept her hove to at short range until the boats of the *Sagamore* came up and took possession of her. She proved to be the English schooner *Frolic*, from Crystal River bound to Havana, with a cargo of 160 bales of cotton and 40 barrels turpentine. Captain English took charge of her, directing me to follow to Cedar Keys. At 6 p. m. our boat returned, having boarded the other vessel, which proved to be the tender *Stonewall*.

On 26th instant, at 1 p. m., got underway in company with the prize for Key West, and when off Crystal River I concluded to stand to the eastward in hopes of finding the cotton the prize had thrown overboard during the chase, and I succeeded in finding all of it, which consisted of 7 bales.

Very respectfully, your obedient servant,

JOHN BOYLE,
Acting Master's Mate, Commanding.

Commander H. S. NEWCOMB,
U. S. Flagship Magnolia.

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Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, giving names of vessels to be supplied.

U. S. FLAGSHIP MAGNOLIA,
Key West, June 26, 1863.

SIR: After leaving this port, you will communicate with the following vessels belonging to this squadron: *Restless*, at Charlotte Harbor; *Tahoma*, at Tampa Bay; *Wanderer*, at Tampa Bay; *Fort Henry*, at Cedar Keys; *Stars and Stripes*, off St. Marks; *Somerset*, at East Pass, St. George's Sound; *Port Royal*, at West Pass, St. George's Sound; *J. S. Chambers*, West Pass, St. George's Sound; *J. L. Davis*, at St. Joseph's Bay; *Roebuck*, at St. Andrew's Sound.

You will be pleased to deliver to each of these vessels their mails and to furnish them with the usual supplies.

Besides those already enumerated you may possibly meet the following: *Annie*, cruising near Quicksand Passage; *Rosalie*, tender to *Restless*, Charlotte Harbor; *Stonewall*, tender to *Tahoma*, Tampa Bay; *Two Sisters*, tender to *Magnolia*, off Bayport; *Fox*, tender to *Dale*, cruising; *Sagamore*, cruising; *Hendrick Hudson*, cruising; *De Soto*, cruising.

In which case you will be pleased to furnish them also with supplies.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Acting Volunteer Lieutenant EDWARD CONROY, U. S. Navy,
Commanding Steamer Union.

Order of the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, authorizing the use of prizes for the naval service.

NAVY DEPARTMENT, *June 29, 1863.*

SIR: It is quite likely that most of the steamers condemned and sold at Key West will go into the hands of the rebels or the blockade runners unless purchased by the Government. The Department has received a letter from Commander Collins relative to one of them, the *Eagle*, just condemned. You are authorized to take the *Eagle* or any other vessel fit for the naval service.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral THEO. BAILEY,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

Report of Lieutenant-Commander McCauley, U. S. Navy, commanding U. S. S. Fort Henry, regarding the capture of the schooner Anna Maria, loaded with cotton.

U. S. S. FORT HENRY,
Cedar Keys, Fla., June 30, 1863.

SIR: On the 28th instant the *Fort Henry's* armed boats, 7 miles up the Steinhatchee River, captured the schooner *Anna Maria*, loaded

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with about 25 bales of cotton. The rebel flag was found on board, which I forward with the prize to Key West. No papers found. Her crew deserted her on the approach of our boats.

Very respectfully, your most obedient servant,

E. Y. McCauley,
Lieutenant-Commander, U. S. Navy, Comdg. Fort Henry.

Hon. Gideon Welles,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander McCauley, U. S. Navy, commanding U. S. S. Fort Henry, commending the conduct of Acting Master Smith, U. S. Navy, in the capture of the schooner Anna Maria and other vessels.

U. S. S. Fort Henry,
Cedar Keys, Fla., June 30, 1863.

Admiral: On the 27th instant I visited Deadman's Bay with the *Fort Henry*, leaving the tender *S. Jackson* to watch Cedar Keys. An expedition of 5 of the boats of this vessel brought out of the Steinhatchee River the schooner *Anna Maria*, loaded with cotton. A contraband who demanded the protection of the flag informs me that her captain, a man by the name of Shaw, pretty well known at Key West, had gone the previous day to Tallahassee.

In obedience to your direction, in General Order No. 1, I report Acting Master R. B. Smith for his enterprise in making captures. He is the officer who, with the boats of this vessel and *Sagamore*, cut the *G. L. Brockenborough* out of Apalach[icola] River, under guerrilla fire; he captured the *Annie* in this vessel's launch; commanded the boats of this vessel that captured the *Ranger;* also the scow load of corn lately forwarded, and has now captured the *Anna Maria* 7 miles up the Steinhatchee River.

Acting Assistant Surgeon Stevens was transferred to the *J. S. Chambers* on her arrival, in accordance with Dr. Tourtellotte's orders. Not having received at that time Dr. Stevens's orders, I transferred him and his steward, but did not permit the nurse to go.

The officers and crew of the *Fort Henry* are gratified with the rear-admiral's appreciation of their exertions, in their small sphere of action, contracted as it is by the unseaworthiness of the *Fort Henry* herself, which precludes visiting other points of the coast under their surveillance, which if attended to might offer more opportunities for harassing the enemy.

Very respectfully, your obedient servant,

E. Y. McCauley,
Lieutenant-Commander, U. S. Navy, Comdg U. S. S. Fort Henry.

Acting Rear-Admiral Theodorus Bailey,
Comdg. Eastern Gulf Blockdg. Squadron.

Report of Acting Master Willcomb, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding expedition in Ocklockonee River.

U. S. S. Stars and Stripes,
St. Marks Bay, Florida, July 1, 1863.

Sir: On the night of the 28th June I sent Acting Master L. W. Hill and the pilot with the first and second cutters, well armed, 15 miles up

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the Ocklockonee River to ascertain if there were any vessels up there, with orders to capture any vessels they found and bring them down or destroy them if they could not be got down. The next day they returned and reported that they had been up as far as the upper landing, but there was no vessel up there nor the appearance of any having been there for some time.

They destroyed and burned the ferry, a scow about 80 feet long, and all the small boats they saw, thus cutting off all communication with the island and Alligator Harbor.

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

CHARLES L. WILLCOMB,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Smith, U. S. Navy, commanding U. S. S. Bermuda, giving list of prisoners to be transported by that vessel.

JULY 1, 1863.

SIR: You will receive on board the *Bermuda* the following prisoners:

Patrick H. Pepper, supercargo, and T. Ducey, captain of the notorious blockade running steamer *Cuba*, captured by the *De Soto* while on her way from Mobile to Havana and burned before being overtaken.

A. W. Babcock, rebel mail carrier, taken by the boats of the U. S. S. *Port Royal* in Apalachicola with a rebel mail in his possession.

George Asher, rebel conscript, captured at same time and place.

E. P. Jenkins, P. W. Day, John Wilson, John P. Johns, Matthew A. Beck, privates in the Confederate Army, captured by the boats of the *Fort Henry* while lightering cotton down the Waccasassa River.

B. F. McGuire, captured on the 10th of June near the Withlacoochee River in charge of a flat loaded with corn consigned to D. Yulee on the Homosassa by the *Fort Henry's* boats.

Henry Kelly, also captured by the *Fort Henry's* boats off the Withlacoochee River in a sloop. He acknowledges having run the blockade several times.

Joseph Leach, captain of the blockade runner *Planter*, captured by the *Lackawanna* June 15.

Under date of June 18 the Department was informed concerning nearly all of the prisoners above named, and advised that they would be sent forward by the *Bermuda*.

I am, respectfully, etc.,

T. BAILEY,
Acting Rear-Admiral.

Acting Master J. W. SMITH,
Commanding Steamer Bermuda.

Report of Lieutenant-Commander McCauley, U. S. Navy, commanding U. S. S. Fort Henry, regarding the capture by that vessel of sloop Emma.

U. S. S. FORT HENRY,
Cedar Keys, Fla., July 3, 1863.

SIR: The boats of this vessel have this day brought in the sloop boat *Emma*, from St. Marks, bound to Havana, with 13 barrels of tar, cap-

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tured to the northward of Sea Horse Key. I will forward the *Emma* and two prisoners captured in her to Key West. There was a good-sized mail in her, which I forward to the judge of the United States district court at Key West.

Very respectfully, your most obedient servant,

ED. Y. MCCAULEY,
Lieutenant-Commander, U. S. Navy, Comdg. U. S. S. Fort Henry.

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

Letter from Acting Rear-Admiral Bailey, U. S. Navy, to Rear-Admiral Farragut, U. S. Navy, forwarding papers relating to the case of the British schooner Comet.

U. S. FLAGSHIP MAGNOLIA,
Key West, July 3, 1863.

SIR: I enclose herewith copies of a letter from her Britannic Majesty's vice-consul at this place, a list of articles alleged to have been missing from the British schooner *Comet* when in charge of the prize crew from the U. S. gunboat *Kanawha*, a letter from myself to Captain Goldsborough, a letter from Lieutenant-Commander W. K. Mayo to Captain Goldsborough, and a report from Acting Master Thomas C. Dunn to Lieutenant-Commander Mayo.

When this matter was reported to me the *Kanawha's* people, having been discharged by the district court, were on board the steamer *Eugenie*, to return to this vessel. I had issued the order to detain them that the proper investigation should be had, when the prize master came to me with the former captain of the prize and represented that the alleged depredations had been committed by others than this prize crew, also belonging to the *Kanawha*, who had been in charge of the *Comet* during the night previous to her leaving for this place. Of course, therefore, no investigation could be had here, and I referred the question to the commanding officer off Mobile, not only as being an alleged breach of naval discipline, but as a matter which would be referred to the British Government.

The statement of Acting Master Dunn appears perfectly satisfactory to me, although the whole affair has passed out of my hands; but the peculiar tone of Lieutenant-Commander Mayo's letter (together with his injudicious use of adjectives, his incorrect statement of points, his wild reasoning, and his arbitrary conclusions) has induced the belief that he is intellectually incapable of grasping the fact that the accusation comes from others than myself, and that he requires some judicious advice as to the proper temper to be preserved in his official correspondence. I would therefore leave the matter in your hands, as his immediate superior and commanding officer, for such action as will correct these little defects and enhance the value of Lieutenant-Commander Mayo's talents in the services of the Government.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding Western Gulf Blockading Squadron.

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Report of Acting Rear-Admiral Bailey, U. S. Navy, transmitting report of Lieutenant-Commander McCauley, U. S. Navy, regarding boat expedition in Crystal River.

No. 229.] U. S. FLAGSHIP SAN JACINTO,
Key West, July 4, 1863.

SIR: I have the honor to enclose you herewith a copy of a communication received by me from Lieutenant-Commander E. Y. McCauley in relation to the brave assault made by Orderly Sergeant Nugent and 4 men upon a rebel breastwork fortification. In this assault the orderly sergeant and his comrades drove a guard of 11 rebels into the swamp, capturing their arms and destroying their camp equipage, withholding his fire with manly and commendable discretion lest he should wound or kill a woman who was among the fugitives. I would respectfully suggest whether the conduct of Orderly Sergeant Nugent does not bring him within that class of men who should receive the medal of honor authorized by Congress to be given to "such petty officers, seamen, and marines as shall most distinguish themselves by gallantry in action," etc.

I am, respectfully, your obedient servant,

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. FORT HENRY,
Cedar Keys, Fla., June 17, 1863.

ADMIRAL: Having had need of an extra boat to relieve those of this vessel watching along the coast between this and the Crystal River, I had the sloop boat, captured on the 9th instant, fitted up. Orderly Sergeant C. Nugent superintended the work with skill and zeal. On the 11th instant she was manned by 6 of the guard of this vessel and sent in charge of Sergeant Nugent to the Withlacoochee with orders to watch for the appearance of the *Frolic*.

On the 15th instant he reconnoitered 6 miles up the Crystal River; a log breastwork attracting his attention, he landed with 4 men and drove a guard of 11 rebel soldiers into the swamp. One shot was fired by the officer in command, which took effect in the sergeant's waist pouch. The fire was not returned by the guard, the sergeant's gallantry not permitting it, as there was a woman among the fugitives.

A number of papers were found, which I forward. The deserter mentioned in one is the Hy. Sellwood, ordinary seaman, deserter from one of my boats. Apparently the squad numbered 13 men on the rolls.

The order given by Captain Chambers in another paper about calling on the crew of the *Frolic* to defend the place in case of our attack, [is] interesting, if it be true that she sails under British colors.

Enclosed please find list of the marines who manned the guard boat and of the arms, etc., brought off. They had no means for bringing

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off the tents and camp equipage. I will forward the arms, etc., to Key West by the U. S. schooner *Two Sisters*.

Very respectfully, your most obedient servant,

E. Y. McCAULEY,
Lieut. Commander, U. S. Navy, Comdg. Steamer Fort Henry.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding East Gulf Blockading Squadron.

List of marines of U. S. S. Fort Henry that manned the guard boat on reconnoissance, 15th of June, 1863.

Christopher Nugent, orderly sergeant.
Charles Myhan, corporal.
John Gibbons, private.
Pat'k Coughlin, private.
George Murphy, private.
John Small, private.
James Stuart, private.

Report of Acting Rear-Admiral Bailey, U. S. Navy, requesting a commanding officer for the flagship.

No. 228.] U. S. FLAGSHIP SAN JACINTO,
Key West, July 6, 1863.

SIR: I have the pleasure to report the arrival of this vessel on the evening of the 1st instant, and that my flag was transferred to her on the morning of the 4th.

From the fact that Lieutenant-Commander Chandler has been sent out in charge of the vessel and that he is at the same time detached from this squadron, I fear it was the intention of the Department that I should command my own flagship; but with the amount of attention demanded of me by my more important duties as commander in chief of the squadron, it is impossible for me to do this properly, and I am not satisfied to leave it to her executive officer. The *San Jacinto*, being a vessel of the second class, would, I suppose, as flagship, be assigned to a commander; I would therefore request that one of the following officers, viz, Commander James H. Strong, Commander Reed Werden, Commander Edward Donaldson, Commander John C. Howell, Commander George H. Cooper, Commander John C. Febiger, Commander Somerville Nicholson, be ordered to command her, if consistent with the views of the Department and not distasteful to the officer himself. Among these I would prefer to have Commander Howell.

Should such an arrangement be impossible or inexpedient, I propose to transfer Lieutenant-Commander E. Y. McCauley to the command of this vessel and to relieve him with Lieutenant-Commander Quackenbush in the command of the *Fort Henry*. In that event I would desire to have a lieutenant sent out as executive officer of this vessel, and, if possible, a graduate of the Academy as a drill officer.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Report of Acting Master Van Sice, U. S. Navy, commanding U. S. S. Sunflower, regarding the chase by the U. S. S. Sunflower of the U. S. S. Union for a supposed blockade runner.

U. S. S. SUNFLOWER,
Tortugas, July 6, 1863.

SIR: I beg to report that yesterday morning at 2 o'clock, while cruising to the northward of the Quicksand Passage, made a steamer heading for the passage. Immediately went to quarters and gave chase. After coming up some on him, commenced firing to bring him to. After firing several shell, he stopped, when I ceased firing. A few minutes afterwards he started off at full speed, when I again shelled him and continued chasing and shelling him, until I finally succeeded in bringing him to after a three-hours' chase. She proved to be the U. S. S. *Union*. Without being presumptuous, allow me to suggest it would be better for our armed steamers to ascertain a vessel's character before endeavoring to run away from her.

Very respectfully, your obedient servant,

EDW. VAN SICE,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Expedition in Peace Creek, Charlotte Harbor, Florida, for the capture of schooner Ann and a small sloop, July 6–9, 1863.

Report of Acting Master Browne, U. S. Navy, commanding U. S. bark Restless.

U. S. BARK, RESTLESS,
Charlotte Harbor, Fla., July 10, 1863.

SIR: I have the honor to report that at 1:30 p. m. of the 6th instant, having learned from two refugees, named James Henry Thompson and Milledge Brannen, that two vessels were seen at daylight that morning off Cape Haze attempting to run out, loaded with cotton, I dispatched Acting Ensigns Eason and Russell and Acting Master's Mate Browne, with the first and second cutters of this ship with 33 of our crew, and the refugees as pilots, all armed and equipped, to the tender sloop *Rosalie*, which was at that time stationed behind Pine Island, with written instructions to Acting Ensign Charles P. Clark, commanding the *Rosalie*. The surgeon of this ship, Doctor Page, accompanied the expedition. Our boats, not finding the *Rosalie* at Pine Island, proceeded up Peace Creek to Punta Gorda and anchored until the next morning (the 7th), when they discovered the *Rosalie* about 5 miles above them. It appears that the *Rosalie* had changed her position to the mouth of Peace Creek, when, discovering the two vessels some miles above at anchor, she attempted to go to them and had gone thus far when she grounded, the vessels meanwhile getting underway and sailing up the creek out of sight. The boats, together with the sloop, now slowly proceeded up the creek, the sloop frequently grounding. About sunset it being impossible to get farther with the sloop, the boats anchored for the night.

At 6 o'clock the following morning, the 8th instant, the first and second cutters, in command of Acting Ensigns Eason and Russell, proceeded 5 miles farther up to Horse Creek, where they found the two

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vessels, the schooner *Ann*, of Nassau, New Providence, and a small sloop, both apparently loaded with cotton. No one was on board of them. Mr. Eason with 5 men took possession of the schooner, and Mr. Russell with 2 men of the sloop, and towed them with the boats to the *Rosalie*. By means of poling, towing, and sailing, the *Rosalie* the boats and the two prizes arrived at Punta Gorda at dark, where they anchored for the night. At daylight on the moring of the 9th, the prize schooner, in charge of Acting Ensign Eason, and the prize sloop, in charge of Acting Ensign Russell, got underway and, with the *Rosalie* and the boats, arrived at this vessel about 2 o'clock p. m.; the *Rosalie*, on account of the rough weather, taking the prize sloop in tow off Cape Haze.

I have the honor to enclose a copy of my instructions to Acting Ensign Charles P. Clark, commanding the *Rosalie*.

The commanding officer of the *Gem of the Sea*, which has relieved this vessel at this station, having occasion to send the *Rosalie* to Key West, I embrace the opportunity of sending the prizes in charge of Acting Ensign Clark commanding her.

I am, very respectfully, your obedient servant,

W. R. BROWNE,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blkdg. Squadron, Key West, Fla.

Report of Acting Ensign Clark, U. S. Navy, commanding sloop Rosalie, tender to the U. S. bark Restless.

U. S. SLOOP ROSALIE,
Charlotte Harbor, Fla., July 8, 1863.

SIR: In accordance with your instructions, I passed the night of the 5th near Pine Island Passage [Sound], in this harbor.

On the morning of the 6th, fearing that Mr. Thompson would pass us unobserved (the water being shoal for about a mile from Cape Haze), I got underway and ran over toward the mouth of Peace Creek, that we might be certain of falling in with him, as you directed.

Just inside at about 9 a. m., seeing a schooner and a sloop at anchor, I stood for them. They made sail immediately and I followed for about 10 miles, when this sloop took the ground and remained ashore for several hours. On getting her off I anchored for the night, the wind compelling us to defer our return to the bark till daylight.

About 6 o'clock on the morning of the 7th your orders of the 6th reached me, and I proceeded to execute them so far as the change in the situation made them applicable.

After putting the arms in order I got underway at 9 a. m., having Acting Ensigns Eason and Russell, Doctor Page, Acting Master's Mate Browne, Thompson, and Brannen, and the first and second cutters and 33 men from the *Restless* with this sloop.

At sunset, being unable to get over a bar between Forts Ogden and Winder, we anchored for the night about 45 miles from Boca Grande [Charlotte Harbor].

At daylight this morning, leaving the sloop in charge of Acting Master's Mate Browne, I went about 5 miles farther up the river with all the boats, and discovered in a narrow creek, hidden among the trees

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and without keepers, the schooner *Ann*, of Nassau, New Providence, and a sloop, both of which appear to be loaded with cotton.

Taking charge of them, I have brought them down, with the assistance of your officers and men; and await your further orders.

From the continuous rain I have been unable to make an inventory of their tackle and the loose effects, but they are as I found them, excepting some stores necessary for the use of the expedition.

It may be proper to add that on our passage down we met a boat from the U. S. bark *Gem of the Sea*, and were politely offered any assistance, but needed none.

The guerrillas who followed us down the river for several miles were all that we saw of the enemy.

I am, sir, yours, very respectfully,

CHARLES P. CLARK,
Acting Ensign, U. S. Navy, Commanding Tender.

Acting Master WM. R. BROWNE, U. S. Navy,
Comdg. U. S. Bark Restless, Charlotte Harbor, Fla.

Letter of commendation from Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Browne, U. S. Navy, commanding U. S. bark Restless.

U. S. FLAGSHIP SAN JACINTO,
Key West, July 18, 1863.

SIR: It is gratifying to me, so soon after your arrival on the station, to have occasion to commend you for planning, and the officers and men of the *Restless* and *Rosalie* for executing, the expedition up Peace Creek, which resulted in the capture of the schooner *Ann* and a small sloop. Enterprises of this sort, when successfully accomplished, are of far greater value than the mere amount of the capture, by disheartening the enemy and encouraging our own men.

You will read this letter to the officers and crew of the *Restless* at general muster.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Acting Master BROWNE, U. S. Navy,
Commanding Bark Restless.

Report of Acting Rear-Admiral Bailey, U. S. Navy, requesting the approval of the Department of a promotion for Acting Ensign Clark, U. S. Navy.

No. 249.] U. S. FLAGSHIP SAN JACINTO,
Key West, July 18, 1863.

SIR: As I have already informed the Department, the prize sloop *Rosalie* was taken into the service on the appraisement of the court, was placed under the command of Acting Ensign Charles P. Clark, and attached as a tender to the blockading vessel at Charlotte Harbor. During the month that she has been absent from this port she has captured four prizes, one being a sponging vessel cleared from here that was endeavoring to slip in past the blockade, and whose crew I have sent north as prisoners; another being the schooner *Ann*, of Nassau, cut out some 20 miles up Peace Creek with about 13 bales of

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cotton, and the other two being small craft of but little value. By these captures more than double the value of the *Rosalie* has been realized, apart from the satisfaction of closing up effectually one of the many small channels of this coast. This result is mainly due to the remarkable zeal, energy, and ability of Acting Ensign Clark, who, in addition to his unusual professional qualities, is an educated gentleman. I have therefore appointed him an acting master in the Navy, subject, of course, to the approval of the Department.

A portion of the credit is also due to the commanding officer of the parent vessel (Acting Master William R. Browne, of the bark *Restless*), under whose orders the *Rosalie* acted, and to her own officers and crew, as well as the detachment from the *Restless* who assisted in the expedition. But still I think Mr. Clark is worthy of his promotion.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

Approve appointment, but inform Admiral Bailey that hereafter all recommendations for promotion above the grade of ensign must be sent to this Department for their consideration and decision.

W.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Stodder, U. S. Navy, commanding U. S. S. Adela.

NAVY DEPARTMENT, *July 7, 1863.*

SIR: Proceed with the U. S. S. *Adela* to Key West, Fla., and report to acting Rear-Admiral Bailey for duty in the East Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant L. N. STODDER,
Commanding U. S. S. Adela, New York.

Report of Captain Walker, U. S. Navy, commanding U. S. S. De Soto, regarding the capture of the schooner Lady Maria.

U. S. S. DE SOTO,
Gulf of Mexico, July 6, 1863.

SIR: I have to inform you that this day, in latitude 28° 14′, longitude 83° 18′, I seized and took possession of, for violation of the blockade, the schooner *Lady Maria*, Joseph Williams, master.

The *Lady Maria* was sailing under a provisional certificate of registry, dated at Havana, May 11, 1863, signed John V. Crawford, acting consul-general in Cuba, and was cleared from St. Marks for Havana laden with 104 bales of cotton. I have ordered her to Key West for adjudication.

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At the time of this capture the U. S. schooner *Stonewall* was in sight.

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

W. M. WALKER,
Captain, U. S. Navy.

Hon. SECRETARY OF THE NAVY,
Washington, D. C.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Zerega, U. S. Navy, commanding U. S. S. Antona, to cruise in search of the U. S. Army schooners Tortugas and Matchless.

U. S. FLAGSHIP SAN JACINTO,
Key West, July 7, 1863.

SIR: You will please prepare your vessel for sea with all possible dispatch, and as soon as she is ready proceed with her to the Tortugas and enquire into the following matter: It has been reported to me that the army schooner *Tortugas* left that place on the 1st instant for this port, and although the wind and weather have been favorable since then, she has not yet arrived. The army schooner *Matchless* was also to have started from there on the 5th, and she, too, has failed to arrive. It is possible that the *Tortugas* may have got aground on the quicksands on the reef, and the *Matchless* may either have gone to her assistance or not have sailed at the appointed time. It is also possible that the *Tortugas* may have been dismasted in a squall, and be drifting with the Gulf Stream. But as a vague rumor has arrived at the same time with this news that a privateer bark was supposed to be prowling in that vicinity, it is not impossible that one or both of these schooners may have been surprised and captured by her. You will therefore be careful to have your vessel thoroughly prepared for action in approaching any strange vessel. Should you find either of the two schooners in distress, you will render her every assistance in your power; otherwise you will continue on to the Tortugas, gather all the information possible relating to this matter, return with all possible dispatch to this place, and report to me. Enquire particularly into the rumor of a privateer, and whether anything like burning vessels have been seen from the Tortugas or elsewhere.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Acting Master A. L. B. ZEREGA, U. S. Navy,
Commanding Steamer [*Antona*].

Report of Lieutenant-Commander Semmes, U. S. Navy, commanding U. S. S. Tahoma, regarding the capture of a flatboat carrying sugar and molasses.

U. S. GUNBOAT TAHOMA,
Key West, Fla., July 9, 1863.

SIR: I have the honor to inform you of the capture, on the 24th ultimo, by one of the boats of this vessel, of a flatboat laden with sugar and molasses, in a bayou near Manatee River, Florida.

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The crew, consisting of 3 men, taking to the woods, none of them could be produced.

She was nameless and without papers, and, being unseaworthy, I took her for the use of the blockading vessel at Tampa.

I herewith enclose a list of the officers and crew of this vessel at the time of capture.

I am, respectfully, your obedient servant,

A. A. SEMMES,
Lieutenant-Commander.

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

Report of Acting Rear-Admiral Bailey, U. S. Navy, requesting the prompt return to his command of the U. S. S. Magnolia.

No. 238.] U. S. FLAGSHIP SAN JACINTO,
Key West, July 11, 1863.

SIR: In sending the *Magnolia* north for new boilers, agreeably to the orders of the Department, I would most urgently request that she may be returned to this squadron, as from her great speed and capacity, together with her light draft, she is eminently adapted to the duty of carrying supplies to the vessels on permanent blockade along the coast, and, incidentally, also of capturing blockade runners while passing back and forth. I know of no vessel that could perform this service with equal advantage to the public interests, and her temporary incapacity has been of serious detriment by obliging me to charter merchant vessels or to withdraw the fast cruisers from the important duty of the offshore blockade in order to keep the others supplied. I therefore hope that the necessary work to render her efficient may be hurried as much as possible.

I would also request that two additional 24-pounder howitzers be added to her armament.

I would further remind the Department that the *Magnolia* is a fourth-rate, and would state that in consequence of this a commander is naturally averse to be assigned to her; at the same time, I consider it important for many reasons that she should be in charge of a regular officer.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, regarding instructions in the matter of prisoners captured on blockade runners.

NAVY DEPARTMENT, *July 11, 1863.*

SIR: Your letter of June 29, relative to instructions heretofore issued to Judge Marvin concerning the disposition of persons captured on board of vessels seized for breach of blockade, has been received. The

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Department's letter of May 26 to Judge Marvin, relative to that subject, was as follows:

All persons captured on board of vessels running or attempting to run the blockade, except foreigners, will be retained as prisoners and sent north by the first opportunity. Persons though foreign born, if naturalized, or if they have exercised the right of citizenship, such as voting at elections, will be retained in custody like native citizens.

Another letter has been written to Judge Marvin.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Key West, Fla.

Boat expeditions from U. S. steamers Somerset and Stars and Stripes to St. Marks River and Marsh's Island, Apalachee Bay, July 12 and 15, 1863.

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

U. S. FLAGSHIP SAN JACINTO,
Key West, July 30, 1863.

SIR: I have to report that an expedition, consisting of 5 armed boats from the steamer *Somerset* and 3 from the steamer *Stars and Stripes*, together with an ambulance boat, the whole under Lieutenant-Commander Crosman, and numbering 130 persons, started up the St. Marks River on the night of the 12th instant, mainly with a view to making a thorough reconnoissance, and, incidentally, also to inflicting such damage upon the enemy as the circumstances might render feasible. Every precaution was taken to avoid observation until such time as an opportunity should present itself for striking an unexpected blow; but the promise of rain was not kept, and this, together with the unfortunate vigilance and promptness of a picket stationed at Port Leon, rendered further secrecy impossible. A few shots were exchanged, and one of our men was slightly wounded, and as their signal fires and alarm guns showed an instant state of readiness, as also it was known that 600 rebel troops could be concentrated at an hour's notice, the boats were withdrawn, having first ascertained that the channel was obstructed about 1,000 yards below Port Leon, so that the vessels could not pass up. Under the circumstances any further operations in that direction were wisely abandoned, beyond throwing a few shell at the trains, which were bringing in troops from Tallahassee, and burning the stairway of the light-house, where a lookout is kept.

Lieutenant-Commander Crosman then turned his attention to some salt works on Marsh's Island, near the Ocklockonee River, from which it was supposed the men had probably been called in for the defense of St. Marks, and where consequently our men destroyed 50 salt boilers, together with the buildings attached and some 60 bushels of salt, without opposition or loss, beside capturing 3 prisoners and rescuing 6 contrabands.

Lieutenant-Commander Crosman is warm in his commendation of the officers and men of both vessels acting under his orders, both as to

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their spirit and efficiency, and I am constrained to express the same opinion of him.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Detailed report of Lieutenant-Commander Crosman, U. S. Navy, commanding U. S. S. Somerset.

U. S. S. SOMERSET,
East Pass, St. George's Sound, July 16, 1863.

SIR: On the 5th I requested Lieutenant-Commander Morris to send me the *Chambers* at this place, that I might leave that vessel to maintain the blockade while I went to St. Marks to relieve the *Stars and Stripes* in case she needed coal, as I expected, and to destroy all the salt works in that vicinity.

On the 8th the *Chambers* anchored in East Pass.

The morning of the 12th got underway for St. Marks, anchored off Ocklockonee Shoal at about 3 p. m., 13 miles from the light-house, and fired a gun upon my arrival. The *Stars and Stripes* was soon alongside. Captain Willcomb told me he had plenty of coal, and I would have returned, but it occurred to me that no moon would be up that night; that it was nearly change; that there was generally a smart breeze during the night; that the tides were spring and neap, or nearly so, and I ordered him to prepare all his men and boats for a night expedition.

After the shades of evening had shut in the vessels from the vigilant gaze of the rebel pickets in the light-house both ships got underway, steamed up to the bar, and anchored.

At 9 p. m. five boats from the *Somerset* and three from the *Stars and Stripes* shoved off, formed line ahead, and pulled for the mouth of the river. The oars were all muffled and a spare set of mufflers was in each boat. Each man had his metal bayonet scabbard covered with blue flannel and a white cap to be put on at the order. Handcuffs and spare trailing lines were also provided to secure the prisoners.

Before starting the officers were told the object of the expedition, which was the first intimation they received. This was to pass up the St. Marks to the Wakulla River above the hospital, land, storm the battery and spike the guns, then embark, make a dash at Newport, capture the *Spray*, make prize of all the cotton in that neighborhood, burn the Government buildings, which are extensive and valuable, and come down the river in the *Spray*, whose two guns beside our own rifles would effectually scour the banks.

No precaution was neglected, and all were enthusiastic and sanguine of success.

With the young flood tide, at 9 p. m., we pulled for the mouth of the river. On entering it the pilot came into my boat and the line proceeded slowly and silently, threading its way among the oyster bars and numerous shoals of the channel. I led the boats, and the *Somerset's* boats preceded those of the *Stars and Stripes*, the ambulance boat bringing up the rear. We numbered 130, all told.

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The picket fires could be seen dimly burning near the light-house and about the solid ground to the east of the river, and one faint light showed itself at Port Leon about 1½ miles from the battery at St. Marks, near which light we must pass within less than 100 yards. The clouds which in starting had obscured the stars were fast fading away, and the fresh breeze too had died entirely out. Yet there was no moon, and I hoped we might pass unobserved by keeping close against the west bank, where the boats would be projected against the high swamp grass of the shore. I had given orders that if we should be fired upon by a picket, no one was to return it without an order.

Pulling silently and slowly close in to the grass, no noise could be heard save the plash of the water as it struck the bows of the boats and rippled past, and we reached Port Leon, when the picket hailed us. All the boats laid on their oars. I replied to his hail, that I had been fishing down the river and was going up to St. Marks to sell the fish.

He hailed again and told me to come on shore. I replied that I was coming, and whispering to my executive officer to keep the boats in their present position, went toward the fire with the intention of capturing the guard before they could give the alarm. Presently a brand was thrown in the air, the fire commenced to burn brightly, two or three caps snapped, then apparently having found one that would go, the picket sent a bullet through the biceps muscle of one of my men in the launch. Four or five shots were given us, and seeing the signal fires blazing up brightly all about the east part of the river, knowing the surprise was now over and no chance of effecting our purpose remained, I gave orders to return the fire.

Two signal guns were fired from the battery, and everything denoted consternation and alarm upon the part of the enemy. Had I kept on I should have pulled through a narrow river exposed for 1 mile to the raking fire of the battery, to the fire of skirmishers upon the east bank, and probably by the time I arrived my force would have been so reduced as to make an assault the result of mere folly. I therefore with much regret gave the order to retreat, formed the line in reverse order, bringing up the rear myself, and pulled quietly back; the *Stars and Stripes'* launch which I had ordered to lead the retreat, on account of her great draft of water, capturing a sailboat with compass, provisions, cigars, charts, etc., on the way. Two men who were in the boat jumped out and had to wade some 2 miles through swamps to reach solid ground.

We reached the ships at 5 a. m. on the 13th.

Meade, the man wounded, will soon be well again, as his wound is quite slight.

The afternoon of the 13th two cars were seen to come into St. Marks and shortly after another train, no doubt bringing troops from Tallahassee.

I steamed in toward Spanish Hole, shelling the troops about the light-house, the *Stars and Stripes* doing the same. The morning of the 14th I anchored in Spanish Hole, sent a boat on shore to pull to pieces a shed at the light-house that I might have material to build a coal bin around my steam drum, and also stakes to put down upon the bars of the river.

I went myself then to the last stake, which marks the point of an oyster bar about 1,000 yards to the southward of Port Leon, and found a scow sunk with about 100 tons of stone, right in the channel. My

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vessel was all ready to go up, and had it not been for this obstruction, insurmountable as it is, I am quite sure I could have whipped the rebels from their battery, spiked the guns, captured the *Spray*, and destroyed Newport.

I neglected to state that the *Spray* came down on the 13th within about 4 miles of my vessel and hoisted a flag of truce. I responded with one at the fore, and when a boat came from her, sent Mr. Chatfield, the executive officer, in the launch with a flag of truce to communicate with her. The object, I think, was to reconnoiter, but the only question they desired to propound was in relation to the white and yellow flag at the main, which they had supposed to be a flag of truce.

The *Spray's* boat met mine equally distant from the vessels. No information whatever was elicited.

On the 15th I landed and burned out the stairway of the light-house, besides a quantity of corn stored there. I think it will be some time before the rebel pickets can use the light-house as a lookout.

Giving up all idea of taking the battery on account of the obstructions, I got underway at 9 a. m. of the 15th, and in company with the *Stars and Stripes* steamed down to the northward of Ocklockonee Bay. Here we arrived at 12:30, and all the boats were sent on shore to destroy the salt works. My executive officer, Mr. Chatfield, had command of the expedition, and performed his duty in a highly creditable and officer-like manner. I enclose his report:

Some 60 bushels of salt, a number of shanties, and 50 salt boilers were destroyed.

Three white men and six negroes were also captured, the latter coming off voluntarily.

I will send them to you by the first opportunity.

On the 16th I got underway, parted company with the *Stars and Stripes*, and arrived here in the evening.

During the night expedition up the river, ashore at the salt works, and during the time Captain Willcomb was cooperating with me, I was much pleased with the activity and ardor with which he obeyed my instructions. His officers and men also did their duty, and the executive officer of the *Stars and Stripes* was always careful, energetic, and attentive. As regards my own officers, I have frequently written of Mr. Chatfield, who merits the favorable consideration of the Department, and all did their whole duty.

I regret the failure of a long-cherished scheme, but would not have regretted it, I am confident, had the weather proved propitious. Had that rascally picket not proved so vigilant and wakeful, the attempt would have been a complete success, and I should have had the pleasure of sending you perhaps 600 or 700 bales of cotton. Or had the night proved what the clouds seemed to presage, a dark and rainy one, the tale would have been different.

I enclose* a sketch of the battery, a tracing of the river, and have drawn a diagram illustrating the position of the scow, or obstruction in the channel.

I am still convinced, sir, that with my men drilled as they are so as to be obedient to the bugle call when acting as skirmishers, I can whip the rebels off of the point at St. Marks. But to achieve any great result I would like 200 or 300 soldiers; with them and my own men I could march up to Newport, capture any quantity of cotton, perhaps

* See page 500.

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1,000 bales, then come down the river to St. Marks, storm the fort, cut the wires, tear up the railroad track, and throw the guns into the river, returning to the ships in the *Spray*.

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

A. F. CROSMAN,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Squadron.

Report of Acting Master Chatfield, U. S. Navy, regarding expedition to Marsh's Island for the destruction of salt works.

U. S. S. SOMERSET, EASTERN GULF BLOCKADING SQUADRON,
Off Ocklockonee Bay, Fla., July 16, 1863.

SIR: I have the honor to report that in obedience to your order directing me to organize an expedition for the purpose of destroying the salt works on Marsh's Island, Apalachee Bay, I left the ship at 1 o'clock p. m. July 15, with the two cutters and launches, carrying a force of 70 officers and men. The gig accompanied the expedition as an ambulance boat, in charge of Assistant Surgeon Cooke.

Having ascertained that there were two different sets of works upon the island, I landed my whole force, threw out pickets and deployed a line of skirmishers to protect the working parties.

I found at this place some contrabands, who informed me that there were no troops upon the island, all having left one week before.

We here destroyed 27 salt boilers, about 60 bushels of salt, and burned all the buildings, etc., thus thoroughly breaking up the establishments.

Six of the 10 or 12 contrabands found at this place claiming my protection, I brought them off with me, and they are now on board.

The boats from the U. S. S. *Stars and Stripes* landed about one-half mile to the right of us, destroyed 23 boilers, etc., and captured 3 prisoners.

Uniting our forces, we reconnoitered the whole island, and ascertaining that there were no more works of any kind, we returned to the ship, arriving on board at 7 o'clock p. m.

The combined result of the expedition was the destruction of 50 salt boilers, together with their buildings, etc., and 60 bushels of salt, the capture of 3 prisoners, and bringing off of 6 contrabands.

We met with no opposition and returned without any accident.

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

THOS. CHATFIELD,
Acting Master, U. S. Navy.

Lieutenant-Commander A. F. CROSMAN, U. S. Navy,
Comdg. U. S. S. Somerset, East Gulf Blockading Squadron.

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Report of Acting Master Willcomb, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding expedition in St. Marks River.

U. S. S. STARS AND STRIPES,
St. Marks Bay, Fla., July 19, 1863.

SIR: On the 12th instant U. S. S. *Somerset*, Lieutenant-Commander A. F. Crosman, arrived here. I immediately went on board, when Captain Crosman informed me that he intended to proceed up to St. Marks with all the available force at his and my command. I told him I was ready. At 8:45 p. m. my first, second, and third cutters, under command of Acting Master L. W. Hill, accompanied by Acting Master George Ashbury, Acting Assistant Surgeon Benjamin Marshall, Acting Assistant Paymaster John J. Pratt, Acting Master's Mate Henry B. Conklin, and 42 armed men, left this vessel and went alongside the *Somerset*. About 9 p. m. they left the *Somerset* and proceeded up the St. Marks River. Unfortunately they were discovered by the enemy's picket, about 2½ miles below the fort, and were fired at by the picket as well as the fort, and were obliged to abandon the expedition and return to the ship.

The object of the expedition was to surprise the fort, spike the guns, and make prisoners of the garrison and proceed up to St. Marks, capture the rebel steamer *Spray* and such other vessels as they might find, then proceed up to Newport and destroy the foundry and machine shop at that place.

Captain Crosman and myself the following day took my first cutter and an armed crew and proceeded up the river to sound and stake out the channel and to try and get our ships up, but we found a large barge full of stone sunk across the channel about 1½ miles below Port Leon, so that it is impossible for any vessel drawing over 4 feet of water to pass by it, even at high tide.

On the morning of the 15th, at 6 a. m., Captain Crosman and myself went on shore in my gig at the light-house and set fire to the wooden steps and burned all the woodwork inside, so as to prevent them from using it as a lookout station. At 9 a. m. I got underway from Spanish Hole, the *Somerset* following, and proceeded close up to the mouth of the Ocklockonee River, and came to about 3 miles from Pawtuxett Point, armed all our boats, and landed in two divisions; *Somerset's* boats landed about 1 mile outside of mine. For the success of this expedition I respectfully refer you to the enclosed report of Acting Master L. W. Hill. They destroyed about $30,000 worth of property and captured three white prisoners, which I turned over to Captain Crosman.

At 2 p. m. Captain Crosman and myself went on shore in my gig and landed at another point and set fire to and destroyed several buildings.

I have no casualties to report. I should have landed and destroyed these salt works before, but did not think it prudent with so small a force as I had at my command, as they have always kept one or two companies at that place; but they were recalled to St. Marks the day

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before, as they were anticipating an attack up there. The *Somerset* left here on the 16th for her station.

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

CHARLES L. WILLCOMB,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron,
Flagship Magnolia, Key West, Fla.

Report of Acting Master Hill, U. S. Navy, executive officer of the U. S. S. Stars and Stripes.

U. S. S. STARS AND STRIPES,
St. Marks, Fla., July 16, 1863.

SIR: In obedience to your order, I beg leave to submit the following report:

On the 12th of July, according to instructions, I, accompanied by Acting Master George Ashbury, Acting Assistant Paymaster John J. Pratt, Acting Assistant Surgeon Benjamin Marshall, and Master's Mate Henry B. Conklin, proceeded with 42 armed men in the first, second, and third cutters, and reported to Captain Crosman on board U. S. S. *Somerset* for duty.

We immediately proceeded in company with his boats up St. Marks River, with the object of taking the fort near St. Marks, of capturing the rebel steamer *Spray*, and any other vessel in that locality, but upon arriving at Port Leon, 1½ miles from the fort, we were discovered and fired upon by the enemy's pickets, and immediately afterwards from the fort itself, when we returned to our respective vessels.

In obedience to your orders of July 15, I also have to report that we proceeded to Ocklockonee Bay, where the force was divided into parties. One, consisting of all our own boats under my command, landed on Pawtuxett Point, where we discovered two extensive salt works, consisting of 23 salt boilers, several houses, a large number of wagons and other implements, besides a large quantity of salt, all of which property, valued at $30,000, was destroyed or rendered useless to the enemy. After which we returned to our vessels, bringing three white prisoners.

I have no casualties to report.

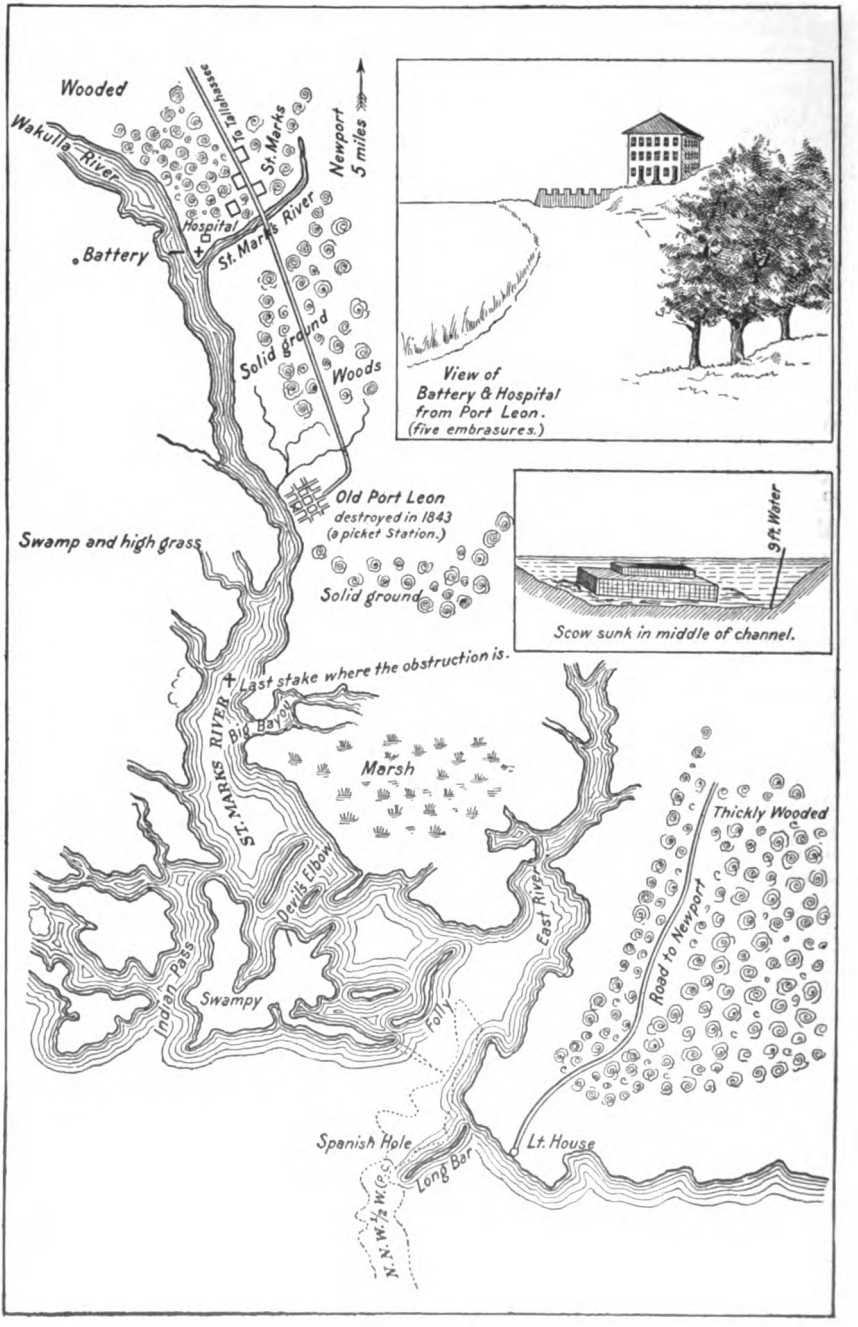
Very respectfully, your obedient servant,

L. W. HILL,
Acting Master, Executive Officer.

CHAS. L. WILLCOMB,
Acting Master, Commanding U. S. S. Stars and Stripes.

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[Enclosure.]



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Report of Acting Ensign Williams, U. S. Navy, commanding U. S. schooner Annie, regarding the capture of the whaleboat Alice, from Havana, Cuba.

U. S. SCHOONER ANNIE,
Key West, Fla., July 13, 1863.

SIR: I herewith respectfully submit the report of the capture of the whaleboat *Alice*, from Havana, the 11th instant, bound to Tampa. Upon my reaching the Northwest Channel light-house, I was boarded by the keeper, who reported a suspicious boat, with 6 men in her, having been seen in behind Cotteral's Key, and he feared an attack on the light-house after dark. I anchored and sent my boat, and also the keeper's, fully manned and armed, and found the above-mentioned boat.

I am, respectfully, your obedient servant,

JAMES S. WILLIAMS,
Acting Ensign, Commanding.

Acting Rear-Admiral T. BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Report of Acting Master Zerega, U. S. Navy, commanding U. S. S. Jasmine, regarding the capture of the sloop Relampago.

U. S. S. JASMINE,
Lat. 25° 47′ N., Long. 82° 49′ W., July 14, 1863.

SIR: I have the honor to inform you that I have this day captured the sloop *Relampago*, loaded with an assorted cargo (among which are 40 copper tubes for a boiler), cleared from Havana July 10, 1863, and bound to Matamoras.

We saw her at daylight about 7 miles to the eastward of us, standing to the northward and eastward with the wind from the southward and eastward.

When we came within range of our guns we hoisted our colors and fired a blank charge, upon which she hove to, but did not show any colors.

Her answer to the hail of "Where are you bound?" was "Key West."

Her captain, William Hudson, came on board with his papers, among which I could not find any register. While I was examining his papers a steamer burning black smoke was reported in sight, and we went in chase of her. After chasing her six hours I gave up the attempt and returned to the sloop, which I took in tow for Key West.

Enclosed please find a list of all the officers and crew on board this steamer at the time of the capture.

No other vessel in sight.

I am, very respectfully, your obedient servant,

ALFRED L. B. ZEREGA,
Acting Master, Commanding U. S. S. Jasmine.

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

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Order of Acting Rear-Admiral Bailey, U. S. Navy, to Commander Handy, U. S. Navy, regarding the delivery of howitzers, with ammunition, to Brigadier-General Woodbury, U. S. Army.

U. S. FLAGSHIP SAN JACINTO,
Key West, July 15, 1863.

SIR: You will be pleased to deliver to the order of Brigadier-General Woodbury two heavy 12-pounder howitzers, together with boat carriages, equipments, and implements complete (except that he will require but three passing boxes); also the following ammunition, etc.: 18 shell, 36 shrapnel, 36 canister, 500 cannon primers.

You will take receipts for these articles from the officer authorized by General Woodbury to take charge of them.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

Commander ROBERT HANDY, U. S. Navy,
Commanding Ordnance Ship Dale.

Stations of vessels of the East Gulf Blockading Squadron, July 15, 1863.

Name.	Commander.	Class and station.
Beauregard	Actg. Ensign [Actg. Master] F. Burgess.	Schooner. Mosquito Inlet.
Dale	Comdr. R. Handy	Ordnance ship. Ordnance storeship at Key West.
De Soto	Capt. W. M. Walker	Steamer. Cruising between 26° 30′ and 29° 30′ N. and 85° and 87° W.
Eugenie	Actg. Master W. McClintock	Schooner. Guard ship, Key West.
Fort Henry	Lt. Comdr. E. Y. McCauley	Steamer. Cedar Keys.
Gem of the Sea	Actg. Vol. Lt. I. B. Baxter	Bark. Charlotte Harbor.
Hendrick Hudson	Lt. Comdr. C. J. McDougal	Steamer. Same as De Soto.
Huntsville	Actg. Vol. Lt. W. C. Rogers	Steamer. Tampa Bay.
J. S. Chambers	Actg. Master L. Nickerson	Schooner. West Pass, St. George's Sound.
J. L. Davis	Actg. Master W. Fales	Bark. St. Joseph's Bay.
Magnolia	Comdr. H. S. Newcomb	Steamer. Gone to New York for repairs.
Port Royal	Lt. Comdr. G. U. Morris	Steamer. West Pass, St. George's Sound.
Pursuit	Actg. Vol. Lt. W. P. Randall	Bark. Indian River.
Restless	Actg. Master W. R. Browne	Bark. Cruising between 26° and 29° N. and between 83° and 85° W.
Roebuck	Actg. Master J. Sherrill	Bark. St. Andrew's Sound.
San Jacinto	Lt. Comdr. R. Chandler	Steamer. Flagship, Key West.
Sagamore	Lt. Comdr. E. English	Steamer. Key West; about starting for Indian River.
Somerset	Lt. Comdr. A. F. Crosman	Steamer. East Pass, St. George's Sound.
Sunflower	Actg. Master E. Van Sice	Steamer. Cruising to northward of Tortugas, between 83° and 85° W.
Stars and Stripes	Actg. Master C. L. Willcomb	Steamer. Off St. Marks.
Tahoma	Lt. Comdr. A. A. Semmes	Steamer. Repairing at Key West.
Wanderer	Actg. Master J. O. Barclay	Schooner. Fitting for hospital ship at Key West.
TENDERS.		
Ariel		Schooner. Tender to San Jacinto; cruising between Bahia Honda and Indian Key.
Brockenborough		Sloop. Tender to Port Royal; West Pass, St. George's Sound.
Ezilda		Schooner. Key West; condemned.
Two Sisters		Schooner. Tender to San Jacinto; cruising between Tampa Bay and Cedar Keys.
Julia		Sloop. Tender to Eugenie. Guard vessel, inside Key West.

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Stations of vessels of the East Gulf Blockading Squadron, July 15, 1863—Continued.

Name.	Commander.	Class and station.
TENDERS—continued.		
Stonewall		Schooner. Tender to Huntsville. Tampa Bay.
Annie		Schooner. Tender to Fort Henry. Cedar Keys.
Fox		Schooner. Tender to Dale. Same as Restless.
Rosalie		Sloop. Tender to Gem of the Sea. Charlotte Harbor.
Sea Bird		Schooner. Tender to San Jacinto. Fitting out at Key West.
Carmita		Schooner. Lighter, Key West.

T. BAILEY,
Acting Rear-Admiral.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander McDougal, U. S. Navy, commanding U. S. S. Hendrick Hudson, to proceed off Cape San Blas in search of cotton thrown overboard by blockade runner.

U. S. FLAGSHIP SAN JACINTO,
Key West, July 16, 1863.

SIR: You will prepare your vessel for sea with all possible dispatch for an absence of fifteen days, postponing all repairs that are not absolutely necessary until your return.

Lieutenant-Commander Jouett reports that while chasing a vessel to the westward of Cape San Blas, [Fla.], a day or two ago, she threw overboard upward of 300 bales of cotton, in order to escape from him. It is probable that a large portion of this cotton may be recovered by an early effort to do so. You will therefore see Lieutenant-Commander Jouett and obtain from him all the information possible relative to the precise locality where it was thrown overboard, and then proceed to the spot (without, however, neglecting the ordinary duties of a cruiser in case of falling in with any vessel) and pick up as much of it as possible.

Having performed this duty, you will return to this port.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Lieutenant-Commander C. J. MCDOUGAL, U. S. Navy,
Commanding U. S. S. Hendrick Hudson.

Report of Lieutenant-Commander Morris, U. S. Navy, commanding U. S. S. Port Royal, regarding expedition for the capture of cotton in Apalachicola, Fla., July 16, 1863.

U. S. GUNBOAT PORT ROYAL,
Key West, Fla., October 9, 1863.

SIR: I have the honor to report that having received information that there was a quantity of loose cotton in the city of Apalachicola,

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Fla., ready to pass the blockade, I, on the night of the 16th of July, 1863, sent an armed expedition to said city and succeeded in capturing 14 bags of cotton. I also found 12 bales of cotton on the beach between the 2d and 15th day of July, 1863.

Very respectfully, your obedient servant,

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

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the proposed sale of the steam tug Union.

No. 248.] U. S. FLAGSHIP SAN JACINTO,
Key West, July 17, 1863.

SIR: Referring to my communication dated July 11 and numbered 239, I have to inform the Department that the *Union* (steam tug), referred to in that letter, has made three unsuccessful efforts to proceed north, being in each instance compelled to return to this port in consequence of serious leakages that threatened to sink the vessel. I do not think she is in a fit condition to make the voyage even at this season. I shall therefore permit her to be sold here. She can not be dangerous as a blockade runner, making but 3 to 4 knots in the open sea, and being unseaworthy I could make no use of her for naval purposes.

The tonnage of the *Union* is 114 tons, and the draft of water 8 feet 6 inches.

I am, respectfully, your obedient servant,

T. BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Capture of the steamers James Battle and William Bagley, July 17 and 18, 1863.

Report of Captain Walker, U. S. Navy, commanding U. S. S. De Soto, regarding the seizure of the steamer James Battle.

U. S. SHIP DE SOTO,
Gulf of Mexico, July 18, 1863.

SIR: I have the honor to inform you that this day, in latitude 29° 21′, longitude 87° 8′, I seized, for violation of the blockade proclaimed and instituted by the President of the United States, the steamer *James Battle*, Jesse J. Coxe, master, of and from Mobile, laden with cotton and rosin, and cleared for Havana, and have ordered her to Key West for adjudication.

At the time of this capture a sail was in sight, so far distant that her lower yards were just appearing on the horizon, and consequently far beyond signal distance. What vessel it was or what her character was to us entirely unknown.

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The engine of the prize, as was supposed, had been purposely deranged just previous to her surrender, and we were some hours delayed in adjusting it. While thus engaged, an hour and a half after the capture, the stranger came up and proved to be the U. S. S. *Ossipee*, Captain Gillis.

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

W. M. WALKER,
Captain, U. S. Navy.

Hon. SECRETARY OF THE NAVY,
Washington, D. C.

[Same report to Acting Rear-Admiral Bailey.]

Report of Rear-Admiral Farragut, U. S. Navy, commanding West Gulf Squadron, transmitting report of Captain Gillis, U. S. Navy.

No. 133.] FLAGSHIP HARTFORD,
Lat. 33° 28′ 30″ N., Long. 76° 17′ W., August 8, 1863.

SIR: I herewith enclose a copy of the report of Captain J. P. Gillis of the capture of the Confederate steamers *James Battle* and *William Bagley*. I respectfully invite the attention of the Department to the conduct of Captain W. M. Walker, commanding the U. S. S. *De Soto*, attached to the Eastern Gulf Blockading Squadron.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

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

Report of Captain Gillis, U. S. Navy, commanding U. S. S. Ossipee, West Gulf Squadron.

U. S. STEAM SLOOP OSSIPEE,
Off Mobile, July 17, 1863.

ADMIRAL: * * *

18th July.—About 1 o'clock a. m., while at anchor off the Swash Channel, the *Aroostook* and *Kennebec* at their positions to the eastward, they made signal "A steamer running out this pass, standing S. E." We got underway and stood in chase; overhauled and passed the gunboats, smoke of chase in sight; at daylight discovered her to be a side-wheel steamer, and also another steamer on our port beam making black smoke; signalized the *Kennebec* to run for her; discovered a third steamer about standing for us; soon after she stood for the steamer we were in pursuit of and fired several guns; the chased vessel hove to and we saw her boarded and seized as a prize by the U. S. S. *De Soto*, she showing her number in answer to ours; we closed in and found, about 70 miles southeast of our anchorage off Mobile, the prize to be the *James Battle*, from Mobile for Havana, cargo 600 or more bales of cotton, rosin, crew, and passengers. I told Captain Walker, of the *De Soto*, we had chased her from off Mobile and that I would send to the honorable Secretary of the Navy our list of crew and officers, and directed him to send the prize to New

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Orleans for adjudication, saying it was your order, there being no district court at Key West.

While we were in chase of the prize she threw overboard some 50 bales of cotton; learn since that the *Aroostook* picked up forty odd bales of it.

The *Ossipee* then stood to the eastward to intercept the steamer we had seen and left *Kennebec* in chase of. At sunset the hull of said steamer was full in sight. We continued to gain on her. At 11 o'clock p. m. fired 30-pounder at her, and she immediately hove to and showed lights a short distance ahead on our port bow (her master says the shot struck on steamer's starboard quarter and ricochetted across her bow). As we were lowering a boat, having hailed her to take possession (which we did, and distributed prisoners to this ship and *Kennebec*), the *De Soto* ran up, dropped a boat, and sent on board of our prize Lieutenant-Commander Bradford as prize master, and took on board *De Soto* the master of steamer, with his papers; on learning which I hailed the *De Soto*, saying to Captain Walker, "The prize is ours," and sent on board orders for him to send me the master of steamer, with the papers of the prize; also to send on board of her for Lieutenant-Commander Robert F. Bradford, which, after some delay, he did. I received from Captain Walker the accompanying letter (copy herewith), the propriety and justice of which reminds me of the cormorant, defined by Worcester as "a voracious aquatic bird."

The *De Soto* had overhauled us, having great speed, but a very short time before, or about the time we captured the steamer, and it is doubted whether she saw her, but had followed in our track, knowing we were in pursuit—seized clandestinely the opportunity in the darkness to throw on board a prize master and receive steamer's papers. The prize steamer is the *William Bagley*, 396$\frac{39}{95}$ tons burden, Charles Frisk, master, from Mobile to Havana, with 700 bales of cotton on board; master and crew, 29 in number. We captured her 176 miles S. 34° E. of Mobile Bar. She is one of the two which ran out in the night of the 17th–18th instant, crossing the swash, and, keeping very close under the land (and in breakers, 8 feet water; she draws but 5$\frac{1}{2}$ feet) to the eastward, very difficult to detect from color, and setting low in the water. Both vessels captured on the 18th instant seized and taken possession of for violation of blockade under the President's proclamation.

I learn Captain Walker did not send the *James Battle* to New Orleans, but to Key West, and can not account for his singular conduct in connection with the *William Bagley*, unless it was to deprive you of your portion of prize money. Allow me to refer you to Upton on Prize Courts, page 114. Lord Stowell says:

> The striking of the colors is to be deemed the real deditio—the act of formal submission, the consummation of the capture.

I enclose certificate (copy of) of her master, Charles Frisk, which is conclusive, should any question be raised.

* * * * * * *

I am, sir, very respectfully,

JNO. P. GILLIS,
Captain, Comdg. Third Division West Gulf Blockdg. Squadron.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Comdg. West Gulf Blockdg. Squadron, New Orleans.

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[Enclosures.]

U. S. S. DE SOTO,
Gulf of Mexico, July 18, 1863.

SIR: Enclosed I send on board to you by your order, conveyed to me by Charles [W.] Adams, acting ensign on board the U. S. S. *Ossipee*, and also by O. L. S. Roberts, acting ensign in this ship, the papers of the steamer *William Bagley*, of Mobile, from Mobile bound to Havana, seized and taken possession of by this ship for violation of the blockade proclaimed and instituted by the President of the United States.

The steamer *William Bagley* is said to be laden with 700 bales cotton.

I send on board by the same conveyance and by your order Charles Frisk, master of the *William Bagley*.

At the time of taking possession of the *William Bagley* the U. S. steamers *Ossipee* and *Kennebec* were in sight.

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

W. M. WALKER,
Captain, U. S. Navy.

Captain JNO. P. GILLIS,
Commanding U. S. S. Ossipee.

U. S. S. OSSIPEE,
July 18, 1863.

I do hereby certify that I was chased from morning by a U. S. gunboat and from noon by the U. S. S. *Ossipee*. At 11:02 p. m. the *Ossipee* being within short range, a gun was fired at me, upon which I hove to.

No other gun was fired.

The U. S. S. *De Soto*, coming up soon after, passed between us, and, lowering a boat, boarded me and sent me, with my papers, on board the *De Soto*, from whence I was removed to the vessel capturing me.

I hove to for or surrendered to the U. S. S. *Ossipee*.

CHAS. FRISK,
Commanding Prize Steamer Wm. Bagley.

Report of Captain Walker, U. S. Navy, commanding U. S. S. De Soto, disputing the claims of Captain Gillis, U. S. Navy, commanding U. S. S. Ossipee, regarding the captures.

U. S. SHIP DE SOTO,
Gulf of Mexico, July 20, 1863.

SIR: The morning of Saturday the 18th found us lying to in latitude 29° 21′, longitude 87° 08′, the position I had selected at night.

At 5:15 discovered a smoke bearing nearly west; stood for it. At 6:15 made another smoke on the beam, bearing N. by E., and at 6:30 a sail abaft the beam. Pressed on our course, when at length it was believed that the steamer ahead was an armed vessel mounting heavy guns cleared for action. We now gained very slowly upon her. At 7:15 showed our colors, to which she did not reply; after which threw a shot in her direction, to which she paid no attention, but changed her course, increased her speed, and commenced throwing cotton overboard.

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We then fired several shots which fell near her; we began to be apprehensive that she might escape us. At 8:30 she stopped; sent alongside, took possession and put a prize crew on board. She proved to be the *James Battle*, of and from Mobile for Havana, laden with cotton. After we were in possession it was observed that the sail we had first seen at 6:30 was distant not less than 15 miles, her lower yards just appearing. She was far beyond signal distance. At 10 the strange sail came up, proving to be the U. S. S. *Ossipee*, Captain Gillis. I was necessarily very busy and said so as she passed, and my presence absolutely required on board the *De Soto*, but Captain Gillis sent a boat on board requiring me to go on board of him. He had nothing of importance to communicate, but enquired particularly about the cargo of the steamer. He then said that Judge Marvin had gone home, there was no court at Key West, and suggested I should send my prize to New Orleans, that they were very inattentive at Key West, etc. I replied, on the contrary, that we had found the court at Key West very prompt in attention to the business brought before it, and that my orders required me to send all prizes to Key West. I begged not to be detained and arose to go, enquiring at the same time of Captain Gillis where he was next bound. To this he replied, back to Mobile. I then returned to the *De Soto* and the *Ossipee* steamed away on a course about E. to E. ¼ S., and in time disappeared from view. One of the engines of the prize was out of order; probably had been put out of order. I had to disconnect it, which delayed me some time.

My resolution had early been taken to start after the other steamer, with the determination if I did not fall in with her to await her off Havana. Therefore as soon as the *James Battle* was underway for Key West I started on a course S. E. by E.; not a ship, not a smoke in sight. At 2:15 from the masthead made a smoke. At 3:40 made the *Ossipee* and a smoke to the southward of her. We kept on our course, hauling a little southerly. At 3:30 made another smoke going to the southward.

At dark the *Ossipee* was distant about 6 to 7 miles, the smoke we were in chase of apparently about 12 miles. At about 10:15 came up with and passed on our port beam what appeared to be one of our gunboats; as she passed she showed her night signal, to which we replied. We then heard from her some indistinct hailing, to which we paid no attention. She next hung a lantern over the stern, for what purpose we could not surmise unless to direct the *Ossipee*, for it was supposed by us that this small steamer was in advance of the *Ossipee*.

In about half an hour descried the hull of a vessel on our starboard beam. We kept off to the southward to ascertain if she were the steamer we were in chase of, but on nearing discovered her to be the *Ossipee*. Hauled back on our course, and soon after below the cloud of smoke we were following we saw the stranger steamer.

After we had got well in advance of the *Ossipee* and were making preparations to hail and board the strange vessel the *Ossipee* fired a blank cartridge, apparently from a small gun; whereupon we showed to her abaft the wheelhouse our night signal. As we closed with the stranger, she stopped. We then boarded and took possession of the steamer *William Bagley*, Charles Frisk, master, from Mobile for Havana, with 750 bales of cotton, and the master and his papers were brought on board. While this was transpiring, the *Ossipee* came up

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and sent an officer on board the *Bagley* to take possession, who was notified that the steamer was in possession of the *De Soto*. Whereupon the officer of the *Ossipee* sent his boat back to her, it is presumed, with that information. Meanwhile, the organization of the prize [crew] was going on, the executive officer, engineer, and other officers, 24 seamen, a corporal, and marines were engaged in this duty, when an officer came on board from Captain Gillis, directing me to send the master of the captured steamer, with his papers, on board to him, who claimed her as his prize. This order was repeated soon after through another officer. I thereupon directed Lieutenant-Commander Bradford to give the *William Bagley* in charge of the officer from the *Ossipee*, and so soon as I could give the matter attention I sealed up the papers of the prize, together with the affidavit of the officer by whom they had been received, and sent them, accompanied by her master, on board to Captain Gillis, to whom, at the same time, I addressed at midnight, the hastily written letter,* whereof I enclose a copy.

I can not conclude this paper without expressing my surprise at the act of Captain Gillis, which dispossessed me of a prize within the limits of your command. I would be glad to learn that his course, which appears so high handed, may be justified by considerations of public safety or necessity which were not revealed to me.

No officer has a higher respect than I have for the prerogative of rank, nor would I have its functions abridged, but it should be exercised with consideration and discretion under heavy responsibility. In the instance to which I now call attention Captain Gillis appears to have exercised it without due consideration for myself, his equal in rank, and with an utter disregard of that comity which should have led him to refrain from all unnecessary interference with the ships under the special orders of the admiral commanding the Eastern Gulf Blockading Squadron.

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

W. M. WALKER,
Captain, U. S. Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Report of Captain Walker, U. S. Navy, commanding U. S. S. De Soto, regarding the capture of the steamer William Bagley.

U. S. S. DE SOTO,
Gulf of Mexico, July 20, 1863.

SIR: I have the honor to inform you that on the night of the 18th instant in latitude 27° 31′, longitude 86° 10′, I seized and took possession of, for violation of the blockade proclaimed and instituted by the President of the United States, the steamer *William Bagley*, Charles Frisk, master, of and from Mobile, laden with 750 bales of cotton and bound to Havana.

After I was in possession and her master and her papers had been brought on board this ship, the U. S. S. *Ossipee* came up followed by the *Kennebec*, whereupon Captain Gillis, of the *Ossipee*, sent a boat on board the prize to take possession, when the officer sent by Captain Gillis reported to him that she was in possession of the *De Soto*.

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*See p. 507.

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The necessary organization of the prize was being carried on on board of her by my orders, when Captain Gillis sent an officer directing me to send the master of the *William Bagley* with his papers on board to him, claiming, without right, I think, the *William Bagley* as a prize to the *Ossipee*.

With this order, as in duty bound, I complied, and at the same time directed the prize steamer *William Bagley* to be surrendered to the custody of the officers sent on board by Captain Gillis.

What disposition was made of the prize I know not, as I immediately resumed my cruise.

At the time of the capture of the *William Bagley* by this ship the U. S. steamers *Ossipee* and *Kennebec* were within signal distance.

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

W. M. WALKER,
Captain, U. S. Navy.

Hon. SECRETARY OF THE NAVY,
Washington, D. C.

Letter from Acting Rear-Admiral Bailey, U. S. Navy, to Rear-Admiral Farragut, U. S. Navy, regarding the disagreement between the commanding officers of the U. S. steamers De Soto and Ossipee.

U. S. FLAGSHIP SAN JACINTO,
Key West, July 28, 1863.

SIR: I gather from what Captain Walker, commanding the *De Soto*, tells me, that there existed some misunderstanding at the time of the taking of the prize steamer *William Bagley* between himself and Captain Gillis as to which was the real captor, and accordingly I enclose a copy of his report of the affair as best expressing the view that he takes of the matter, though the question as to which is the actual captor is perhaps of more theoretical than practical importance; at least, it does not affect the distribution of the prize money.

It seems that both the *De Soto* and the *Ossipee* were in chase of the *Bagley;* that about midnight the *De Soto*, by reason of her superior speed, overhauled her, the *Ossipee* then being astern of the *De Soto;* that in that position she fired a gun, though for this act there existed no real necessity, the *De Soto* being close aboard the prize; that on approaching sufficiently near the chase the *De Soto* sent a boat on board, and put an officer and prize crew in possession, and sent the master of the prize with his papers on board the *De Soto*, all of which was accomplished before the *Ossipee* had so much as lowered a boat. Matters standing in this position Captain Gillis thereupon, by virtue of his superior rank, dispossessed Captain Walker of his prize, and put his own officer and prize crew on board. I think the proceeding was not in accordance with either the custom of the service or with legal precedent. I hope this action of Captain Gillis will not raise questions that will delay and embarrass the court in determining the case.

Upon this state of the case I trust I shall not be found to be in conflict with any views you may have of the case, when I add that it seems clear to me that this is a capture in which the *De Soto*, *Ossipee*, and *Kennebec* are equally entitled to share, and that while you are entitled to one-twentieth part of such sum as may be awarded to the

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Kennebec and *Ossipee*, I am entitled to one-twentieth part of such sum as may be awarded to the *De Soto*. I send a statement to that effect.

If you coincide with me in this view of our relative rights in the case and the rights of our respective vessels, will you be kind enough to sign and forward the statement to whatever prize court you may have selected for the adjudication of the case. I refer you to the opinion of Judge Marvin, which I sent you a few days since, as to the necessity for a statement of this character, assented to by the respective parties entitled to share, being submitted to the prize court in cases of conflicting claims before any decree for distribution can be made.

Please advise me as to the disposition you make of the prize, and whether you agree with me in the views I have expressed above.

Very respectfully, your obedient servant,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding Western Gulf Blockading Squadron.

Statement of facts regarding the capture of the prize steamer William Bagley, agreed to between Rear-Admiral D. G. Farragut, commanding the Western Gulf Blockading Squadron, and Acting Rear-Admiral Theodorus Bailey, commanding the Eastern Gulf Blockading Squadron.

That the *William Bagley* was captured on the night of the 18th of July, 1863, in latitude 27° 31′, longitude 86° 10′. That she was taken possession of in the first instance by Captain William M. Walker, commanding the U. S. S. *De Soto*, a vessel of the Eastern Gulf Blockading Squadron, and subsequently was placed in charge of an officer and prize crew from the U. S. S. *Ossipee*, a vessel of the Western Gulf Blockading Squadron, by order of Captain Gillis, commanding the *Ossipee*, and the senior officer present. That the *De Soto*, *Ossipee*, and *Kennebec* are entitled to share in the prize, all being present at the capture.

That Rear-Admiral Farragut is entitled to one-twentieth of such shares as may be awarded to the *Ossipee* and *Kennebec*, and Acting Rear-Admiral T. Bailey is entitled to one-twentieth of such share as may be awarded to the *De Soto*.

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the disposition of the steamer James Battle and cargo.

No. 252.] U. S. FLAGSHIP SAN JACINTO,
Key West, July 23, 1863.

SIR: The *James Battle* arrived here on the 21st instant with 600 bales of cotton, a prize to the *De Soto*. She is one of a large fleet of blockade runners carrying on a steady and successful trade between Mobile and Havana.

The *Battle* was the finest packet on the Alabama River and was altered to suit her for a blockade runner, at a large expense. The

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Warren, *Fannie*, *William Bagley*, *W. H. Smith*, *Alabama*, *Alice Vivian*, and *St. Mary's* are other vessels of the same class. The *De Soto* is the only vessel I have with sufficient speed to overtake any of these traders. I have stationed her to the northwest of Tortugas in their track, and a week never passes that she does not sight some one of them. At the time of the capture of the *Battle* another was in sight, to which the *De Soto* gave chase. The *Sunflower* is also off Tortugas and has chased several, but in most cases they escape both these cruisers by superior speed. I feel confident that if the Department will send me two swift steamers like the *De Soto*, I can effectually put a stop to this lucrative traffic. I have directed that the cotton on the *Battle* be sent north in the ship *General Cobb*, if the marshal can make his arrangements with the captain, and that the *Battle* herself be sent to New Orleans for sale at the marshal's convenience, she being particularly adapted to the carrying of plantation produce.

I should have stated above that the *Hendrick Hudson* and *Huntsville* have both at various times given chase to one or other of the above-named steamers, but failed to make capture by reason of their inferior speed.

I am, respectfully, etc.,

THEODORUS BAILEY,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander McCauley, U. S. Navy, commanding U. S. S. Fort Henry, regarding cotton captured in Waccasassa River.

U. S. S. FORT HENRY,
Cedar Keys, Fla., July 19, 1863.

SIR: The boats of this vessel have this day brought in 22 bales of cotton captured the 17th instant in Waccasassa River; also 8 contrabands.

The rebels burned 120 bales of cotton to prevent it from falling into our hands.

I will forward the cotton and contrabands to Key West.

Very respectfully, your most obedient servant,

ED. Y. MCCAULEY,
Lieut. Comdr. U. S. Navy, Commanding U. S. S. Fort Henry.

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

Report of Lieutenant-Commander McCauley, U. S. Navy, regarding an engagement in Waccasassa River, July 20, 1863.

U. S. S. FORT HENRY,
Cedar Keys, Fla., August 5, 1863.

ADMIRAL: In obedience to the order contained in your dispatch of the 29th ultimo, I communicate the following as the details of the reconnoissance, in which P. Doran (seaman) and J. Bishop (seaman) lost their lives:

On the 20th ultimo, at early daylight, the launch was fitted out with ten days' rations and ordered "to proceed off Bayport, to keep out of

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sight during daytime behind an island there, and at nighttime to endeavor to intercept the blockade runners." Two of my officers being sick, another away in charge of a prize, and needing the services of a fourth for other duty, I was obliged to put the launch in charge of the chief boatswain's mate. I forbade the ascent of Crystal River, little imagining a necessity of the kind in respect to the Waccasassa.

In passing the latter a large amount of loose cotton floating downstream attracted attention, and the probability of making a good cotton capture induced Boatswain's Mate Gillespie to pull up the river. Coming to a narrow part, they were fired into from both banks by about 50 or 60 rifles. Doran and Bishop sprang to their gun. The former received a rifle ball through the neck, severing the carotid artery, and expired instantly; Bishop was shot through the body, and lived about half an hour. The launch being protected by her spars in cranes, none of the rest of the crew was materially hurt. On receiving a return fire, the rebels decamped, and in a few minutes the launch pulled out of range and returned alongside at midnight.

On the afternoon of the 21st the deceased were buried in the cemetery on Sea Horse Key with the customary ceremonies.

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

E. Y. McCauley,
Lieut. Commander, U. S. Navy, Comdg. U. S. S. Fort Henry.

Rear-Admiral Theodorus Bailey,
Commanding Eastern Gulf Blockading Squadron.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Weston, U. S. Navy, to assume command of the U. S. schooner Fox.

San Jacinto, *July 20, 1863.*

Sir: You are hereby detached from the U. S. ordnance ship *Dale*. You will report to Lieutenant-Commander Ralph Chandler, commanding flagship *San Jacinto*, for duty in command of the *Fox*, attached to the *San Jacinto* as tender.

I am, respectfully,

T. Bailey,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Acting Master A. Weston, U. S. Navy.

Report of Acting Master Van Sice, U. S. Navy, commanding U. S. S. Sunflower, regarding the chase of a blockade runner.

U. S. S. Sunflower,
Tortugas, July 20, 1863.

Sir: Having just come in for coal, etc., have just time to make a hasty report before the sailing of the *Matchless*. On last Tuesday, [July 14], the same day I left Key West, at 2:30 p. m., made black smoke to the westward. Immediately gave chase and in a few minutes raised the steamer running for the Quicksand Passage. Ran so as to head him off. When about 5 miles off he altered his course to bring me astern. At about 5:30 he again altered to the southward, when I came

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up on him very fast. Opened fire, dropping the first shell right under the bluff of his bow; fired at extreme elevation. At the same moment he made the *Cuyler*, when he hard aport again, and ran to the westward. I continued shelling, but could not hit him, the distance being too great. If the *Cuyler* had kept out of the way five minutes longer I would certainly have had him, as he was crossing my bow. I continued the chase until 11 o'clock, although I lost sight of him at 8:30. I could not get any speed out of my boat, going no time over 9 knots. The jet will not work. While I am coaling will have the engine thoroughly overhauled and some alterations made about the furnaces, which Mr. Bertram, the engineer in charge, thinks will have the desired effect. In conclusion, allow me to say that the captain of the *Cuyler* is indebted to me for his very valuable prize, as she would have gone through the Quicksand Passage all clear if it had not been for me.

Very respectfully, your obedient servant,

EDW. VAN SICE,
Acting Master, Commanding.

Rear-Admiral T. BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the injury to the public service caused by the vacancy in the judgeship of the U. S. district court at Key West, Fla.

No. 251.] U. S. FLAGSHIP SAN JACINTO,
Key West, July 23, 1863.

SIR: I feel it incumbent upon me to call your attention to the very grave detriment that is resulting to the public service by reason of the vacancy that now exists in the judgeship of the U. S. district court for this district.

The fact that the bench of this court is unfilled embarrasses every proceeding of a judicial character, for the remaining U. S. officials, the district attorney, the marshal, the clerk of the court, the prize commissioners, are unable to take any important step without the sanction of a judge unless they choose to assume a considerable degree of judicial responsibility and to exercise doubtful powers.

Meantime prizes are arriving every few days which should be adjudicated upon here—high-pressure Mississippi steamers, for instance, such as the *James Battle*, sent in yesterday by the *De Soto*, with 600 bales of cotton. These steamers, though admirably adapted to the Southern waters, are useless at the North and ill fitted to make the voyage. They must, however, be sent on or else the responsibility of transferring the cargo and making proper disposition of the vessel must be taken by those not properly chargeable with such duties.

In view of these facts and also of the greatly increased expenditure in prize cases resulting from the absence of the prize judge, I would respectfully suggest that an appointment be made of some person competent to fill the office and who will at once assume its duties. As Key West was never healthier than now, I do not think that any consideration as to the season should deter a judge from coming down forthwith. If none other can be found, I am of opinion that, should the President request it, Judge Marvin, who is now in New York and

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who has filled the position of admiralty judge for twenty years with such unfaltering rectitude and rare ability, would resume the office until a fit successor could be obtained.

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Rear-Admiral Farragut to Acting Rear-Admiral Bailey, U. S. Navy.

U. S. FLAG STEAMER TENNESSEE, *July 26, 1863.*

DEAR ADMIRAL: Your dispatch in relation to the stealing of certain articles from the passenger Don Higena, of the *Comet*, captured by the *Kanawha* and sent to Key West, has been received. I regret that Lieutenant-Commander Mayo should have allowed his judgment to give way in the manner he did in his letter. Although I agree with you that the officer's statement is perfectly satisfactory, still it was an official representation of a foreign consul and called for circumspection on your part; but I have no doubt that these men would say anything to give trouble, as they almost invariably do when you meet with a perverse disposition, and I believe the whole representation a fabrication, and that all these articles were for commercial purposes, and not entitled to respect as private property.

Our war has been conducted with the greatest liberality on our part, while, so far as I know, we have been taken advantage of whenever it was possible for them to do it.

The part that the English people, if not the Government, is playing in this struggle with us is as great a disadvantage to us as the rebels, and we are unable to help ourselves; but I trust it will not be so long. I regret that I am not twenty years younger and could live to see it all fairly settled. But God will settle it all right in His good time. I will say this for the British officers whom I have met, that they do not approve the conduct of their countrymen and regret that there should be such just cause for complaint against them. I suppose they are much as the good and honest people of our country were on the subject of filibustering.

I shall attend to your letter and admonish Lieutenant-Commander Mayo of his impropriety in addressing such a letter to his commanding officer when a superior officer is a party in the complaint.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Rear-Admiral T. BAILEY,
Commanding East Gulf Blockading Squadron.

List of paroled prisoners.

To all whom it may concern:

The following persons, having given their parole not to bear arms against the U. S. Government, nor to give aid, comfort, or information to the enemies of the Government of the United States until

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regularly exchanged, I have given them permission to leave this place in the fishing smack (sloop) *Welcome*, of which Thomas Blake is master, and to proceed in her to Charlotte Harbor, without touching at any other point, there to be landed under the direction of Acting Volunteer Lieutenant I. B. Baxter, U. S. Navy, commanding the bark *Gem of the Sea*, in conformity with my orders (accompanying this) and the vessel then to return to this place without cargo. All United States cruisers will, therefore, allow this cartel vessel to proceed on her way unmolested, so long as there is no reasonable ground for suspicion that she is acting otherwise than in good faith for the purpose hereinbefore mentioned.

List of paroled prisoners to be landed at Charlotte Harbor.

J. J. Cox.	Edw. Scroggins.	Richard Mott.
W. J. Mathews.	Joseph Grant.	Hugh Murray.
John Ashby.	E. G. Carew.	Peter Hunt.
Edw. Bowen.	Henry Dillingham.	Marshall Kane.
Thomas Frank.	Alex. Keefer.	

This passenger list and the crew list will be verified by any vessel of the United States boarding the cartel, and any person found on board who is not mentioned therein will be sent to this place as a prisoner of war.

T. BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

U. S. FLAGSHIP SAN JACINTO,
Key West, July 27, 1863.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Crosman, U. S. Navy, commanding U. S. S. Somerset, regarding expedition up St. Marks River, Florida.

U. S. FLAGSHIP SAN JACINTO,
Key West, July 27, 1863.

SIR: I have directed the schooner *Chambers* and the steam tug *Marigold* to report to you with a view of granting you the permission, so often asked, to organize an expedition up the St. Marks River. In yielding to your request, I am conscious that in the event of failure I might be thought to have acted injudiciously in entrusting the execution of the project to a comparatively inexperienced officer; but from the fact that the plan originated with yourself, from the long consideration that you have given the subject, and from the zeal, energy, and ability that you have already displayed, not only in the performance of whatever duty has presented itself to you, but also in the efficiency and discipline of your vessel, I have been induced to believe that this expedition could not be entrusted to better hands. I trust, therefore, that you will display a degree of discretion in making your preparation for this little affair equal to the other qualities for which I have given you credit. The force placed at your disposal is deemed more than adequate for the accomplishment of the object proposed, as you will leave the *Chambers* to maintain the blockade at the East Pass during your absence, and will take the *Marigold* and the *Stars and Stripes* with the *Somerset*. If, however, you should have

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received information since communicating with me which would render the result of the expedition at all doubtful, or if the aspect of affairs on the river should lead you to question the correctness of your previous information, or to feel the smallest want of confidence in your ability to succeed, you will then consider the present expedition as a mere reconnoissance en force, and will postpone the attack until you can be reinforced to such a degree as to insure success.

On returning from this expedition, the *Stars and Stripes*, the *Somerset*, and the *Chambers* will resume their previous stations on the blockade, and the *Marigold* will be sent to this place with the reports and results of the affair.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Lieutenant-Commander A. F. CROSMAN, U. S. Navy,
Commanding Steamer Somerset.

P. S.—You will readily understand that the utmost secrecy is to be observed, even toward your own officers, until you arrive on the ground.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Crosman, U. S. Navy, commanding U. S. S. Somerset, revoking instructions for expedition in St. Marks River, Florida.

U. S. FLAGSHIP SAN JACINTO,
Key West, July 29, 1863.

SIR: In consequence of having received your report of the 16th instant your orders relative to the expedition to the St. Marks River are hereby revoked, and in view of further information received here through other sources I deem it unwise to attempt any fresh operations in that quarter until more extensive preparations can be made.

But although you were unable to accomplish the object of your expedition, I am constrained again to commend the spirit manifested by the officers and men of your vessel and of the *Stars and Stripes*.

Respectfully,

T. BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Lieutenant-Commander A. F. CROSMAN, U. S. Navy,
Commanding Steamer Somerset.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Clark, U. S. Navy, regarding transfer of command.

U. S. FLAGSHIP SAN JACINTO,
Key West, July 29, 1863.

SIR: You are hereby detached from the *Gem of the Sea* and from duty on board the *Rosalie*, and you will report to Lieutenant-Commander Chandler, of the *San Jacinto*, for the command of the tender schooner *Sea Bird*.

Respectfully, THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Acting Master CHAS. P. CLARK, U. S. Navy.

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Report of Lieutenant-Commander McDougal, U. S. Navy, regarding cotton discovered in the vicinity of Cape San Blas, Florida.

U. S. S. HENDRICK HUDSON,
Key West, July 29, 1863.

SIR: I have the honor to inform the Department that while on a cruise I found on the beach, on and in the vicinity of Cape San Blas, 138½ bales of cotton, all of which I succeeded in getting, and have brought them to this place and entered them in the U. S. district court for adjudication, as a part of the cargo of a rebel steamer, name unknown.

The cotton was strewn all up and down the beach, and had evidently been washed on shore but a short time previously.

On or about the 15th instant, the U. S. S. *R. R. Cuyler* chased a rebel steamer some distance to the westward of Cape San Blas, and made her, in her efforts to escape, throw overboard a part of her cargo, which, I think, is the same that I have recovered.

The seizure was made on the 19th, 20th, 21st, 22d, and 26th instants, a part on each day.

I herewith enclose a list of those entitled to share in the capture.

I am, very respectfully, your obedient servant,

CHARLES J. MCDOUGAL,
Lieutenant-Commander, Comdg. U. S. S. Hendrick Hudson.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander McDougal, U. S. Navy, commanding U. S. S. Hendrick Hudson, regarding expedition for the recovery of cotton thrown overboard from a blockade runner.

U. S. S. HENDRICK HUDSON,
Key West, July 30, 1863.

SIR: In obedience to your orders of the 16th instant, I left this port on the 17th and proceeded to sea. I shaped a course for Cape San Blas, making the light-house on that point shortly after daylight on the 19th. About 9 a. m. of that date a solitary bale of cotton was discovered and secured. I then cruised about in the neighborhood of the place the cotton had been thrown overboard, but without finding any more. The day was one well adapted for seeing distant objects, and the lookouts were vigilant, an officer with the glass being at the masthead nearly the entire time.

I then became convinced that most, if not all, of it had been carried to the eastward, and, being near St. Andrew's and St. Joseph's, and having stores for the vessels at those places, I concluded to proceed and deliver them and at the same time find how the wind had been for the past week.

The *Roebuck* I communicated with early on the 20th, and about noon of the same day I also supplied the *J. L. Davis*, at St. Joseph's, with what I had on board for her. From these vessels I ascertained that the wind had been from the southward and westward for the week previous, which convinced me that a part, if not all, the cotton was in the neighborhood of Cape San Blas. As soon as I finished with the

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J. L. Davis I got underway and proceeded down the land and close to the shore in 3 fathoms water. About 6 miles to the northward of Cape San Blas the first bale was discovered on the beach just at the water's edge, and from that point cotton could be seen all along the shore. The men and boats were at once set to work and by night we had on board 33 bales. The next morning, the 21st, we commenced again at daylight, and, working down the beach with the steamer, succeeded in getting off 72½ bales.

The next day, the 22d, we recovered 28 bales, the last 20 of which we got on St. Vincent's Island. Just as we secured the last bale the *Port Royal* made her appearance from the West Pass, supposing us to be an English steamer discharging cargo. Having scoured the beach around and being satisfied no more cotton remained, I followed the *Port Royal* into West Pass, delivered mails and stores both to her and the schooner *Chambers*, and early next morning (the 23d) proceeded to East Pass, communicating and delivering stores to the *Somerset*, and then kept on to St. Marks, where I anchored all night, communicating with the *Stars and Stripes*.

Early next morning I got underway and returned to the West Pass, stopping a short time at East Pass and overhauling the American schooner *Anna Maria*, on a cruise from Pensacola in search of cotton. The next day (the 25th), it being very bad weather, I remained at West Pass, and on the morning of the 26th got underway and again proceeded off Cape San Blas to see if any more cotton had come on shore. I succeeded in getting 4 more bales, and am satisfied that no more remains in that neighborhood. Possibly some might have gone as far to the eastward as Cedar Keys, but my coal getting short, and the engineer complaining so much of the engine, I decided on returning to this place, which I did, after stopping at West Pass for the mails, and arriving here yesterday, the 29th instant.

From the *Port Royal* I received for passage to this place the following men:

John Conley, Edward Smith, and John Calahan, deserters from the First Regiment of Georgia Regulars, and Joseph Delano, a refugee, all of whom have taken the oath of allegiance.

I also brought from the *Port Royal* one sick man for the hospital, who was transferred there yesterday.

I am, very respectfully, your obedient servant,

CHARLES J. McDOUGAL,
Lt. Comdr., U. S. Navy, Comdg. U. S. S. Hendrick Hudson.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Report of Lieutenant-Commander McCauley, U. S. Navy, regarding a midnight reconnoissance into Bayport, Fla.

U. S. S. FORT HENRY,
Cedar Keys, Fla., July 30, 1863.

ADMIRAL: On the 22d instant the guard boat of this vessel, in charge of Orderly Sergeant C. Nugent, made a midnight reconnoissance into Bayport.

He reports the harbor clear of sail of any kind. On the 30th he captured a boat off Depot Key, containing two men, a woman, and their

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baggage. They represent themselves as refugees (named English) from Taylor County, Fla., about 40 miles northeast of St. Marks, trying to get to the blockading vessels to evade conscription by the rebels. They made signal to the boat that captured them.

I am, very respectfully, your most obedient servant,

E. Y. McCAULEY,
Lieutenant-Commander, Commanding U. S. S. Fort Henry.

Rear-Admiral THEODORUS BAILEY,
Eastern Gulf Blockading Squadron.

Report of Lieutenant-Commander Crosman, U. S. Navy, proposing an expedition against St. Marks.

U. S. S. SOMERSET,
East Pass, St. George's Sound, July 30, 1863.

SIR: I have the honor to enclose the usual monthly reports.

Acting Second Assistant Engineer William D. Peters, in charge of the engine of this vessel, reported to me some five days ago that the rivets fastening the ends of the 12 flues to the inner casing of the boiler were nearly rusted away, and that the material of the flues through which the rivets passed was eaten so thin by the rust that what are called soft patches would have to be put on.

By the skillful manner in which he has repaired them, performing successfully a piece of work generally beyond the ability and resources of a vessel of this size, and for the care and prudence exhibited by him ever since I have had command, I think he has shown himself a capable and reliable officer, and respectfully recommend him to the favorable notice of yourself and of the honorable Secretary of the Navy. He now guarantees the boiler to last upon blockade service at least six months.

The health of my crew, since borrowing the seine of the *Hudson*, has rapidly improved, and I attribute the change to the alteration of their food. I am happy to say that but 8 are to-day upon the list, and at present very few symptons of scurvy are apparent. Yet I must return the seine, and then expect to see a relapse into their former state of health. I earnestly request, therefore, that enough fruit for a week's serving be sent up to me, and think, with my doctor, it will have as good an effect as recruiting in Key West.

Had I a good launch and howitzer and a tender I could scour the coast between this pass and Suwanee River without interfering in the least with Lieutenant-Commander McCauley or Acting Master Willcomb. Aucilla River, Deadman's Bay, and the various bights and curves of that part of the coast present facilities to the blockade runners which are, I think, well taken advantage of. I am thankful, sir, for your kindly acceding to the numerous requests I have already made, and would not now ask for the tender and the launch did I not feel the want of them and know I can make a good use of both. If you will please consider that this vessel ought, from her size, to have a regularly fitted launch with its howitzer, that upon any boat expedition it may be a formidable auxiliary to the exposed small-arms men, and that the tender is entirely independent of the ship's boats, I am sure you will grant my request. It may appear a little grasping, but

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that is only so because I have never had either and make a request for both at the same time. Here, where I am alone, my only chance of doing anything is by means of my boats, and it is hardly prudent to let such small cutters leave the ship upon a distant expedition.

If for nothing else the expedition I can thus send cruising about the coast will have an excellent effect upon the esprit du corps of officers and men, give them a chance to recover the energy all of us have lost in this monotonous inactivity, and, I hope, please yourself very much by the work they ought to perform.

In regard to my St. Marks escapade, I am aware I may be liable to censure for acting without your orders, and if it has displeased you or injured any plan you may have formed, regret it very much.

But there was no immediate chance of a vessel arriving from Key West with your reply. The health of my men was getting worse each day; all my preparations were made; it was near the time when the moon would change (change on the 15th); it did not rise then on the 12th till near daylight; the tides were nearly spring, and if I got my vessel ashore at top high water the next tide would float her off; the wind generally blew fresh during the night, which I thought would hide the noise of the oars in the river; everything looked favorable, and on the 12th I put my project into execution. I had received intelligence that 200 men were stationed at St. Marks, that 400 more were in Tallahassee, and that 50 miles from St. Marks, at Bainbridge, were a company, or part of a company, while at Quincy, some 30 miles, I think, were stationed the remainder, making in all 700 men as the entire available force to be got into St. Marks within a day. Two hours would be perhaps sufficient for the 400 men to arrive from Tallahassee, but I did not expect to have been exposed to their fire until I should have disabled the guns of the battery and captured the *Spray*. After that, which certainly would not have occupied more than half an hour, I would have sent my boats down to Port Leon, gone up with the main body to Newport, which I could have reached before infantry could march the distance on a corduroy road, as I should go in the steamer *Spray*, and by at once burning the bridge and destroying the boats, prevent any reinforcements getting to the point or peninsular upon which stood Port Leon and the light-house. The work of capturing cotton, burning all public workshops, putting cotton bales upon the *Spray* to protect my men, and making all other necessary arrangements would be done probably before the troops could arrive at Newport. Then using the guns of the *Spray* to scour the one bank of the river upon which I could be attacked, together with my own rifles, all the time, if disabled by artillery, having the option of running the vessel into the grass, setting fire to her, and marching safely down to Port Leon without any hindrance, having a battery to pass whose guns were harmless, I think the plan does not seem rash or foolhardy.

But I expected to get quite close to the battery that night before I was discovered and then carry it by a coup de main, a work sailors are specially fit for, as you know, sir, and that done, all else was easy.

As I am the only officer who has had the opportunity of attempting this project, and as I have failed, I shall deem it an especial favor if you will let me try again, sure of doing all that any equal number of men on the station can do.

The pickets are doubtless more upon the alert now than before, and they may have been alarmed into making arrangements for a more

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rapid means of getting reinforcements. I would like, therefore, the cooperation of two or three hundred troops, who might load at the light-house, push up to Newport, hold the bridge, destroy the cotton, and either wait for me or push on to St. Marks, where I would be with the *Spray* and the battery.

This would create a diversion and would allow of our more thoroughly finishing the work.

It is a scheme I have cherished most fondly, and had the elements proved propitious, am confident that night would have witnessed a success. As it is, I ardently hope you will permit me to lead another, since it is impossible to get up the river in ships now, and until the stones have been removed by divers, which will read better than the account of a retreat.

If it is determined on to attack by vessels, the *Somerset* is the only vessel upon the station fit to go up, for the river is too narrow to turn in above Port Leon except at the Forks, and my vessel steers equally well at either end. Excuse me, sir, if I have been guilty of bad taste in suggesting what you already know.

Should you permit this expedition, and kindly allow me to retrieve my lack of success, I would be much gratified if Lieutenant-Commander McDougal, of the *Hudson*, could act in the place of the *Stars and Stripes*, if it meets with your approval.

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

A. F. CROSMAN,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Squadron.

Report of Commodore McKean, U. S. Navy, regarding the disposition of prizes captured by the vessels of the Gulf squadron while under his command.

BINGHAMTON, N. Y., *July 30, 1863.*

SIR: I have the honor to acknowledge the receipt of your communication of the 27th instant.

The steamers *Henry Lewis* and *Anna* and the schooner *Olive* were transferred to Quartermaster Butler by Commander Melancton Smith (acting under my orders) for the use of the Army, as reported in my dispatch No. 14, dated January 22, 1862, and the receipts of Quartermaster Butler for these vessels, and also for the schooner *Captain Spedden*, were forwarded to the Department with my communication of January 23, 1862, a copy of which is herewith transmitted. In regard to the other vessels named in your communication, I am unable to give any information.

I transmit herewith a list of the vessels captured by the Gulf squadron while under my command, showing the disposition made of both vessels and cargoes, and the name of the capturing vessel.

The following-named vessels were taken into the naval service, viz, schooner *Eugenie Smith*, bid in by the U. S. marshal at my request, and fitted up for the use of the captain of the port at Key West; steamer *Calhoun*, transferred to Flag-Officer Farragut; schooner *Ezilda*, transferred to Flag-Officer Farragut; schooner *Gypsy*, transferred to Flag-Officer Farragut; schooner *J. W. Wilder*, transferred to Flag-Officer Farragut.

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There were also several condemned vessels and a number of fishing smacks left at Ship Island at the disposal of Flag-Officer Farragut.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
Commodore.

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

Report of Acting Volunteer Lieutenant Stodder, U. S. Navy, regarding the U. S. S. Adela.

U. S. S. ADELA,
Off Sandy Hook, July 30, 1863.

SIR: The U. S. S. *Adela* sailed to-day, in obedience to orders received, for Key West.

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

LOUIS N. STODDER,
Acting Volunteer Lieutenant, Commanding.

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

Report of Acting Master Willcomb, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding expedition in search of sloop.

U. S. S. STARS AND STRIPES,
St. Marks Bay, Fla., July 31, 1863.

SIR: On the 29th instant, being informed that there was a sloop loading up the Chopchoppa [Sockockhoppee?] River, I sent two armed boats 20 miles up that river with the object of capturing her or any other vessel which they might find, but they returned on the following morning and reported that there was no vessel of any kind up there.

On the 30th Jacob Parker (contraband) came off to this ship and I have shipped him.

Provisions on board for seventy-five days.

I am, very respectfully, your obedient servant,

CHARLES L. WILLCOMB,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding East Gulf Blockading Squadron.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the abandonment of the U. S. tender Brockenbrough.

No. 256.] FLAGSHIP SAN JACINTO,
Key West, July 31, 1863.

SIR: On the 30th of May I was informed by Lieutenant-Commander A. F. Crosman, commanding the *Somerset*, that the *Brockenbrough*, a sloop tender to the *Port Royal*, had been beached in the great storm of the 27th, in which the *Amanda* was wrecked, to save her crew. It

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was thought at the time that the *Brockenbrough* would be got off without damage. By letter of date of July 24, from Lieutenant-Commander G. U. Morris, of the *Port Royal*, I learn that after working at the *Brockenbrough* for over three weeks and finding that his men were getting sick from exposure to the water and heat he was forced to abandon her. Her bottom was so badly stove in that he was unable to raise her with all his casks. She will therefore have to be dropped from the list of tenders.

I am, respectfully, etc.,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Stations of vessels composing the East Gulf Blockading Squadron, August 1, 1863.

Name.	Rank.	Class and station.
Beauregard	Actg. Master F. Burgess	Schooner. Mosquito Inlet.
Dale	Comdr. R. Handy	Ordnance ship. Key West.
De Soto	Capt. W. M. Walker	Steamer. Coaling at Key West.
Eugenie	Actg. Master W. McClintock	Schooner. Guard vessel, Key West.
Fort Henry	Lt. Comdr. E. Y. McCauley	Steamer. Cedar Keys.
Gem of the Sea	Actg. Vol. Lt. I. B. Baxter	Bark. Charlotte Harbor.
Hendrick Hudson	Lt. Comdr. C. J. McDougal	Steamer. Repairing at Key West.
Huntsville	Actg. Vol. Lt. W. C. Rogers	Steamer. Tampa Bay.
J. S. Chambers	Actg. Master L. Nickerson	Schooner. West Pass, St. George's Sound.
J. L. Davis	Actg. Master W. Fales	Bark. St. Joseph's Bay.
Magnolia	Comdr. H. S. Newcomb	Steamer. Gone north for new boilers.
Marigold	Actg. Master L. D. D. Voorhees	Steamer. St. George's Sound.
Port Royal	Lt. Comdr. G. U. Morris	Steamer. West Pass, St. George's Sound.
Pursuit	Actg. Vol. Lt. W. P. Randall	Bark. Indian River.
Restless	Actg. Master W. R. Browne	Bark. Cruising off Tampa Bay.
Roebuck	Actg. Master J. Sherrill	Bark. St. Andrew's Sound.
Sagamore	Lt. Comdr. Earl English	Steamer. Cape Canaveral.
San Jacinto	Lt. Comdr. R. Chandler	Steamer. Key West.
Somerset	Lt. Comdr. A. F. Crosman	Steamer. East Pass, St. George's Sound.
Stars and Stripes	Actg. Master C. L. Willcomb	Steamer. Off St. Marks.
Sunflower	Actg. Master E. Van Sice	Steamer. Repairing at Key West.
Tahoma	Lt. Comdr. A. A. Semmes	Do.
Wanderer	Actg. Master J. O. Barclay	Schooner. Hospital ship, Key West.
Annie		Schooner. Tender to Fort Henry, Cedar Keys.
Ariel		Schooner. Tender to San Jacinto, Bahia Honda (reef).
Brockenborough		Sloop. Tender to Port Royal; condemned; St. George's Sound; sunk.
Carmita		Schooner. Tender to lighter, Key West.
Fox		Schooner. Tender to San Jacinto; cruising between Cedar Keys and St. Marks.
Ezilda		Schooner. Condemned; Key West.
Julia		Sloop. Tender to Eugenie; guard vessel (inside), Key West.
Rosalie		Sloop. Tender to Gem of the Sea, Charlotte Harbor.
Sea Bird		Schooner. Tender to San Jacinto; fitting out at Key West.
Stonewall		Schooner. Tender to Huntsville, Tampa Bay.
Two Sisters		Schooner. Tender to San Jacinto; cruising between Cedar Keys and Tampa Bay.

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark Gem of the Sea, regarding the capture of the British schooner Georgie.

U. S. BARK GEM OF THE SEA,
Charlotte Harbor, Fla., August 1, 1863.

SIR: I have the honor to report to you that on the 29th of July I captured the British schooner *Georgie*, of about 5 tons burden, of Nassau, New Providence, in the Sanibel or Caloosahatchee River, 1 mile from Fort Myers. She was deserted and had neither cargo nor papers of any kind on board of her.

The following is a detailed account of her capture: Having been informed by refugees that there were a small schooner and sloop lying up the Caloosahatchee River near Fort Myers, I sent, on the 27th ultimo, Acting Master Peter F. Coffin with the tender sloop *Rosalie* and our launch, manned with 11 men and Acting Master's Mate Charles A. Edgcomb, on an expedition up that river to cut them out. They returned to this vessel this morning safe, having been successsul in capturing the above-mentioned schooner, which they found secreted in a small creek near Fort Myers.

The schooner is nearly new, I should think not more than six months old, and with your permission I shall be pleased to retain her as a tender to this vessel, as she will be of great service in making the blockade at this point effective.

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

I. B. BAXTER,
Acting Volunteer Lieutenant, U. S. Navy, Commanding.

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

P. S.—I enclose herewith a list of officers and men belonging to this vessel who are entitled to share in the prize money.

Report of Acting Master Sherrill, U. S. Navy, commanding U. S. bark Roebuck, regarding the prize cotton picked up by that vessel.

U. S. BARK ROEBUCK,
St. Andrew's Bay, August 5, 1863.

SIR: I have the honor to inform the Department of the picking up of 10 bales, one-half bale, and 1 bag cotton by the boats of this vessel on the seabeach in this vicinity between August 1 and 3. It will be sent to Key West for adjudication by the earliest available opportunity.

This is supposed to be part of the cotton thrown overboard by the rebel steamer *Alabama* when chased by the *R. R. Cuyler*.

I enclose herewith a complete list of the officers and crew at the time it was taken.

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

JOHN SHERRILL,
Acting Master, Commanding U. S. Bark Roebuck.

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

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Letter from the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, regarding the withdrawal by the Spanish Government of restrictions connected with the port of Havana, Cuba.

NAVY DEPARTMENT, *August 5, 1863.*

SIR: The Secretary of State, under date of 30th ultimo, informs this Department that the chargé d'affaires of the United States at Madrid announces the revocation of the order issued by the captain-general of Cuba, to the effect that vessels of war under our flag should not be permitted to communicate with the shore without formally entering the port of Havana.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral T. BAILEY,
Comdg. Eastern Gulf Blackdg. Squadron, Key West, Fla.

Report of Lieutenant-Commander McCauley, U. S. Navy, commanding U. S. S. Fort Henry, regarding the capture of the sloop Southern Star, from St. Marks, Fla.

U. S. S. FORT HENRY,
Cedar Keys, Fla., August 6, 1863.

SIR: This morning whilst off the beacon we made a sail and chased her, capturing her on St. Martin's Reef, off the Withlacoochee River.

She proves to be the sloop *Southern Star*, from St. Marks or Cedar Keys, bound to Havana. She is loaded with 16 barrels of turpentine (manifest for 15), manned by 3 men.

I have sent the sloop to Key West. With this I forward prize list.

Very respectfully, your most obedient servant,

E. Y. MCCAULEY,
Lieut. Commander, U. S. Navy, Comdg. U. S. S. Fort Henry.

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

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the crippled condition of the squadron under his command.

No. 265.] U. S. FLAGSHIP TAHOMA,
Key West, August 6, 1863.

SIR: I have again to represent to the Department the sorely crippled condition of the squadron under my command. The steamers *Penguin* and *Magnolia* having gone North for new boilers, I have received in their stead the *Sunflower* and the *Marigold;* but their very limited capacity compels me to restrict their sphere of action within exceedingly narrow limits, namely, to cruising in the vicinity of the Tortugas, where they can obtain coal every few days. In the meantime, the *De Soto's* boilers have so far given out that on the recommendation of the fleet engineer I have requested the Bureau to order new ones for that vessel; and now the *Hendrick Hudson's* propeller has become loose on the shaft, and it will be necessary for her to go

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North and be docked. The *Tahoma* is here, undergoing repairs, and several weeks are yet needed to render her efficient; thus confining the *Huntsville*, which is next to the *De Soto* in speed, to the blockade at Tampa Bay. The *Port Royal*, *Somerset*, and *Fort Henry* also require extensive repairs, but I am wholly unable to relieve them for that purpose, and I fear by the time I can do so that the bad weather will render it hazardous to bring them down here. In order to do anything toward keeping up the offshore blockade between the Tortugas and Mobile, where, doubtless, a large number of vessels will now be thrown, in consequence of the operations at Charleston, I have been obliged to send the *San Jacinto* out to cruise and to hoist my flag on board the *Tahoma*.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Cruising instructions from Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Clark, U. S. Navy, commanding U. S. schooner Sea Bird.

U. S. FLAGSHIP TAHOMA,
Key West, August 6, 1863.

SIR: The steam tug *Marigold* is ordered to relieve your vessel in the duty assigned you and to receive from you the pilot, William [H.] Albury; after which you will proceed with the *Sea Bird* to cruise within the following limits, viz: Between the parallels of 26° and 28° north latitude, and between the meridians of 83° and 85° west longitude, keeping generally near a line drawn diagonally from N. W. to S. E. of that square. In chasing, of course, there are no limits besides those imposed by the jurisdiction of neutral powers, but otherwise it is important that you remain within the space designated.

The bark *Restless* is cruising within the same limits as assigned to the *Sea Bird*.

The object of your cruising is to intercept and capture all enemy's vessels or others engaged in violating the blockade; in the performance of which duty you will be guided by the orders and circulars already furnished you.

You will return to this port for provisions when necessary; meantime you can obtain wood and water either at Tampa Bay or at Charlotte Harbor, as may be most convenient.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Acting Master CHAS. P. CLARK, U. S. Navy,
Commanding Schooner (tender) Sea Bird.

Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, regarding information obtained from prisoners captured in small sailboat.

U. S. BARK GEM OF THE SEA,
Charlotte Harbor, Fla., August 10, 1863.

SIR: I last had the opportunity of addressing you under date of August 1, per sloop *Welcome*, of Key West, giving you a detailed

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account of the capture of the schooner *Georgie*, of Nassau, New Providence.

I now have the honor to report to you that on the 8th instant Acting Master Peter F. Coffin returned to this place with the sloop *Rosalie* from his station at Point [Punta] Rasa, bringing with him a small sailboat and three prisoners, names as follows: Richard Roberts, William Addison, and William Curry, which prisoners and boat he captured on the 7th instant near that place.

There was nothing found in the boat but the prisoners' wearing apparel and their provisions for about three weeks. The boat is old and of small value.

The above-named prisoners stated to me that they were from Manatee, Fla; that they left that place on the 3d instant in their boat bound for Sanibel River for the purpose of escaping from the rebel conscript officers, and that they intended to return to Manatee in about five weeks from the time they left there.

In my opinion they either are spies, or came here for the purpose of capturing the refugees on the islands in this vicinity, or were attempting to run the blockade, as they passed our ship at night, and when they saw the sloop *Rosalie* they secreted themselves in a small creek, but were discovered from the *Rosalie* previous to their entering the creek.

The following-named refugees, Henry Thompson, Milledge Brannen, and Mr. Cason, who are now living on the islands in this vicinity, informed me that they are acquainted with the prisoners William Addison and William Curry; that William Addison lives near the Myacca River, about 50 miles from this place, where he owns a large stock farm and about 1,000 head of cattle, and is exempt from the rebel conscript law; that William Curry lives at Manatee and has run the blockade twice, and that they are both rebels and traitors to the United States Government.

The above-mentioned information I have every reason to believe is the truth, as they have uttered rebellious sentiments in presence of and to the crew of this ship, and have positively refused to take the oath of allegiance to the United States.

Acting Master's Mate H. A. Crane informed me that he is acquainted with the prisoner Richard Roberts; that he lives at Manatee, but has lived at Key West some twenty-five years, where he commanded a wrecker and other small vessels, and is well acquainted with the west and south coasts of Florida, from Tampa Bay to Cape Florida, and that his sentiments were always for the Union; but I look upon him as a traitor and rebel to the United States Government, as he has positively refused to take the oath of allegiance.

The above-named prisoners and one refugee named Thomas Sainsberry, who came from Fort Myers on the Sanibel [or Caloosahatchee] River, I will send to Key West the first opportunity for your disposal.

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

I. B. BAXTER,
Acting Volunteer Lieutenant, U. S. Navy, Commanding.

SENIOR OFFICER,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

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Report of Acting Master Willcomb, U. S. Navy, commanding U. S. S. Stars and Stripes, stationed off St. Marks, Fla., regarding the chase and escape of a steamer.

U. S. S. STARS AND STRIPES,
St. Marks Bay, Fla., August 11, 1863.

SIR: On the 10th instant, at 3:30 p. m., the smoke of a steamer was reported in the S. S. E. I immediately got underway and gave chase. At 4:30 a schooner hove in sight in the S. W. At 5 p. m. I had gained so much on the chase that I could see her hull. She was a large side-wheel boat with walking beam, white smokestack, and one mast.

I then fired a gun as signal for the schooner to know that I was chasing the steamer, so that she might endeavor to cut her off; but there was very little wind and she could do nothing, but answered my signal by firing several times at the chase. I took the schooner to be the *Fox*. At 6 p. m. I got within 7 miles of the chase, and at sundown I was not more than 6 miles from her, and at 7:30 p. m. I was about 5 miles astern of her, when it set in very dark, and at 7:45 p. m. we lost sight of her, and at 8:30 I was obliged to give up the chase and return to my anchorage.

Two hours more of daylight and she would have been mine.

I have only 10 tons of coal on board this morning.

On the 13th the *Fox* arrived here, and I took the liberty of sending a letter to Lieutenant-Commander G. U. Morris, at West Pass, by her, to let him know that I am nearly out of coal.

I am, very respectfully, your obedient servant,

CHARLES L. WILLCOMB,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

Report of Lieutenant-Commander English, U. S. Navy, commanding U. S. S. Sagamore, regarding an attack upon New Smyrna, and reporting the capture of sloop Clara Louisa and schooners Southern Rights, Shot, and Ann.

U. S. GUNBOAT SAGAMORE,
Key West, August 12, 1863.

SIR: On the afternoon of the 28th I attacked New Smyrna with the U. S. dispatch steamer *Oleander* and schooner *Beauregard* and boats belonging to this vessel and the schooner *Para*, which vessel was stationed off blockading that place. The *Oleander* took the *Beauregard* in tow, crossed the bar and anchored abreast the place, giving it a good shelling, the boats going up past the town. We captured one sloop loaded with cotton, one schooner not laden; caused them to destroy several vessels, some of which were loaded with cotton and about ready to sail. They burned large quantities of it on shore, which we could not prevent. Landed a strong force, destroyed all the buildings that had been occupied by troops. In landing the party was fired upon by a number of stragglers concealed in the bushes. The conduct of all connected with the expedition was most praiseworthy. From the handsome dash in which it was made I attribute our success,

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particularly in coming off without having anyone injured. The sloop I sent to Port Royal with the *Oleander*, the schooner I have brought to this place for adjudication. Having operated with Rear-Admiral Dahlgren's vessels, I made a report to him of the affair, as well as to the Secretary of the Navy, which letters I have sent north by the *Oleander*.

On the morning of the 8th I captured the English sloop boat *Clara Louisa* 10 miles north of Indian River. On the afternoon of the same day, off Gilbert's Bar, I captured the English schooners *Southern Rights* and *Shot;* at the same time and place I captured the American schooner *Ann*, of Key West, Fla. I am satisfied his intentions were to have run in at Jupiter Inlet or Indian River, according to circumstances, with those vessels. She sailed from Abaco on Monday, the 3d, arrived at Sand Cay Thursday night, sailed from Sand Cay on Friday night in company with the two schooners above mentioned, and remained with them until the time of capture.

I have stationed the *Beauregard* at the Haul Over, 13 miles above Cape Canaveral, where cargoes have been landed and others taken in, with orders for him to proceed to Jupiter Inlet when it is necessary to communicate with the bark *Pursuit* for stores.

I found it impossible to close Jupiter Inlet; therefore consider it important to have a vessel of some kind stationed at that place constantly.

I am, very respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant-Commander.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the need of protection for Key West and the Tortugas in case of foreign armed intervention.

No. 270.] U. S. FLAGSHIP TAHOMA,
Key West, August 12, 1863.

SIR: Should our relations with England or France, or both, result in hostilities at any time, it would not be unreasonable to suppose that an early and powerful effort would be made to seize upon this place and the Tortugas; for although the commercial importance of the two ports is insignificant and the value of private property here may be far inferior to that of other towns equally exposed to attack, yet the military importance of holding this gateway to the Gulf of Mexico can hardly be overestimated, and is, indeed, too evident to require more specific mention. The occupation of but few other places in the country would occasion such serious inconvenience, more especially with the present rebellion on our hands.

If, therefore, the prospect of foreign armed intervention, or of hostilities under any other pretext, should become imminent, it would be absolutely necessary for the security of our possessions here and at the Tortugas that at least two powerful ironclad steamers should be sent here before an enemy could make his appearance in these waters.

Of course there is no present need of these vessels, and I have merely called the attention of the Department to the subject, in view

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not only of its great contingent importance, but also of our utter want of mail communication with the rest of the world at a time when our foreign relations have assumed a rather threatening aspect.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to commanding officers of blockading vessels regarding the reported movements of blockade runners.

U. S. FLAGSHIP TAHOMA,
Key West, August 14, 1863.

SIR: I have information that the steamers *Alabama* and *Nita* sailed from Havana on the 12th, with a view of running the blockade, probably at Mobile, but possibly between Tampa Bay and St. Marks; also that the steamers *Montgomery* (formerly *Habanero*), the *Isabel*, the *Fannie*, the *Warrior*, and the *Little Lily* were nearly ready for sail, with like intent. Furthermore, that the *Isabel*, which sailed on the 7th, has undoubtedly gone either to Bayport, the Waccasassa, or the Suwanee River. You will therefore keep a sharp lookout for any of these vessels, and capture such as come within your reach.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

Lieutenant-Commander EDW. Y. MCCAULEY, U. S. Navy,
Commanding Steamer Fort Henry.

N. B.—Copies sent to Acting Master C. L. Willcomb, Acting Volunteer Lieutenant W. C. Rogers, and Acting Volunteer Lieutenant Edw. Conroy, commanding steamer *Union*.

Stations of vessels composing the East Gulf Blockading Squadron, August 15, 1863.

Name.	Rank.	Class and station.
Beauregard	Actg. Master F. Burgess	Schooner. Cape Canaveral.
Dale	Commander R. Handy	Sloop of war. Ordnance ship, Key West.
De Soto	Capt. W. M. Walker	Steamer. Cruising from 100 to 200 miles S. E. of Mobile.
Eugenie	Actg. Master W. McClintock	Schooner. Guard vessel, Key West.
Fort Henry	Lt. Comdr. E. Y. McCauley	Steamer. Cedar Keys.
Gem of the Sea	Actg. Vol. Lt. I. B. Baxter	Bark. Charlotte Harbor.
Hendrick Hudson	Lt. Comdr. C. J. McDougal	Steamer. Preparing to go north for repairs.
Huntsville	Actg. Vol. Lt. W. C. Rogers	Steamer. Tampa Bay.
J. S. Chambers	Actg. Mast. L. Nickerson	Schooner. West Pass, St. George's Sound.
J. L. Davis	Actg. Mast. W. Fales	Bark. St. Joseph's Bay.
Marigold	Actg. Mast. L. D. D. Voorhees	Steamer. Cruising to northward and eastward of Tortugas.
Port Royal	Lt. Comdr. G. U. Morris	Steamer. West Pass, St. George's Sound.
Pursuit	Actg. Vol. Lt. W. P. Randall	Bark. Off Indian River.
Restless	Actg. Master W. R. Browne	Bark. Cruising 60 miles off Tampa Bay.
Roebuck	Actg. Master J. Sherrill	Bark. St. Andrew's Sound.
Sagamore	Lt. Comdr. Earl English	Steamer. Refitting at Key West.

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Stations of vessels composing the East Gulf Blockading Squadron, August 15, 1863—Continued.

Name.	Rank.	Class and station.
San Jacinto	Lt. Comdr. R. Chandler	Steamer. Cruising, etc. (Same as De Soto.)
Somerset	Lt. Comdr. A. F. Crosman	Steamer. East Pass, St. George's Sound.
Stars and Stripes	Actg. Master C. L. Willcomb	Steamer. Off St. Marks.
Sunflower	Actg. Master E. Van Sice	Steamer. Cruising to northward and eastward of Tortugas.
Tahoma	Lt. Comdr. A. A. Semmes	Steamer. Repairing at Key West.
Wanderer	Actg. Master J. O. Barclay	Schooner. Hospital ship at Key West.
Annie		Schooner. Tender to Fort Henry. Cedar Keys.
Ariel		Schooner. Tender to San Jacinto. Bahia Honda and Indian River.
Brockenborough		Sloop. Tender to Port Royal. Condemned, St. George's Sound.
Carmita		Schooner. Tender to lighter. At Key West.
Fox		Schooner. Tender to San Jacinto. Cruising between Cedar Keys and St. Marks.
Ezilda		Sloop. Tender to Fort Henry. Condemned at Key West.
Julia		Sloop. Tender to Eugenie. Guard vessel (inside) Key West.
Rosalie		Sloop. Tender to Gem of the Sea. Charlotte Harbor.
Sea Bird		Schooner. Tender to San Jacinto. Cruising 60 miles off Tampa Bay.
Stonewall		Schooner. Tender to Huntsville. Tampa Bay.
Two Sisters		Schooner. Tender to San Jacinto. Cruising between Cedar Keys and Tampa Bay.

T. BAILEY,
Acting Rear-Admiral.

Report of Lieutenant-Commander English, U. S. Navy, commanding U. S. S. Sagamore, regarding the capture of turpentine at the Haul Over.

U. S. GUNBOAT SAGAMORE,
Key West, August 16, 1863.

SIR: I have the honor to report to the Department that on the 24th of July I captured, at a place called the Haul Over, 13 miles north of Cape Canaveral, 11 barrels of turpentine, which had been placed there by the rebel enemy for the purpose of shipping it in some vessel to run the blockade; I have brought it to this place and turned it over to the court for adjudication.

I am, very respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant-Commander.

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

Capture of the Confederate steamer Alice Vivian.

Report of Captain Walker, U. S. Navy, commanding U. S. S. De Soto.

U. S. S. DE SOTO,
Gulf of Mexico, August 16, 1863.

SIR: I have the honor to inform you that I have this day seized, for violation of the blockade, the steamer *Alice Vivian*, S. W. Abels,

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master, who represented that the steamer was from Mobile, laden with cotton and bound to Havana.

On demanding her papers her master stated that he had none; and in reply to my enquiry admitted that he had thrown them overboard.

I have ordered the *Alice Vivian* to Key West for adjudication.

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

W. M. WALKER,
Captain, U. S. Navy.

Hon. SECRETARY OF THE NAVY,
Washington, D. C.

Report of Acting Master Browne, U. S. Navy, commanding U. S. S. Bohio, claiming a share in the prize.

U. S. BRIG BOHIO,
Pensacola Bay, August 16, 1863.

SIR: I have the honor to inform you that between the hours of 7 and 8 this morning several of the officers and men of this vessel distinctly saw the U. S. S. *De Soto* make a prize of the rebel steamer *Alice Vivian*, and being within easy signal distance, I claim in behalf of myself, officers, and crew, a share in said prize and her cargo, and have notified Acting Rear-Admiral Bailey and Captain Walker accordingly. Enclosed please find lists of officers and crew.

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

GEO. W. BROWNE,
Acting Master, Commanding.

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

Report of Captain Walker, U. S. Navy, proposing a search of the baggage found on board the prize.

U. S. SHIP DE SOTO,
Gulf of Mexico, August 22, 1863.

SIR: On the day of the capture of the Confederate steamer *Alice Vivian*, a falling barometer and the threatening aspect of the weather, together with a consideration of the season of the year, all admonished me to send the prize into port with the least delay; therefore at the time of separation from her I had not had time to ascertain the character of the passengers transferred from her to this ship.

Upon examination I find that among these men are several of the staff of General Slaughter, C. S. A.

I am informed that General Slaughter had embarked on board the steamer with all his staff, but that a few hours previous to her leaving Mobile Bay he returned to the city, accompanied by Captain Aldrich, of his staff, and perhaps others; whether with the intention of rejoining the steamer I can not learn, but from the fact that the baggage of Captain Aldrich and others had been on board it is probable that such had been his intention.

The destination of General Slaughter is Texas, whither he was going to raise a brigade.

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On my arrival at Key West, to-morrow probably, I shall suggest that the baggage and papers belonging to these officers be submitted to the scrutiny of General Woodbury.

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

W. M. WALKER,
Captain, U. S Navy.

Hon. SECRETARY OF THE NAVY,
Washington, D. C.

Report of Captain Walker, U. S. Navy, commanding U. S. S. De Soto, regarding the capture of the steamer Nita.

U. S. SHIP DE SOTO,
Gulf of Mexico, August 17, 1863.

SIR: I have this day, in latitude 29° 45′, longitude 86° 40′, seized for attempted violation of the blockade proclaimed and instituted by the President of the United States, the steamer *Nita*, George Blakesley, master, who represented that the steamer was from Havana, 13th instant, laden with provisions and medicines, and bound into Mobile.

On demanding her papers her master stated that he had no papers, and in reply to my enquiry admitted that he had destroyed them.

I have ordered the *Nita* to Key West for adjudication.

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

W. M. WALKER,
Captain, U. S. Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

The *Nita* would make a very nice little blockader or dispatch vessel; burns best soft coal. Is valued at $30,000.

The cargo of the *Nita* was on Government account; provisions and medicines, $12,000 in Havana.

There was some drunkenness on board the *Nita;* therefore, for her better security, I have transferred to this ship sundry casks, cases, and demijohns of liquors.

Most respectfully, very hastily,

W. M. WALKER,
Captain, U. S. Navy.

The captain of the *Nita* has exhibited the most correct gentlemanly deportment.

W. M. W.

Report of Lieutenant-Commander McCauley, U. S. Navy, commanding U. S. S. Fort Henry, regarding the capture of two canoes containing Confederate refugees.

U. S. S. FORT HENRY,
Cedar Keys, Fla., August 17, 1863.

ADMIRAL: This evening one of the boats of this vessel, in charge of Acting Ensign Bingham, brought in two canoes with four soldiers,

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refugees, three of them deserters from Lee's army of Virginia, the other from the Confederate forces of Florida.

I forward them to Key West in the *A. Bradshaw.*

They made their escape down the Suwanee River.

Very respectfully, your most obedient servant;

E. Y. McCAULEY,
Lieutenant-Commander, U. S. N., Comdg. U. S. S. Fort Henry.

Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Squadron.

Letter from Acting Rear-Admiral Bailey, U. S. Navy, to U. S. district attorney at Key West, Fla., regarding prisoners.

U. S. FLAGSHIP TAHOMA,
Key West, August 17, 1863.

SIR: I enclose herewith the copy of a letter * from the Navy Department relative to the detention of persons captured on board of vessels seized for breach of blockade, and would request to be furnished with the names of such as come within the provisions of the rule, together with a brief statement of the facts in each case, in order that I may send them north with a proper report.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

T. J. BOYNTON, Esq.,
U. S. District Attorney, Key West.

[Copies sent to George D. Allen, clerk of the United States district court, and to Charles Howe, prize commissioner, Key West.]

Letter from Acting Rear-Admiral Bailey, U. S. Navy, to Brigadier-General Woodbury, U. S. Army, requesting the arrest of the masters of the prize vessels Clara Louisa and Southern Rights.

U. S. FLAGSHIP TAHOMA,
Key West, August 18, 1863.

SIR: James E. Smith, master of the captured sloop *Clara Louisa*, and John H. Adams, master of the captured schooner *Southern Rights*, have been examined and discharged by the court, but, having reason to know that they come within the rule of those who are directed to be sent north, I wish to secure and send them on board the steamer *H. Hudson.* I would be much obliged to you, therefore, if you would have the kindness to direct the provost-marshal to arrest them and deliver them to my order.

Respectfully,

THEODORUS BAILEY,
Acty. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Brigadier-General D. P. WOODBURY,
U. S. Army, Commanding Forces at Key West, etc.

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*See letter, Welles to Bailey, July 11, 1863.

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Report of Acting Master Browne, U. S. Navy, commanding U. S. bark Restless, regarding the capture of the schooner Ernti.

U. S. BARK RESTLESS,
At Sea, Lat. 25 N., Long. 84 W., August 19, 1863.

SIR: I have the honor to report that in the above latitude and longitude I captured the topsail schooner *Ernti* under the following circumstances, and, deeming her cargo to be rebel property, I herewith send her to Key West for adjudication.

This vessel I chased for thirty hours, but under cover of the night she got away from me. This day I fell in with a bark from which I obtained information that she saw one in chase of a schooner last evening and that she saw said schooner beating to the windward of us this a. m. At 1:30 p. m. sighted a vessel from the masthead about 20 miles to the windward of us. At 4:30 p. m. fell in with and boarded her. She proved to be the *Ernti*, from Matamoras, bound to Liverpool, with a cargo of 135 bales of cotton, her actions being very suspicious by her shortening sail and altering her course during the night to evade us, which she effectually did for the time. After speaking the bark and beating to the windward I fell in with her, as above.

I also consider cotton from Matamoras contraband of war, and herewith send her to Key West with her papers.

Respectfully, your obedient servant,

W. R. BROWNE,
Acting Master, Commanding.

Acting Rear-Admiral THEO. BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Semmes, U. S. Navy, to prepare the prize steamer James Battle for duty on the coast.

U. S. FLAGSHIP TAHOMA,
Key West, August 20, 1863.

SIR: You will take charge of the prize steamer *James Battle* and fit her out for a three weeks' expedition, the object of which is to scour the coast between Tampa Bay and St. Marks, where it is believed one or more steamers (diverted from the direct trade with Mobile by the increased difficulties of running the blockade in that direction) are now engaged in landing and receiving cargoes for the rebels. You will take for the outfit of the *Battle* such officers, men, arms, stores, etc., as the *Tahoma* can furnish and make requisition for the rest, keeping in view the fact that you can receive reinforcements from the *Huntsville*, with which vessel you will communicate at Tampa Bay and deliver to her the provisions and stores which form the ostensible object of sending the *Battle* up the coast.

The details of the expedition must necessarily be left to your own discretion, merely cautioning you that its success will depend upon your preserving the utmost secrecy and also upon the rapidity of your movements along the coast, as the results of a previous affair of the same sort were rendered comparatively small by the ease with which the land communication of the rebels was made to outshine the slow progress of the boats. You will, therefore, during the passage up

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the coast, devote your attention mainly to the capture of any vessels you may find, leaving the attack upon towns or batteries (if any such should present themselves to you and if you should deem it prudent and expedient to make such attack) until your return. You will use all the dispatch consistent with the objects of the expedition to return to this place.

You will please deliver to the *Fort Henry* one of the rifled 12-pounder fieldpieces furnished to the *Battle* for this expedition before returning, together with a field and boat carriage, all the implements complete, and all the ammunition you can spare from what will then remain on board.

Should you find an opportunity for carrying out the object of this expedition more effectually by so doing, you will at your discretion apply to Lieutenant-Commander McCauley for the cooperation of his tender, boats, and men, or will take them temporarily either from the *Huntsville* or the *Stars and Stripes*.

Respectfully,

THEODORUS BAILEY,
Acty. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Lieutenant-Commander A. A. SEMMES, U. S. Navy,
Commanding Gunboat Tahoma.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander McDougal, U. S. Navy, regarding Assistant Surgeon Pratt, C. S. Army, a prisoner from the prize steamer Alice Vivian.

U. S. FLAGSHIP SAN JACINTO,
Key West, August 21, 1863.

SIR: You will please receive on board, from the prize steamer *Alice Vivian* as a prisoner of war, Dr. T. T. Pratt, an assistant surgeon in the Confederate Army, who was captured en route from Mobile to Havana.

Dr. Pratt represents himself as being under military orders for Texas, and says that the difficulties of getting there by land had induced the rebel authorities to allow him to attempt this mode of reaching his destination; but he urges the existence of a cartel or agreement of some kind, by which medical officers are exempted from the ordinary results of capture, as applied to others. I have received no notice of such arrangement, and if it exists, I conceive it to apply only to such medical officers as may be taken on the field of battle and in the exercise of their professional duties. In addition to this the U. S. consul-general at Havana writes me under date of July 28 as follows:

> I have information from a very reliable source that the British house of Brooks, Douglass & Co., of Havana (whose Mr. Douglass has a brother residing in Mobile), received, per steamer *Alice*, an order from the Confederate Commissary Department, through the Douglass, of Mobile, for a very large quantity of medicines, etc. One item is 300 ounces of quinine. I understand the army in Mobile are in great need of these supplies; and if they do not reach them, the Confederate forces will be in a very bad way.

It is not a violent supposition, therefore, that Dr. Pratt may have been ordered to Havana to expedite the purchase and shipment of

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these medicines (which, by the way, I have reason to believe are on board the prize steamer *Nita*, brought in here yesterday), and in that case, as Dr. Pratt would have been employed in a commercial capacity by the rebel Government, of course his commission would not carry any immunity with it.

Dr. Pratt has a servant whom he represents as a free man, hired by himself. You can allow the doctor to retain his services till you arrive at New York; when you will report all the circumstances of the case to the admiral commanding the station, and receiving from him further instructions as to the disposition to be made, both of the doctor and his servant.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Lieutenant-Commander CHAS. J. McDOUGAL, U. S. Navy,
Commanding Steamer H. Hudson.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the necessity of sending the U. S. S. Hendrick Hudson north for repairs.

No. 277.] U. S. FLAGSHIP SAN JACINTO,
Key West, August 22, 1863.

SIR: I am sorry to have to report that the steamer *Hendrick Hudson* has become so disabled, by reason of her propeller getting loose on the shaft, that I am compelled to send her north to be docked.

The report of Fleet Engineer Zeller, which I enclose, will explain the total inadequacy of our means at Key West to effect the repairs and make her efficient for service.

The repairs will require but a short time in dry dock, and I beg to request that the *Hendrick Hudson*, with Lieutenant-Commander McDougal as her commander, may be sent back to me as soon as the repairs and outfits are completed.

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Walker, U. S. Navy, commanding U. S. S. De Soto, describing the cargo of the prize steamer Nita.

U. S. S. DE SOTO,
Gulf of Mexico, August 22, 1863.

SIR: On the evening of the capture of the steamer *Nita* I omitted, under the pressure of duty, to communicate to you information which I deem it important to make known to the Department, namely, that the cargo of the *Nita* consisted chiefly of salted beef and pork, together with a large assortment of medicines, all for the Confederate Government.

The fact that steamers are employed at great cost, with all the attendant risk, in transporting provisions from Havana to Mobile is

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the most conclusive evidence I have yet had of the scarcity of supplies in the Gulf States.

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

W. M. WALKER,
Captain, U. S. Navy.

Hon. SECRETARY OF THE NAVY,
Washington, D. C.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the operations of the prize steamer James Battle, August 23 to September 18, 1863, under command of Lieutenant-Commander Semmes, U. S. Navy.

No. 299.] U. S. FLAGSHIP SAN JACINTO,
Key West, September 22, 1863.

SIR: Having received information from the acting U. S. consul-general at Havana that one or more steamers were about to attempt a violation of the blockade at some point between Tampa Bay and St. Marks, I dispatched notice to that effect to the commanding officers of the blockading vessels, and at the same time obtained from the U. S. deputy marshal at this place the temporary use of the prize steamer *James Battle* to scour the coast. She was hurriedly fitted out with two rifled and two smoothbore 12-pounders, manned from the crew of the *Tahoma*, placed under charge of Lieutenant-Commander Semmes, and dispatched up the coast on the 23d of August. Information subsequently reached me that one of the reported steamers had been repeatedly chased off the coast by our blockading vessels, and had returned to Havana; and it appears that another attempted to get into the Suwanee River, but was prevented by the presence of the *Battle*. Owing to the *Battle* having got aground, and remained so for twelve days, she was unable to continue the expedition up the Suwanee, where a small steamer was supposed to be; but by a sudden descent upon Bayport she performed a more important service, by frightening the rebels into destroying (by fire) a still larger steamer and a large warehouse filled with cotton. There was no loss of any sort on our part, and I consider the expedition as sufficiently successful. I enclose Lieutenant-Commander Semmes's report.

Respectfully,

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Semmes, U. S. Navy, temporarily commanding prize steamer James Battle, regarding the cruise of that vessel, August 23 to September 18, 1863.

PRIZE STEAMER JAMES BATTLE,
Key West, Fla., September 19, 1863.

SIR: I have the honor to submit the following report of a cruise in this vessel:

August 23, at noon, having received on board officers and crew, I started out the North West Passage; during the afternoon, the wind

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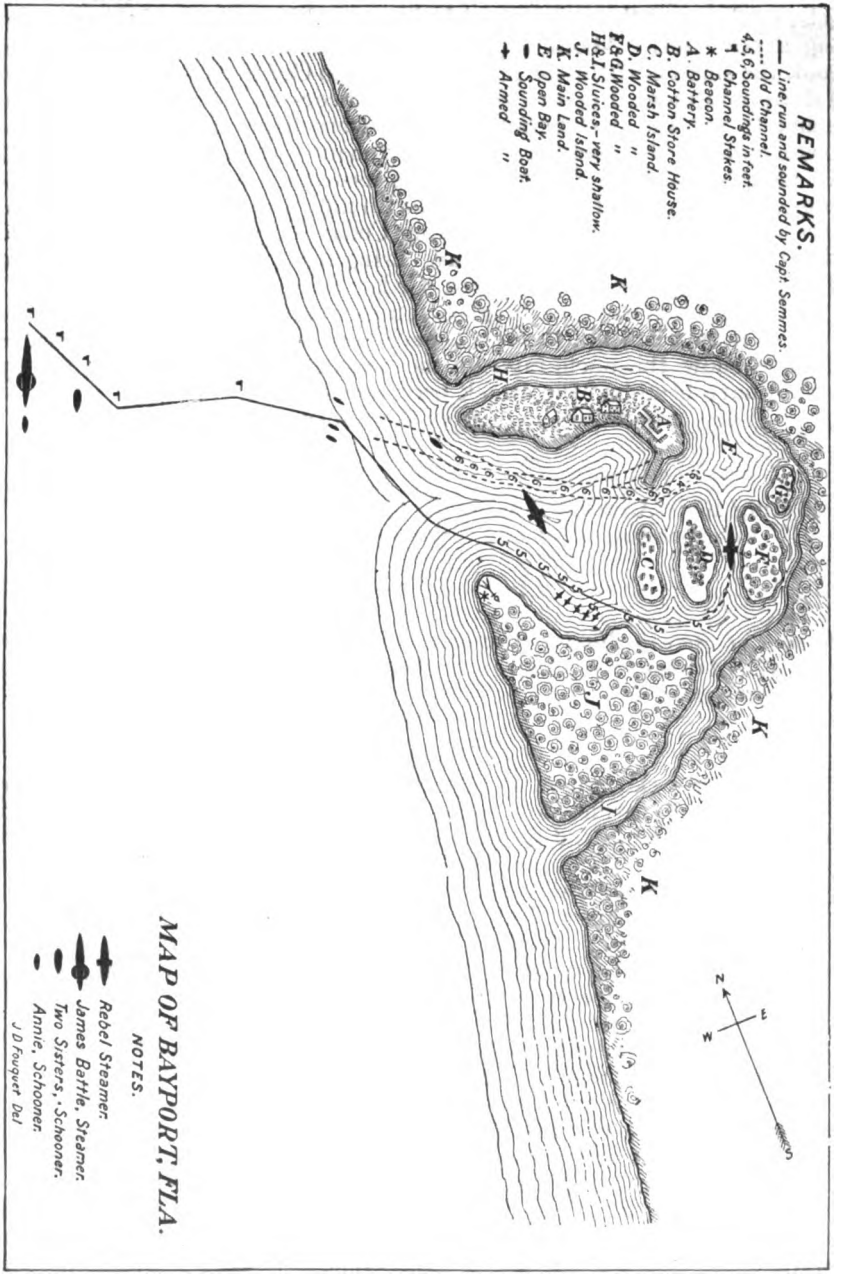
and sea, both ahead, increasing, and the weather looking bad, I returned to an anchorage inside of the light. At 8 p. m., the weather being more promising, I started again, and on the following day sighted Sanibel Island and Charlotte Harbor. The 25th, at daylight, then off Tampa Bay, called out the *Huntsville* by using bituminous coal, with the view of delivering provisions and getting some firemen from her, but it being too rough for boat work we were obliged to go inside. The same night, at midnight, left for Cedar Keys, near the bar of which anchorage we were obliged to run for shelter the following day in a gale of wind. On the 27th, having received reinforcements from the *Fort Henry*, we left, intending to go up the Suwanee River after an English-built steamer seen on that stream. Here our difficulties commenced. The pilot upon whom I relied to carry the vessel into the mouth of the river did not (experience subsequently proved it) know where to look for it. The result was the vessel was run ashore twice, and gotten off at next high water following, but on running ashore a third time she lay twelve days.

Whilst ashore, feeling doubtful of the pilot's competency, I sent a boat to the northwest to sound, and to look for the mouth of the river. When the boat was about 5 or 6 miles distant a steamer was discerned standing in toward the land. Bituminous coal was burned by us to decoy her, but the stranger, discovering our boat, turned seaward and [illegible] out. That night, as the steamer appeared to stop a long distance offshore, sent two armed boats to the mouth of the river. The morning of the 30th, the steamer having left, the boats sounded the pass through the reef and one of them went up to the forks of the river. I afterwards sounded it; scant 6 feet can be carried through a passage (which must be passed at high slack water) varying from 70 to 100 feet in width, until the river is entered, when there appears to be plenty of room. No other passage into the river was found.

Lightening vessel of coal and the use of steam and anchors was resorted to to get afloat, but to no purpose, from the 29th August until the 10th instant. From the 10th to the 12th the crew were getting coal off the reef. The afternoon of the 12th I went to Cedar Keys. Scarcity of coal, the length of time ashore in sight of the rebels, and a longer absence from this place than was anticipated compelled me to abandon the idea of entering the Suwanee. The afternoon of the 14th, taking the *Fort Henry's* launch and the tenders *Two Sisters* and *Annie* (Lieutenant-Commander McCauley in the latter) in tow, we went to Bayport, anchoring outside the inner reef at 11 a. m. the 15th. Finding the channel stakes with few exceptions removed, immediately set to work to sound the passage up to the battery with the view of an attack, as a steamer was reported as being in the harbor. Two unarmed cutters and an armed launch pulled in, generally in a line abreast, each provided with a sounding rod. Whilst going in I was keeping a bright lookout for the steamer, but did not see anything to be certain of, although using a good glass, until within a mile and a quarter of her. When she was clearly seen, it was found that she had been disguised with branches of trees. She was an iron steamer, one mast and one funnel, apparently over 200 feet long, and decidedly English in appearance, although reported to me as having gone in under French colors. Having made her out, I continued pulling toward her until within about 800 yards of the battery, when it

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became apparent that the rebels had set her on fire. Within half an hour of the time of firing her they also fired a large warehouse stored with cotton (if one could judge from the smell) near to and in rear of



the battery. I spent three hours inside of the harbor with the three boats within half a mile of the battery to see that there was no sham about the firing of the steamer. The soundings convinced me that I

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could have taken this vessel and the *Annie* within easy shelling distance of the battery, which it was my intention to do until the rebels saved me the time and trouble by starting the fires already mentioned. I was also prepared, in addition to the use of the guns on board the vessels, to threaten the steamer with five armed boats, one of them carrying a howitzer. About 5 p. m. we returned to the vessels outside, took the small craft in tow, and returned to Cedar Keys. It was quite a disappointment, I assure you, to the officers and men under my command to see the destruction, as they were eager for a fight for the possession of the steamer. To Lieutenant-Commander McCauley I am deeply indebted for his valuable assistance while ashore and his suggestions and hearty cooperation with men and vessels in the demonstration made at Bayport. Leaving Cedar Keys the 17th and Tampa the 18th, I returned here to-day, bringing some contrabands from Tampa and lumber and iron from Cedar Keys.

This sketch is enclosed to give you an idea of the place and of the plan of attack had not the rebels saved us the trouble. The positions outside show the anchorage of the vessels; those inside what they would have been had the attack been necessary.

Very respectfully, your obedient servant,

A. A. SEMMES,
Lieut. Commander, U. S. Navy, Comdg. Steamer James Battle.

Acting Rear-Admiral THEOD. BAILEY,
Commanding East Gulf Blockading Squadron.

Report of Acting Master Weston, U. S. Navy, commanding U. S. tender Fox, regarding the cruise of that vessel between the Aucilla and Suwanee rivers.

U. S. TENDER FOX,
Key West, Fla., August 25, 1863.

SIR: I have the honor to report that I left Key West July 27, in obedience to your instructions, and proceeded to my cruising ground between the Aucilla and Suwanee rivers, stopping to deliver mails and dispatches to the *Huntsville* at Tampa Bay, the *Fort Henry* at Cedar Keys, and the *Stars and Stripes* at St. Marks.

On the 10th instant at 7 a. m. the lookout raised black smoke and I made all sail in chase. At 10 I made him out to be a lead-colored river steamer with a white smokestack and one mast. The wind dying away, however, he gained on me rapidly, so that at noon he was hull down, and at 2 p. m. his smoke had disappeared entirely.

His course was about N. N. E. My position at meridian was, by observation, latitude 29° 06′ N., longitude 84° 25′ W.

Standing to the northward through the afternoon, the lookout raised black smoke to the northward and eastward at 5 o'clock and I made all sail in chase. At 5:30 raised another smoke, and this appearing the nearer of the two, I kept off for it. At 6 made out two steamers standing in the same direction, the second one resembling the one we had chased in the morning. At 6:30 opened on him with the rifle at extreme elevation, using Hotchkiss shell with 20-second fuzes, but the shells in every instance burst high in the air and not, I should judge, at more than two-thirds range.

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I then fired some of the same shell unfuzed and filled with sand, but from the uncertain light could not see with what effect. I also threw a couple of Dahlgren shells, but in their range and accuracy I find them to be far inferior to the Hotchkiss projectile.

The steamer to the windward, which I have since learned was the *Stars and Stripes*, fired a couple of guns, but without effect, and darkness coming on, I was compelled to give up the chase, losing sight of both steamers.

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

ALFRED WESTON,
Acting Master, Commanding.

Lieutenant-Commander RALPH CHANDLER, U. S. Navy,
Comdg. U. S. Steam Sloop San Jacinto, Key West, Fla.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Stites, U. S. Navy, commanding U. S. S. Honduras, for duty in East Gulf Squadron.

NAVY DEPARTMENT, *August 26, 1863.*

SIR: As soon as the U. S. S. *Honduras* is ready for sea proceed with her to Key West, Fla., and report to Acting Rear-Admiral Theodorus Bailey for duty.

Inform the Department what number of officers she can accommodate as passengers and when she will be ready to sail.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant T. STITES,
Commanding U. S. S. Honduras, New York.

Report of Acting Master Van Sice, U. S. Navy, commanding U. S. S. Sunflower, regarding the capture of the Confederate schooner General Worth.

U. S. S. SUNFLOWER,
Off Tortugas, August 27, 1863.

SIR: I have the honor to report the capture by the above steamer, under my command, of the rebel schooner *General Worth*, from Havana, bound to Mobile, with a general cargo. She has a Confederate register, hailing from St. Marks, Fla., and under the rebel flag which I found on board. I took her in longitude 82° 22′ W., latitude 24° 25′ N.

Very respectfully, your obedient servant,

EDW. VAN SICE,
Acting Master, Commanding.

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

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Report of Acting Master Burgess, U. S. Navy, commanding U. S. schooner Beauregard, regarding the capture of the schooner Phœbe, of New York.

U. S. SCHOONER BEAUREGARD,
Off Indian River, Fla., August 27, 1863.

SIR: I beg leave to make the following report in regard to the capture of the schooner *Phœbe*, of New York. On the 23d instant, while lying at Jupiter Inlet, Florida, at 6 a. m., the lookout at the masthead reported a schooner in sight bearing about N. E. I immediately got underway and proceeded in that direction, and at 10:30 a. m., when 10 miles N. E. from Jupiter Inlet, I sent a boat on board in charge of Acting Master's Mate H. B. Colby, who examined her papers and reported them apparently all correct. The vessel proved to be the schooner *Phœbe*, of New York, for Key West, Fla., with a general cargo. I also examined her papers myself and found them apparently all correct. After buying some few stores from her I gave permission to her to proceed on her voyage, instead of which she anchored at Jupiter Inlet, with a fair wind, strong breeze, and remained on the 25th, and, as I was obliged to leave the inlet, having water for the U. S. bark *Pursuit*, before leaving I sent an armed boat inside the inlet in charge of Acting Master's Mate D. C. Kierstead, with orders to seize the schooner if she communicated with the shore in any way. On the 26th instant, at about 7:30 a. m., the schooner sent a boat inside the inlet, and therefore my boat seized the schooner and brought her to Indian River to me, and, with the advice of Lieutenant C. J. McDougal and Acting Volunteer Lieutenant Randall, I have sent the schooner to Key West for adjudication, as she was bound to that port.

I am, very respectfully, your obedient servant,

FRAS. BURGESS,
Acting Master, Commanding

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Barclay, U. S. Navy, to assume command of U. S. bark Roebuck.

U. S. FLAGSHIP SAN JACINTO,
Key West, August 28, 1863.

SIR: You are hereby detached from the *Wanderer*, and you will take passage in the steamer *Adela* to St. Andrew's Sound, where you will relieve Acting Master Sherrill in command of the bark *Roebuck*.

Before assuming command you will require of Master Sherrill a list of those entitled to an honorable discharge, and also that he shall disrate all petty officers appointed by himself, and you are recommended to reappoint them immediately, and until you find sufficient cause for disrating them permanently.

Respectfully,

T. BAILEY,
Acty. Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

Acting Master J. O. BARCLAY, U. S. Navy,
Commanding Schooner Wanderer.

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Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Crosman, U. S. Navy, commanding U. S. S. Somerset, regarding further operations in the St. Marks River.

U. S. FLAGSHIP SAN JACINTO,
Key West, August 28, 1863.

SIR: I have received the model of a pontoon which you sent me, and which appears capable enough of performing the service for which it was designed; but, as stated in my letter of July 29, I deem it unwise to attempt any further operations in the vicinity of St. Marks at present. Even if there were not other and more important objects in view, the results to be gained are not commensurate with the risks to be incurred.

Respectfully,

T. BAILEY,
Acty. Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

Lieutenant-Commander A. F. CROSMAN, U. S. Navy,
Commanding Steamer Somerset.

Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark Gem of the Sea, regarding the capture of the sloop Richard, of Nassau, New Providence.

U. S. BARK GEM OF THE SEA,
Charlotte Harbor, September 3, 1863.

SIR: I have the honor to report to you that on the night of the 31st ultimo I captured the sloop *Richard*, of 5 tons, hailing from Nassau, New Providence, laden with 8½ bales of cotton. Her crew made their escape on shore, except Henry Brown (colored), who belongs to Nassau, New Providence.

I have sent the above-named sloop to Key West, in charge of Acting Ensign W. H. Winslow and a prize crew, for adjudication, with Henry Brown as a witness.

The following is a detailed account of her capture: Having received information from refugees that the above-named sloop was lying about 15 miles up Peace Creek and 40 miles from this ship, laden with cotton, intending to run the blockade, on the 31st ultimo, at noon, I sent an expedition, consisting of the launch and first cutter, armed and manned with 20 men, in charge of Acting Ensign W. H. Winslow and Acting Master's Mate Charles A. Edgcomb, accompanied by Henry West, a refugee, acting as their pilot, with orders to Mr. Winslow to proceed up Peace Creek and bring the sloop out if possible.

Mr. Winslow returned on board the following morning at 6 a. m., 1st instant, from the expedition, having found the sloop lying at anchor 27 miles up Charlotte Harbor, near the entrance to Peace Creek, and captured her, finding no one on board but the above-named negro.

The above-named sloop has an English register, but is owned by John Mooney and James Fuell, both living in West Florida.

I am sorry to have to state that John A. Smith, seaman on board this vessel, was severely wounded in the right hand while on the expedition to capture the within-named sloop, by the accidental discharge of a rifle in the hands of William Smart, seaman, also belonging to this

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vessel. The hand was so badly shattered that the surgeon was obliged to amputate it, and he is now doing well.

It gives me pleasure to call your attention to the zeal which Acting Ensign William H. Winslow exhibited throughout the expedition and the admirable behavior of the men under him, and also of Henry West, a refugee, who volunteered his services as their pilot.

Enclosed herewith is a list of officers and men who are entitled to share in the prize money.

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

I. B. BAXTER,
Acting Volunteer Lieutenant, U. S. Navy, Commanding.

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

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Captain Walker, U. S. Navy, commanding U. S. S. De Soto, regarding the cruising ground of that vessel.

U. S. FLAGSHIP SAN JACINTO,
Key West, September 2, 1863.

SIR: So soon as the vessel under your command is ready for sea you will proceed to execute the verbal instructions I have given you, after which you will be pleased to cruise on the parallel of 29° 30′ north latitude, between the meridians of 86° and 88° west longitude. These limits are not to be considered as altogether rigid, and you can, at your discretion, extend them to the northward, eastward, or westward; but as the *San Jacinto* will be ordered to cruise on the parallel of 29° between the meridians of 85° 30′ and 87° 30′ and the *Huntsville* on the parallel of 28° 30′ between the meridians of 85° and 87° you will see that any great departure to the southward of the line indicated will defeat the general plan for intercepting any vessels bound in or out of Mobile, besides causing an unnecessary expenditure of coal by mutual chasing.

You will return to this port when in want either of coal or provisions.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

Captain WM. M. WALKER, U. S. Navy,
Commanding Steamer De Soto.

Order of the Acting Secretary of the Navy to Acting Master Owens, U. S. Navy, commanding U. S. S. Clyde, to proceed to duty in the East Gulf Squadron.

NAVY DEPARTMENT, *September 4, 1863.*

SIR: Proceed with all practicable dispatch with the U. S. S. *Clyde*, under your command, to Key West, Fla., and report to Acting Rear-Admiral Bailey for duty in the East Gulf Blockading Squadron.

Very respectfully, etc.,

G. V. FOX,
Acting Secretary of the Navy.

Acting Master A. A. OWENS,
Commanding U. S. S. Clyde, Washington.

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Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark Gem of the Sea, regarding an expedition to Peace Creek.

U. S. BARK GEM OF THE SEA,
Charlotte Harbor, September 5, 1863.

SIR: I last had the gratification of addressing you under date of August 20, per steamer *Union*.

I now have the honor to report to you that on the morning of the 2d instant, having received reliable information that there was a band of guerrillas, or regulators, as they style themselves, organizing in the vicinity of Peace Creek, with the intention of coming down this harbor for the purpose of capturing the refugees on the islands in this vicinity and also the sloop *Rosalie*, I sent an expedition, consisting of the launch and first cutter armed and manned with 21 men in charge of Acting Ensign William H. Winslow and Acting Master's Mate Charles A. Edgcomb, accompanied by Henry West, a refugee, acting as pilot, all volunteers, with orders to Mr. Winslow to proceed with caution up Peace Creek 15 miles and capture or destroy all boats and contraband goods that he may fall in with, and also to burn at that point a dwelling house and storehouse owned by the notorious rebel and blockade runner Johnson, who is now absent at Nassau, New Providence, for the purpose of purchasing a vessel to run the blockade. My reason for destroying these buildings is that they were used as a depot for blockade runners and a rendezvous for guerrillas to protect them.

On the 3d instant, at 10 p. m., Acting Ensign William H. Winslow returned on board from the expedition up Peace Creek, without meeting any casualties, having burned Johnson's buildings and destroyed four boats that were known to be up that creek.

I think this expedition will have a tendency to break up the blockade running and stop the regulators from coming down here to molest the refugees in this vicinity.

It gives me pleasure to call your attention to the untiring zeal which Acting Ensign William H. Winslow, Acting Master's Mate Charles A. Edgcomb, Henry West, the pilot, and George B. Carey, yeoman, exhibited, and the admirable behavior of all the men througout the entire expedition.

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

I. B. BAXTER,
Acting Volunteer Lieutenant, U. S. Navy, Commanding.

Acting Rear-Admiral T. BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Commander Handy, U. S. Navy, commanding U. S. ship Dale, regarding a change of flagship.

U. S. FLAGSHIP SAN JACINTO,
Key West, September 5, 1863.

SIR: You will be pleased to hoist my flag on board the *Dale* when the *San Jacinto* hauls it down at 12 m. to-day. You will also receive on board my barge and her crew, for rations only, as their accounts

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will remain on the books of the *San Jacinto*. The signal for my boat to come on shore will be the first repeater.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

Commander ROBT. HANDY, U. S. Navy,
Commanding Ordnance Ship Dale.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Chandler, U. S. Navy, commanding U. S. S. San Jacinto, designating the cruising ground of that vessel.

U. S. FLAGSHIP SAN JACINTO,
Key West, September 5, 1863.

SIR: You will proceed to sea with the vessel under your command, and without unnecessary delay cruise on the parallel of 29° north latitude, between the meridians of 85° 30′ and 87° 30′ west longitude. These limits are not to be considered as altogether rigid, and you can at your discretion extend them to the eastward or westward; but as the *De Soto* is ordered to cruise on the parallel of 29° 30′ between the meridians of 86° and 88°, and the *Huntsville* on the parallel of 28° 30′ between the meridians of 85° and 87°, you will see that any great departure to the northward or southward of the line indicated will defeat the general plan for intercepting any vessels bound in or out of Mobile, besides causing an unnecessary expenditure of coal by mutual chasing. You will return to this port by the 22d instant.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

Lieutenant-Commander RALPH CHANDLER, U. S. Navy,
Commanding U. S. S. San Jacinto.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding sanitary conditions at Key West.

No. 286.] U. S. FLAGSHIP DALE,
Key West, September 6, 1863.

SIR: Understanding from the public prints and from private correspondence that a general impression prevails at the North, probably based upon the sad condition of the steamer *Alabama*, to the effect that the yellow fever has been epidemic at this place, I deem it a duty, as well as a pleasure, to state to the Department that, so far from this being the case, not a single instance of yellow fever, or of anything approaching to it, has made its appearance, either in the town or harbor, during the entire season, and the health of the place is, in every respect, remarkably good.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the fitting of the prize steamer Nita for service under his command.

No. 290.] U. S. FLAGSHIP DALE,
Key West, September 10, 1863.

SIR: I have to report that, in conformity with your letter of January 30, I have taken into the service the prize steamer *Nita*, and I herewith transmit the appraisement, made under authority of the court, together with the report of a survey on her machinery. Her hull, spars, etc., are sound, and she is well adapted to the service in these waters. I propose to fit her out for this squadron, and I would request that she be placed on the Navy list as a regular cruiser. The officers and crew for her are included in the requisitions I have already sent to the Department.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Willcomb, U. S. Navy, commending Quarter Gunner Walton for the attempted destruction of steamer Spray in St. Marks River, September 11, 1863.

U. S. FLAGSHIP DALE,
Key West, October 10, 1863.

SIR: Your letter* of September 12, reporting the two attempts of Quarter Gunner Edmund Walton to get up the St. Marks River for the purpose of destroying the steamer *Spray*, has been received. It is to be regretted that so bold and hazardous an attempt had not met with the success that often attends audacity in warlike enterprises; but the capture of two rebel sailors and bringing them down to the vessel as prisoners entitles Quarter Gunner Walton to commendation, and you will read this letter to your officers and crew at general muster.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Acting Master CHAS. L. WILLCOMB, U. S. Navy,
Commanding Steamer Stars and Stripes.

Abstract log of the U. S. S. Stars and Stripes, Acting Master Willcomb, U. S. Navy, commanding.

September 10, 1863.—At 7 p. m. called away the first cutter manned and armed, in charge of Executive Officer L. W. Hill, with paymaster, pilot, E. W. Walton (scout), and 10 men, to go on a reconnoissance up the St. Marks River.

September 11.—At 12:30 a. m. saw Coston signals and burned answer; at 1 the first cutter returned; at 1:50 saw Coston signal, sent

*Not found.

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first cutter; at 3 first cutter returned; at 3 sent up a rocket; at 3:40 Edmund W. Walton (quarter gunner) returned, having captured a small boat and two men. Put them under sentry's charge.

Capture of the Confederate steamer Alabama, September 12, 1863.

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

U. S. S. KANAWHA,
Ship Island, September 13, 1863.

SIR: I have the honor to report that yesterday from early daylight a strange nondescript steamer was seen at anchor off the Chandeleur [Islands]. There was not a thing under my command here to pursue it. At 4 p. m., 12th, a United States steam bark was seen chasing another fine steamer toward the same light-house. Now, the first (nondescript) steamer got underway and stood for Horn Island Pass, and, though somewhat pressed by the U. S. S. *Tennessee*, was able to enter this sound. She met the *Jackson* and *Calhoun* near Round Island, and I learned from a refugee from Biloxi was burned up. This was the Confederate blockade violator *Fox*.

The *Tennessee*, after the *Fox* entered the sound, headed off the other steamer, which took refuge and escaped from both her and the *San Jacinto* by running into the shoal water behind the Chandeleurs. From my lookout at the masthead of this ship I was witness to this chase and the escape. I immediately dispatched the *Eugenie*, armed steamer, under Acting Ensign N. M. Dyer, having Lieutenant-Commander Charles H. Greene on board as probable prize master. The *Eugenie* came up on west side of the Chandeleurs, in less than 7 feet water, and possessed as prize the Confederate steamer *Alabama*, from Havana for Mobile, cargo assorted. The *Tennessee*, Acting Volunteer Lieutenant George Wiggin, sent boats also to Lieutenant-Commander Greene. This vessel was now in possession of the *Eugenie* and *Tennessee*, having escaped from the *San Jacinto*, then at anchor near to the Chandeleur light-house. The route of the *Eugenie* and prize to this place lay near to the *San Jacinto*. Lieutenant-Commander Ralph Chandler ordered Lieutenant-Commander Greene to yield the prize to him, and he, without communicating with this established naval station, although only 11 miles off, stood away for Key West.

As the *Alabama* had escaped the *San Jacinto*, and her deditio being to two vessels of this squadron, I sent the *Tennessee*, and recalled the *San Jacinto* and *Alabama* to this port. I have taken charge of the *Alabama*, sent her, with proper crew, to the nearest prize court, to wit, New Orleans, and this paper will be mailed by Prize Master N. M. Dyer in New Orleans.

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

W. K. MAYO,
Lieutenant-Commander.

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

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Additional report of Lieutenant-Commander Mayo, U. S. Navy, naming the vessels to share in the prize.

U. S. S. KANAWHA,
Ship Island, September 13, 1863.

SIR: The vessels entitled to share in the capture of the *Alabama* are the *San Jacinto*, *Tennessee*, and *Eugenie*.

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

W. K. MAYO,
Lieutenant-Commander.

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

Report of Lieutenant-Commander Chandler, U. S. Navy, commanding U. S. S. San Jacinto, regarding the capture.

U. S. S. SAN JACINTO,
At Sea, Lat. 29° 45′ N., Long. 88° 15′ W., September 14, 1863.

SIR: I have the honor to submit the following report concerning the capture of the rebel steamer *Alabama:*

On the 11th instant, at 2 o'clock p. m., latitude 29° 02′ N., longitude 87° 32′ W., the masthead lookout reported black smoke, bearing about south. I steered for it under full steam, and soon discovered that the smoke originated from a steamer, and that the steamer was steering to the northward. As soon as she discovered the *San Jacinto* she kept away to the westward, and the chase was continued until 7 p. m., when it became too dark to see her. I felt confident that the steamer was a blockade runner and that she was bound to Mobile, and accordingly shaped such courses during the night as, in my opinion, would intercept her. On the morning of the 12th instant she was discovered from aloft, bearing N. N. W., and I immediately steered for her, going at full speed. The *San Jacinto* gained on the chase fast during the day, until we were up with the light on the north point of the Chandeleur Islands, when I deemed it unsafe to chase farther with the ship, but came to anchor with the light-house bearing east, about 2 miles distant, and dispatched the first cutter under command of Lieutenant-Commander J. N. Quackenbush to continue the chase. In the meantime the *Tennessee*, which was in sight, kept away and stood to the southward, close inshore on the east side of the Chandeleur Islands, and the *Eugenie*, which came from Ship Island, passed by, heading for the strange steamer. At 6 p. m. the strange sail, that afterwards proved to be the unarmed rebel steamer *Alabama*, ran on shore in plain sight of this ship, in about latitude 29° 56′ N., longitude 88° 52′ W., on one of the shoals on the inside of the Chandeleur Islands, and was taken possession of by the steamer *Eugenie* before the first cutter of this ship reached her. The vessels in sight, and, in my opinion, entitled to share in the prize, were the *San Jacinto*, the *Tennessee*, and the *Eugenie*.

I took possession of her as soon as she was brought to where this ship was at anchor, and subsequently delivered her to Lieutenant-Commander W. K. Mayo, of the gunboat *Kanawha*, who claimed a prior right. All the papers are in his possession, and it is therefore impossible for me to state the size, cargo, etc., of the *Alabama*. I have the honor to transmit a list of the officers and men of this ship.

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On the afternoon of the 13th, while in chase of the *Alabama*, passed another steamer burning black smoke, which I was afterwards informed was the *Fox*, another blockade runner, and as soon as it was dark saw a bright light bearing about N. N. E., and believe it to have been the *Fox* on fire.

Very respectfully, your obedient servant,

R. CHANDLER,
Lieut. Commander, U. S. Navy, Comdg. U. S. S. San Jacinto.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Walker, U. S. Navy, commanding U. S. S. De Soto, regarding the capture of the steamer Montgomery.

U. S. S. DE SOTO,
Gulf of Mexico, September 13, 1863.

SIR: I have to inform you that this day, in latitude 28° 32′ longitude 87° 12′, I seized for attempted violation of the blockade proclamation, and instituted by the President of the United States, the steamer *Montgomery*, Richard Roach, master, who represents that the steamer sailed under British colors, is from Havana with an assorted cargo, and was bound to Mobile.

On demanding the papers of the *Montgomery*, her master declared that he had no papers. I have accordingly ordered her to New Orleans for adjudication.

The chase to-day was continued nine hours under both steam and sail. Three months ago we should have concluded it in one-fourth of the time, but now the crippled condition of the ship soon becomes apparent to the enemy, and thus hope sustains to the last the effort to escape us. The whole tribe of blockade runners has been watching this ship—they tell me so—and are as well informed as I am in regard to the tinkering upon her at Key West and the general inefficiency of her boilers.

I am, sir, respectfully, your obedient servant,

W. M. WALKER,
Captain, U. S. Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

Report of Lieutenant-Commander Chandler, U. S. Navy, commanding U. S. S. San Jacinto, regarding the part taken by that vessel in the chase of the blockade runner Fox.

U. S. S. SAN JACINTO,
At Sea, September 14, 1863.

SIR: I have the honor to report the part the *San Jacinto* performed in the chase after the blockade runner *Fox*. I learn from reliable authority that she left Havana for Mobile on Sunday, the 8th instant. On the evening of the 11th at 6:30, while in chase of the *Alabama*, a steamer was reported bearing N. W., and her funnel and portions of

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her upper works were in sight from aloft. She was making black smoke, and from the direction it trailed I was under the impression that the vessel was steering about S. E. As soon as the chase after the *Alabama* was discontinued for the night I determined to steer such a course as in my judgment would during the first part of the night intercept the steamer bearing N. W., and if unsuccessful in that to endeavor to have the *Alabama* in sight in the morning. The ship was accordingly steered E. N. E. ½ E., and not meeting with anything, at midnight the course was changed to N. W. ½ W. I had no apprehensions of the *Alabama's* trying to get into Mobile that night, as she was too far off, and my idea was that she would steam slow up to within easy distance and remain until the next night to run the blockade. On the morning of the 12th the *Alabama* was in sight, and during the chase, which I reported in my communication to you, at 2 p. m. on the 12th, the same steamer that I had endeavored to cut off the night before hove in sight, steering toward Horn Island.

The *San Jacinto's* course was so directed that neither steamer could escape to the eastward of the Chandeleur Islands, and at 2 p. m. the *Tennessee* hove in sight to the nothward of us, thus rendering it impossible for the smaller steamer, which I was afterwards informed was the *Fox*, to escape. I therefore directed all my energies to the capture of the *Alabama*. The commanding officer of the *Tennessee* informed me on the evening of the 12th instant that the steamer running for Horn Island was the *Fox;* and that he knew her well; that he ran as near the reef as he dared to go in chase of her, and that she had got through the passage to the eastward of Horn Island, where the gunboat *Calhoun* and another one had pressed her so hard that she was run on shore by her own people and fired. I am confident that the steamer seen by me on the 11th at 6:30 p. m. was the same one that ran into Mississippi Sound on the evening of the 12th, and as soon as it was dark a bright light as of a vessel burning was distinctly in sight from the deck of this ship, bearing from our anchorage about N. N. E. I also feel confident that the *San Jacinto* was the cause of the steamer's running into Mississippi Sound, and consequently of her being chased by our gunboats and subsequently burned.

I am, sir, respectfully, your obedient servant,

R. CHANDLER,
Lieutenant-Commander, U. S. Navy, Comdg. San Jacinto.

Acting Rear-Admiral BAILEY,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

Stations of vessels composing the East Gulf Blockading Squadron, September 15, 1863.

Name.	Rank.	Class and station.
Adela	Actg. Vol. Lt. L. N. Stodder	Steamer. Returning from St. Andrew's.
Beauregard	Actg. Master F. Burgess	Schooner. Jupiter Inlet.
Dale	Comdr. R. Handy	Ship. Ordnance storeship, Key West.
De Soto	Capt. W. M. Walker	Steamer. Latitude 29° 30′, between longitude 86° and 88°.
Eugenie	Actg. Master W. McClintock	Schooner. Guard schooner, Key West.
Fort Henry	Lt. Comdr. E. Y. McCauley	Ferryboat. Cedar Keys.
Gem of the Sea	Actg. Vol. Lt. I. B. Baxter	Bark. Charlotte Harbor.

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Stations of vessels composing the East Gulf Blockading Squadron, September 15, 1863—Continued.

Name.	Rank.	Class and station.
Huntsville	Actg. Vol. Lt. W. C. Rogers	Steamer. Latitude 28° 30′, between longitude 85° and 87°.
Jas. L. Davis	Actg. Master W. Fales	Bark. St. Joseph's Bay.
Jas. S. Chambers	Actg. Master L. Nickerson	Schooner. West Pass, St. George's Sound.
Marigold	Actg. Master L. D. D. Voorhees	Steam tug. Latitude 25°, between longitude 83° and 87°.
Port Royal	Lt. Comdr. G. U. Morris	Gunboat. West Pass, St. George's Sound.
Pursuit	Actg. Vol. Lt. W. P. Randall	Bark. Indian River.
Restless	Actg. Master W. R. Browne	Bark. From latitude 26° and longitude 83° to latitude 28° and longitude 85°.
Roebuck	Actg. Master J. O. Barclay	Bark. St. Andrew's Sound.
Sagamore	Lt. Comdr. E. English	Gunboat. Tampa Bay.
San Jacinto	Lt. Comdr. R. Chandler	Steamer. Latitude 29°, between longitude 85° 30′ and 87° 30′.
Somerset	Lt. Comdr. A. F. Crosman	Ferryboat. East Pass, St. George's Sound.
Stars and Stripes	Actg. Master C. L. Willcomb	Steamer. Off St. Marks.
Sunflower	Actg. Master E. Van Sice	Steamer. Latitude 25° 30′, between longitude 83° and 87°.
Tahoma	Lt. Comdr. A. A. Semmes	Gunboat. Repairing at Key West.
Wanderer	Actg. Master's Mate W. Morris	Schooner. Hospital ship at Key West.
Clyde	Actg. Master A. A. Owens	Steamer. Coaling at Key West to cruise between Tortugas and Campeche Banks.
Annie	Actg. Ensign J. S. Williams	Schooner. Tender to Fort Henry, Cedar Keys.
Ariel	Actg. Ensign J. Blake	Schooner. Tender to San Jacinto. From Indian Key to Bahia Honda.
Carmita		Lighter. Attached to storehouse, Key West.
Fox	Actg. Master G. Ashbury	Schooner. Tender to San Jacinto; between Cedar Keys and St. Marks.
Julia	Actg. Master's Mate L. Coggeshall	Sloop. Tender to Eugenie; inside guard vessel, Key West.
Rosalie	Actg. Master P. F. Coffin	Sloop. Tender to Gem of the Sea, Charlotte Harbor.
Sea Bird	Actg. Master C. P. Clark	Schooner. Tender to San Jacinto. Latitude 27° between longitude 84° and 86°.
Stonewall	Actg. Master H. B. Carter	Schooner. Tender to Sagamore, Tampa Bay.
Two Sisters	Actg. Master C. H. Rockwell	Schooner. Tender to San Jacinto; between Tampa Bay and Cedar Keys.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Voorhees, U. S. Navy, commanding U. S. S. Marigold, to proceed in search of the steamer James Battle.

U. S. FLAGSHIP DALE,
Key West, September 16, 1863.

SIR: On the receipt of this order you will fill up with coal with all possible dispatch and proceed to Tampa Bay, and (if necessary) thence to Cedar Keys.

The object of your expedition is to learn what has become of the prize steamer *James Battle* (which vessel was sent up the coast on the 24th of August in charge of Lieutenant-Commander Semmes) and to render her such assistance as may be in your power, in case she needs

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any. On completing this duty you will return to this place and report to me.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Acting Master L. D. D. VOORHEES, U. S. Navy,
Commanding Steam Tug Marigold.

Report of Lieutenant-Commander Chandler, U. S. Navy, commanding U. S. S. San Jacinto, regarding the capture of the steamer Lizzie Davis.

U. S. S. SAN JACINTO,
At Sea, lat. 24° 21′ N., long. 83° 48′ W., September 17, 1863.

SIR: I have the honor to report that on the morning of the 16th (yesterday), in latitude 25° 58′ N., longitude 85° 11′ W., the steamer *Lizzie Davis*, rebel blockade runner, was captured by this ship after a chase of two hours. She was bound from Havana to Mobile, and left Havana on Sunday, the 13th. She is loaded with lead and other articles for the rebel authorities, and has no papers of any kind, but had a rebel flag on board. No other vessel was in sight at the time of her capture. I have the honor to forward the list of those entitled to share in the prize.

Very respectfully, your obedient servant,

R. CHANDLER,
Lieut. Commander, U. S. Navy, Comdg. U. S. S. San Jacinto.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander English, U. S. Navy, commanding U. S. S. Sagamore, regarding blockade duty.

U. S. FLAGSHIP SAN JACINTO,
Key West, September 21, 1863.

SIR: On the arrival of the *Adela* you will transfer to me the tender (schooner) *Stonewall*, with everybody belonging to her; and after communicating to Acting Volunteer Lieutenant Stodder all the information necessary for the due performance of the blockading duty at Tampa Bay, you will proceed with the vessel under your command to the East Pass of St. George's Sound, and relieve the steamer *Somerset* at that point.

The *Somerset* will be ordered to relieve the *Port Royal* at the West Pass.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Lieutenant-Commander EARL ENGLISH, U. S. Navy,
Commanding Gunboat Sagamore.

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Order of the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, regarding the U. S. steamers Tioga and Port Royal.

NAVY DEPARTMENT, *September 22, 1863.*

SIR: The U. S. S. *Tioga* has been ordered to report to you as the relief of the U. S. S. *Port Royal*, which latter vessel you will direct, on being relieved, to proceed to New Orleans and report to Commodore H. H. Bell, or the senior commanding officer present, for duty in the Western Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral THEO. BAILEY,
Commanding Eastern Gulf Blockdg. Squadron, Key West.

Reports of Captain Walker, U. S. Navy, regarding the capture by that vessel of the steamer Leviathan.

U. S. S. DE SOTO,
South West Pass, September 22, 1863.

SIR: We ran into the South West Pass this morning for the purpose of receiving officers and men who had been placed in charge of prizes ordered to New Orleans.

Before crossing the bar we received information that a few hours previously a steamer had been boarded by a band of rebels and carried out of the river.

We immediately stood to sea, and as we had just run in from the eastward without seeing her, it was fair to presume that she had run off to the southward, and we shaped our course accordingly.

It was not long before we made a sail from the masthead, and after a run of about 35 miles we captured the *Leviathan*.

The *Leviathan* is a new and very fast screw steamer, amply supplied with coal and provisions for a cruise, and has a picked crew.

I feel great satisfaction in announcing this success, for when the *Boston*, a very much inferior vessel, was carried off some months ago by a similar enterprise we soon fell upon her track, and thus had the opportunity of witnessing the desolation she had spread in her path, blackening the seas in her wake with the charred memorials of many fine ships.

I shall send the *Leviathan* with her desperate band to New Orleans.

I am, sir, respectfully, your obedient servant,

W. M. WALKER,
Captain, U. S. Navy.

Hon. SECRETARY OF THE NAVY,
Washington, D. C.

[Report of like tenor dated September 23, 1863, to Acting Rear-Admiral Bailey, U. S. Navy, commanding East Gulf Blockading Squadron.]

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U. S. S. De Soto,
September 26, 1863.

Sir: Herewith I enclose copies of the papers found in possession of the officers of the *Leviathan*, the originals being retained by the authorities at New Orleans.

I am, sir, respectfully, your obedient servant,

W. M. Walker,
Captain, U. S. Navy.

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

[Enclosures.]

Confederate States of America,
Richmond, August 5, 1863.

Sir: You are hereby informed that the President has appointed you an acting master (without pay) in the Navy of the Confederate States. You are requested to signify your acceptance or nonacceptance of this appointment, and should you accept, you will sign before a magistrate the oath of office herewith and forward the same, with your letter of acceptance, to this Department, reporting at the same time your residence, when appointed, and the State in which you were born.

Registered. No. ———.

The lowest number takes rank.

S. R. Mallory,
Secretary of the Navy.

Acting Master David Nichols, C. S. Navy,
Care of Messrs. Stockard, Rupert & Co., Mobile, Ala.

Registered.
Jas. S. James,
Register, etc.

[Endorsement.]

D.
T. B. T.

U. S. Prize Commissioner's Office,
New Orleans, September 26, 1863.

A correct copy of the commission of David Nichols, C. S. Navy, found on board of the *Leviathan*.

T. B. Thorpe,
Special Prize Commissioner.

Naval Commandant's Office,
Mobile, Ala., August 19, 1863.

Sir: You will proceed to sea in the cutter *Teaser* and cruise between this port and the Mississippi River for the purpose of destroying or capturing any of the enemy's vessels or boats you may fall in with. Should you succeed in making any captures you will convey them to a

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safe port, and on your arrival you will make a full report to me of your cruise.

Wishing you all success in your enterprise,

I am, respectfully, your obedient servant,

FRANK'N BUCHANAN,
Admiral, etc.

DAVID NICHOLS,
Master, C. S. Navy, Mobile, Ala.

Endorsed:

J. M. SPENCER,
Commanding Officer C. S. Steamer Baltic.

C., T. B. T.

U. S. PRIZE COMMISSIONER'S OFFICE,
New Orleans, September 26, 1863.

A correct copy of David Nichols' (master, of C. S. Navy) sailing orders found on board of the *Leviathan*.

T. B. THORPE,
Special Prize Commissioner.

Shipping articles for the naval service for persons to serve not exceeding the existing war.

We, the subscribers, seamen and others, do, and each of us does, hereby agree to and with Franklin Buchanan, of the Confederate States Navy, in manner and form following, that is to say:

In the first place we do hereby agree, for the considerations hereinafter mentioned, to enter the service of the Navy of the Confederate States, and in due and seasonable time repair on board such vessel of the Navy as we may be ordered to join, and during the term of the existing war with the United States, and until the return to the Confederate States of the vessel in which we may be serving on a foreign station at the expiration of said war, provided by and upon the conditions of the act of Congress, approved March 2, 1837, entitled "An act to provide for the enlistment of boys for naval service and to extend the term of the enlistment of seamen," and February 20, 1845, entitled "An act to amend an act entitled 'An act to provide for the enlistment of boys for the naval service and to extend the term of the enlistment of seamen,'" and adopted by an act entitled "An act to provide for the organization of the Navy of the Confederate States," approved March 16, 1861, unless sooner discharged by proper authority, to the utmost of our power and ability, respectively, to discharge our several duties, and in everything to be conformable and obedient to the several requirings and lawful commands of the officers who may from time to time be placed near us.

Secondly.—We do also oblige and subject ourselves to serve during the term aforesaid, and we do severally oblige ourselves during such service to comply with and be subject to such laws, regulations, and discipline of the Navy as are or that may be established by the Congress of the Confederate States or other competent authority.

Thirdly.—The said Franklin Buchanan, for and in behalf of the Confederate States, does hereby covenant and agree to and with the said seamen and others who have hereunto signed their names, that they and each of them shall be paid in consideration of such services

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the amount per month which in the column hereunto annexed, headed "Wages per month," is set opposite to their names, respectively, or the wages due to the ratings which may from time to time be assigned to them during the continuance of their service aforesaid, and likewise to advance to each and every of them at entrance due security for the same, being first given the amounts set opposite their respective names in the columns headed "Wages advanced" and "Bounty paid," the receipt of all which they do hereby severally acknowledge.

Report of Acting Master Owens, U. S. Navy, commanding U. S. S. Clyde, regarding the capture of the schooner Amaranth, of Boston.

U. S. S. CLYDE,
Tortugas Harbor, September 27, 1863.

SIR: While cruising off to the W. S. W. of Loggerhead light-house the masthead lookout reported at 1 p. m. a strange sail bearing S. W. by S. and steering N. W. At 1:30 made her out to be a schooner under mainsail, foresail, and jib. At 1:45 she set the flying jib. We called all hands to quarters and fired a shot astern of her, which she took no notice of; we fired another, which struck one-fourth of a mile ahead of her; as soon as the shot struck they set their main-top staysail and kept on their course. When I saw this I immediately fired the third at her, which fell 10 yards short, when they immediately hove to. I came up with her at 3 p. m. She was in latitude, at that time, 24° 25′ N., longitude 83° 30′ W., and no other vessel in sight, Loggerhead light-house bearing E. N. E., distant 30 miles. Sent a boat alongside. Upon examination of the papers she proved to be the schooner *Amaranth*, of Boston, with a cargo of 200 boxes of sugar, 11,000 cigars, and 4 cases of merchandise. I opened her hatches and examined the character of the cargo, which I found all the articles the bills of lading called for. The only thing that I condemn her on is her cargo and not heaving to when fired at. I took her in tow and brought her into this place, and I think it my duty to send her to Key West for adjudication. In looking over her papers I found some of them signed by two captains, which looks very suspicious. Not having anyone acquainted with the reef, I therefore sent my pilot on board to take her to Key West.

I have the honor to be, your humble and obedient servant,

A. A. OWENS,
Acting Master, Commanding Steamer Clyde.

Acting Rear-Admiral T. BAILEY,
Comdg. East Gulf Blockading Squadron, Key West.

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Stations of vessels of the East Gulf Blockading Squadron, October 1, 1863.

Name.	Rank	Class and station.
Adela	Actg. Vol. Lt. L. N. Stodder	Steamer. Tampa Bay.
Beauregard	Actg. Master F. Burgess	Schooner. Repairing at Key West.
Dale	Comdr. R. Handy	Ordnance ship. Key West.
De Soto	Capt. W. M. Walker	Steamer. Lat. 29° 30′, between long. 86° and 88°.
Eugenie	Actg. Master W. McClintock	Guard schooner. Key West.
Fort Henry	Lt. Comdr. E. Y. McCauley	Ferryboat. Cedar Keys.
Gem of the Sea	Actg. Vol. Lt. I. B. Baxter	Bark. Charlotte Harbor.
Huntsville	Actg. Vol. Lt. W. C. Rogers	Steamer. Lat. 28° 30′, between long. 85° and 87°.
Jas. L. Davis	Actg. Master W. Fales	Bark. St. Joseph's Bay.
Jas. S. Chambers	Actg. Master L. Nickerson	Schooner. West Pass, St. George's Sound.
Marigold	Actg. Master L. D. D. Voorhees	Steamer. Key West Harbor.
Port Royal	Lt. Comdr. G. U. Morris	Gunboat. Ordered to Key West for repairs.
Pursuit	Actg. Vol. Lt. W. P. Randall	Bark. Indian River.
Restless	Actg. Master W. R. Browne	Bark. Gone to relieve the Roebuck.
Roebuck	Actg. Master J. O. Barclay	Bark. St. Andrew's Sound.
Sagamore	Lt. Comdr. E. English	Steamer. East Pass, St. George's Sound.
San Jacinto	Lt. Comdr. R. Chandler	Steamer. Refitting at Key West.
Somerset	Lt. Comdr. A. F. Crosman	Ferryboat. West Pass, St. George's Sound.
Stars and Stripes	Actg. Master C. L. Willcomb	Steamer. Off St. Marks.
Sunflower	Actg. Master E. Van Sice	Steamer. Refitting at Key West.
Tahoma	Lt. Comdr. A. A. Semmes	Gunboat. Repairing at Key West.
Wanderer	Actg. Master's Mate W. Morris	Schooner. Hospital vessel, Key West.
Clyde	Actg. Master A. A. Owens	Steamer. Between Tortugas and Campeche Bay.
Honduras	Actg. Master A. N. Gould	Steamer. Key West.
Annie	Actg. Ensign J. S. Williams	Schooner. Tender to Fort Henry, Cedar Keys.
Ariel	Actg. Master Saml. Curtis	Schooner. Tender to San Jacinto, between Charlotte Harbor and Tampa Bay.
Carmita	.....	Lighter. Attached to storehouse, Key West.
Fox	Actg. Master G. Ashbury	Schooner. Tender to San Jacinto, between Cedar Keys and St. Marks.
Julia	Actg. Master's Mate L. Coggeshall	Sloop. Tender to Eugenie; guard vessel, Boca Chica.
Rosalie	Actg. Master P. F. Coffin	Sloop. Tender to Gem of the Sea, Charlotte Harbor.
Sea Bird	Actg. Master C. P. Clark	Schooner. Tender to San Jacinto, lat. 27°, between long. 84° and 86°.
Stonewall	Actg. Master H. B. Carter	Schooner. Tender to Sagamore, Tampa Bay.
Two Sisters	Actg. Master C. H. Rockwell	Schooner. Tender to San Jacinto, between Tampa Bay and Cedar Keys.

Respectfully,

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockading Squadron.

Report of Acting Master Rockwell, U. S. Navy, commanding U. S. tender Two Sisters, regarding expeditions to Bayport, Fla., in search of a steamer.

U. S. TENDER TWO SISTERS,
Key West, September —, 1863.

SIR: I have the honor of making the following report. Having received information on the 5th instant, while lying in Cedar Keys, of the presence of a steamer in Bayport, I immediately proceeded to cruise off that place, arriving there on the morning of the 6th. On the 7th saw two sails inshore, and on standing for them, found them to be two boats from the *Fort Henry* in charge of Acting Master's

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Mate Hancock, who had been sent down the coast to watch the movements of the steamer inshore. I took the boats in tow, and the next morning, taking advantage of a flood tide, stood inshore to endeavor to discover the main channel through St. Martin's Reef. Having arrived within about 4 miles of Bayport, I anchored, having barely sufficient water to float the vessel. With the aid of a glass, I soon discovered the steamer lying near the shore, partly covered with bushes. She was painted lead color, had side-wheels, one pipe painted white, one mast with a standing gaff upon it, and her after end was covered with a rounding top, apparently painted yellow. Being unable to do anything more that tide, stood offshore to a sufficient depth, and feeling assured that she could never leave the harbor in the night, as soon as it was dark, stood for Cedar Keys to give information of her whereabouts to Captain McCauley of the *Fort Henry*. I weighed again the same evening to return, taking the *Fort Henry's* armed launch with me. At daylight saw a sail offshore, which proved to be the tender *Annie*, Acting Ensign Williams in command, and whom I detained to carry any information that I could procure to Cedar Keys. Stood inshore with both vessels until within 10 miles of Bayport, when the wind failing I took the *Fort Henry's* launch and the *Two Sisters'* boats, and went inshore to within 4 miles of Bayport, discovering the steamer to be still there, but the weather being very squally and rainy was unable to accomplish my purpose of finding the channel, everything being obscured. On returning on board, dispatched the *Annie* to Cedar Keys with the information that the steamer was still there. On the 12th, the weather being again clear, stood in toward Bayport, taking advantage of a flood tide, and when within 3½ miles of Bayport, saw the reef and the channel stakes. Anchored near the reef, and sent an armed boat in charge of Acting Master's Mate Montague to sound out the channel, which duty he performed in a satisfactory manner, going within 1 mile of the battery. As the boat was returning, the rebel flag was hoisted on the battery, when I threw a shell in toward it, but found we were out of range. The tide failing I stood out again. The steamer had been hauled in behind the island on which the town of Bayport stands since my last reconnoissance, and was still further disguised with bushes.

On returning on board Mr. Montague reported having found no less than 6 feet of water at any place, and the channel through the reef not less than 100 yards wide. I blockaded the place during the next day, and in the evening stood for Cedar Keys, arriving the 14th, and finding an expedition just starting for Bayport, consisting of the steamer *James Battle*, schooner *Annie*, with boats, etc. The steamer immediately took the *Two Sisters* in tow, and I went on board the steamer to render what assistance I could. We arrived off Bayport the next day, and had the pleasure of witnessing the destruction of the steamer, and a large warehouse apparently containing cotton, and of participating in a bloodless victory, won from the fears of the enemy.

Respectfully,

C. H. ROCKWELL,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

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Report of Lieutenant-Commander Morris, U. S. Navy, commanding U. S. S. Port Royal, regarding the destruction of salt works near St. George's Sound, Florida.

U. S. GUNBOAT PORT ROYAL,
St. George's Sound, Fla., October 3, 1863.

SIR: Having received information that there were some salt works 2½ miles back on the mainland and 16 miles by water, I yesterday dispatched Acting Master E. Van Slyck in the launch to destroy them. He returned to-day without casualties, having destroyed 6 boilers and kettles, 2 large vats, and all the utensils for making salt.

Very respectfully, your obedient servant,

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

Rear-Admiral T. BAILEY, U. S. Navy,
Comdg. East Gulf Blockdg. Squadron, Key West, Fla.

Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark Gem of the Sea, regarding the capture of the British schooner Director.

U. S. BARK GEM OF THE SEA,
Charlotte Harbor, October 3, 1863.

SIR: I have the honor to report to you that on the evening of the 30th ultimo I captured the British schooner *Director*, $2\frac{3}{100}$, of and from Nassau, New Providence, laden with 20 small bags of Bahama salt and 1 barrel rum, manned with two men, viz, Robert Johnson (captain) and Thomas Valentine (colored seaman), while attempting to run the blockade at Punta Rasa, bound for Peace Creek, but cleared from Nassau for Key West. The schooner being old and unseaworthy, I do not deem her and her cargo of sufficient value to authorize me to send her in for adjudication; I therefore shall destroy her.

The following is a detailed account of her capture: September the 30th, while the U. S. sloop *Rosalie* (tender to this vessel), under the command of Acting Master Peter F. Coffin, blockading the passage which runs into this harbor, and also to the entrance of Sanibel River, they discovered a small schooner coming out of Terraceia Creek and making for the entrance to Sanibel [Caloosa] River. Mr. Coffin immediately sent his boat in chase and captured her. She proved to be the above-named schooner, and brought her to this vessel, agreeable to my order. Her crew, Robert Johnson and Thomas Valentine, I will send to Key West by the *Union* for your disposal.

This Robert Johnson is the man whose buildings I burned on Peace Creek the 2d of September last, they being a rendezvous for guerillas.

I have good authority in saying that this Johnson is an old blockade runner and a notorious villain. He has been captured and paroled twice, once at Philadelphia and once at Key West, and am informed that he broke his parole both times. I am also informed by Captain Wade S. Rigby and Enoch Daniels (refugees living on the islands in the vicinity of this harbor) that this Robert Johnson is the man who captured the schooner *Laura* at the entrance to Sanibel River in December, 1862. The *Laura* was from Key West, with the mail for this squadron and stores for the U. S. S. *Penguin*.

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I have deemed it advisable to send Captain Rigby to Key West by the *Union* as a witness, he wishing to go to Key West to purchase a few articles for his family. With your permission Captain Rigby would wish to return to this harbor by the first opportunity to his family.

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

I. B. BAXTER,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral T. BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Commander Newcomb, U. S. Navy, commanding U. S. S. Tioga, regarding the cruising ground of that vessel.

U. S. FLAGSHIP SAN JACINTO,
Key West, October 5, 1863.

SIR: So soon as the vessel under your command is ready for sea you will proceed in her to cruise on the parallel of 28° 30′ north latitude, between the meridians of 85° and 87° west longitude. These limits are not to be considered as altogether rigid, and you can at your discretion extend them to the eastward or westward; but, as the *De Soto* is cruising on the parallel of 29° 30′, between the meridians of 86° and 88°, and as the *San Jacinto* will be asssigned to the parallel of 29°, between the meridian of 85° 30′ and 87° 30′, you will see that any great departure to the northward of the line indicated would defeat the general plan for intercepting vessels bound in and out of Mobile, besides causing an unnecessary expenditure of coal by mutual chasing. You will return to this port when in want of coal. Should you take any prizes, you will send them to New Orleans for adjudication, and if possible take means to recover the prize master and crew before returning here.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Commander H. S. NEWCOMB, U. S. Navy,
Commanding Gunboat Tioga.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Smith, U. S. Navy, to assume command of the steamer Nita.

U. S. FLAGSHIP SAN JACINTO,
Key West, October 6, 1863.

SIR: You are hereby detached from the *Fort Henry*, and you will return to this place by the earliest opportunity and report to me in person for the command of the steamer *Nita.*

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Acting Master ROBT. B. SMITH, U. S. Navy.

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Report of Acting Master Burgess, U. S. Navy, commanding U. S. schooner Beauregard, regarding the seizure in Key West Harbor of the sloop Last Trial.

U. S. SCHOONER BEAUREGARD,
Key West, Fla., October 6, 1863.

SIR: In obedience to an order received from Acting Rear-Admiral Theodorus Bailey I have visited and searched the sloop *Last Trial*, lying in this harbor, and find her loaded with 26 sacks of salt and without papers or colors. The only man on board (Thomas Merlin) represents that she is five days out from Havana, and cleared for Nassau, New Providence; that she met with heavy weather to the westward of this, and had to throw overboard a portion of the cargo, and that she put in here in distress and that she intended to run the blockade. Her captain (George Elliot) had already left the vessel, but was arrested by the provost-marshal, by order from Admiral Bailey. Before his arrest he admitted to Mr. Edward Howe, prize commissioner of this place, that he intended to run the blockade, and it was on this information that she was visited and searched. I have seized her as a prize of war.

The following United States vessels were within signal distance and entitled to share in the capture: *San Jacinto*, *Dale*, *Huntsville*, *Tahoma*, *Tioga*, *Wanderer*, *Eugenie*, *Marigold*, and *Sunflower*, and tender schooners *Sea Bird* and *Fox*.

I am, very respectfully, your obedient servant,

FRANCIS BURGESS,
Acting Master, Commanding.

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

[Endorsement.]

This capture will scarcely pay the costs.

T. BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Report of Acting Master Fales, U. S. Navy, commanding U. S. bark James L. Davis, regarding the disposition of cotton picked up by that vessel.

U. S. BARK J. L. DAVIS,
St. Joseph's Bay, Fla., October 7, 1863.

SIR: I have the honor to make the following report of the circumstances of picking up a lot of cotton by this vessel and forwarded to Key West by the U. S. bark *Roebuck*.

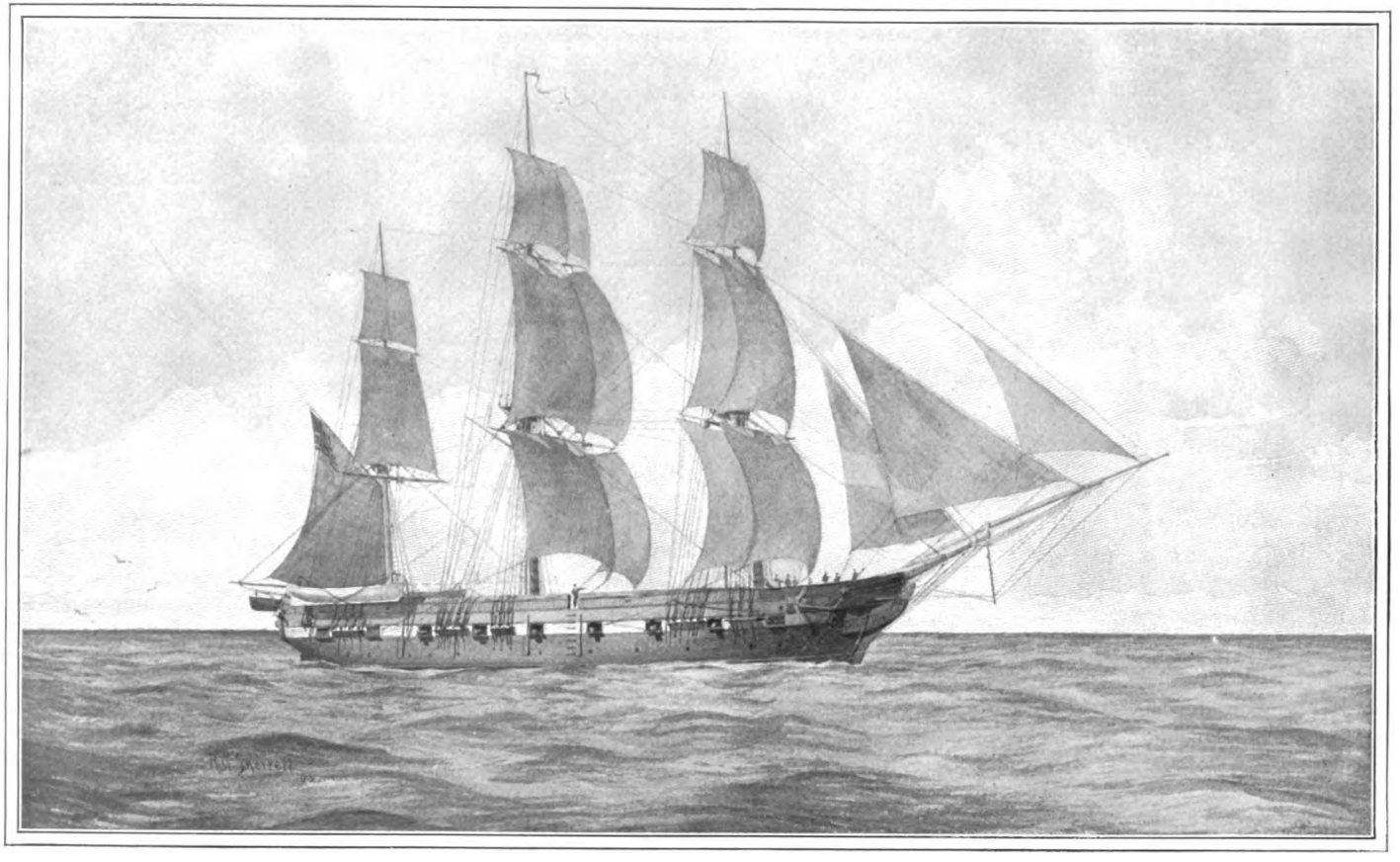
July 23, 1863, discovered a number of bales of cotton drifting about outside of this harbor; sent boats and picked it up and landed it on St. Joseph's Point; saw also a number of bales that had drifted on shore along the coast, both north and south of this place; sent a party of men and had it rolled up out of the water, and as soon as possible thereafter sent boats and had it brought down to and landed on St. Joseph's Point. In this way collected 64 bales, which I forward by the *Roebuck* to Key West; also two packages of loose cotton.

Very respectfully, your obedient servant,

WM. FALES,
Acting Master, Commanding.

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

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UNITED STATES SHIP DALE.

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[Endorsement.]

This cotton is undoubtedly part of the cargo of the rebel steamer *Alabama*, thrown overboard when chased by the *R. R. Cuyler* in July last.

T. BAILEY,
Acting Rear-Admiral.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Morris, U. S. Navy, commanding U. S. S. Port Royal, regarding the transfer of that vessel to the West Gulf Squadron.

U. S. FLAGSHIP DALE,
Key West, October 9, 1863.

SIR: The Secretary of the Navy has directed your vessel to be transferred to the West Gulf Blockading Squadron. As there is reason to believe that the heavy battery of the *Port Royal* is of more importance than great speed on her part at the present moment, and as otherwise there are greater facilities at Ship Island than here for putting your machinery in perfect order, you will put on her only such repairs as are necessary to take her to New Orleans, and you will proceed there without unnecessary delay and report to Commodore Bell for duty in his squadron.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Lieutenant-Commander GEO. U. MORRIS, U. S. Navy,
Commanding Gunboat Port Royal.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Harrison, U. S. Navy, to assume command of the U. S. tender Ariel.

U. S. FLAGSHIP DALE,
Key West, October 10, 1863.

SIR: You are hereby detached from the steamer *Adela* and attached to the *San Jacinto*. You will relieve Acting Master Curtis in command of the tender *Ariel*, and will follow out the orders he has received from Lieutenant-Commander Chandler.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Acting Master WM. H. HARRISON, U. S. Navy.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Morris, U. S. Navy, commanding U. S. S. Port Royal, to proceed to Cardenas, Cuba, in search of the C. S. S. Alabama.

U. S. FLAGSHIP DALE,
Key West, October 13, 1863.

SIR: Information having just reached me that the rebel privateer *Alabama* was off Cardenas, [Cuba], on the 8th instant, the operation

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of your orders (of October 9) is hereby suspended until you can run off that port and communicate with our consular agent there to learn the facts of the case. Should it prove true, you will exercise a sound discretion in your subsequent movements, according to the circumstances; but should it be false, or should the *Alabama* have left before your arrival, you will proceed to execute the orders above referred to, leaving a report for me at Sand Key light-house on the way.

Respectfully,

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Lieutenant-Commander GEO. U. MORRIS, U. S. Navy,
Commanding Gunboat Port Royal.

Letter from Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Fales, U. S. Navy, commanding U. S. bark J. L. Davis, regarding the disposition of cotton captured by the latter.

U. S. FLAGSHIP DALE,
Key West, October 14, 1863.

SIR: Your letter of October 7, relative to captured cotton, has been received. After a careful consideration of the circumstances (in connection with my General Order No. 2, dated January 1, and my two special orders to yourself, dated August 28 and September 21) it has been found impossible at this office to seize upon and duly appreciate the precise difficulty that has presented itself to your mind, unless it be a doubt whether by proceeding as in a case of salvage you might not receive a larger amount of money than if treated as prize of war. If this is the cause of your embarrassment, I would refer you to section 9 of the act for the better government of the Navy, approved July 17, 1862, and lest that should not be sufficiently explicit, I would state further that in case of salvage there is either an additional delay (over prize cases) of a year and a day, or else the amount divided is only one-eighth instead of one-half.

Should this explanation fail to cover the ground of your doubts, perhaps a recapitulation of the facts and regulations may reach the desired point.

On August 21 you first reported the circumstance of the capture, and on the 28th you were directed to send the cotton here for adjudication as prize, with the usual reports and crew lists, and with an officer who was cognizant of the facts. This required, among other things, a letter to the judge of the United States district court, containing the full particulars of the seizure, a letter to the Secretary of the Navy containing the like information, and a letter to the admiral commanding the squadron, detailing the circumstances of the capture; also General Order No. 12, of the Navy Department, dated April 6, 1863, requires that the prize list required by law to be transmitted to the Navy Department (viz, one to the Secretary and one to the Fourth Auditor, which last you have not sent) will exhibit not only the name and rank, or rating, but also the rate of annual or monthly pay of each person borne on the list at the time of the capture to which the list refers.

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At that time information had been received at this office which rendered it certain that this cotton was a portion of that thrown overboard from the rebel steamer *Alabama* when chased by the *U. S. S. Cuyler*, and a large quantity of the same lot had already been condemned as prize in this court, of which you were informed.

On September 21 you were directed to send the cotton in the *Roebuck* to this place and to comply with all the regulations, laws, and circulars relating to prize matters, copies of which have been duly furnished to you, and you were recommended to study such matters diligently in order to avoid mistakes and consequent delay.

It was supposed that these instructions were adapted to the meanest capacity and that no misunderstanding of them was possible, but if the matter is not sufficiently clear to you now the case would appear hopeless. As this is not the first instance where it has been necessary to call your attention to orders and circulars duly furnished you, and as the time of this office can not be occupied in the constant reiteration of such matters, as also several minor omissions or inaccuracies on your part have been permitted to pass unnoticed, you are hereby admonished that any similar case hereafter will cause your being deprived of your command and returned to your previous subordinate position.

Respectfully.

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Acting Master WM. FALES, U. S. Navy,
Commanding Bark Jas. L. Davis.

Stations of vessels composing the East Gulf Blockading Squadron, October 15, 1863.

Name.	Rank.	Class and station.
Adela	Actg. Vol. Lt. L. N. Stodder	Steamer. Tampa Bay; ordered to East Pass.
Beauregard	Actg. Master F. Burgess	Schooner. Between Jupiter Inlet and Cape Canaveral.
Clyde	Actg. Master A. A. Owens	Steamer. Between Tortugas and Campeche Banks.
Dale	Commander R. Handy	Ordnance storeship at Key West.
De Soto	Capt. W. M. Walker	Steamer. Lat. 29° 30′, between long. 86° and 88°.
Eugenie	Actg. Master W. McClintock	Schooner. Guard vessel at Key West.
Fort Henry	Lt. Comdr. E. Y. McCauley	Steamer. Cedar Keys; ordered to Key West.
Gem of the Sea	Actg. Vol. Lt. I. B. Baxter	Bark. Charlotte Harbor.
Honduras	Actg. Master A. N. Gould	Steamer. Carrying supplies to squadron.
Huntsville	Actg. Vol. Lt. W. C. Rogers	Steamer. Repairing at Key West.
James L. Davis	Actg. Master W. Fales	Bark. St. Joseph's Bay.
James S. Chambers	Actg. Master L. Nickerson	Schooner. West Pass, St. George's Sound.
Marigold	Actg. Master L. D. D. Voorhees	Steamer. Harbor tug, Key West.
Pursuit	Actg. Vol. Lt. W. P. Randall	Bark. Off Indian River.
Restless	Actg. Master W. R. Browne	Bark. St. Andrew's Sound.
Roebuck	Actg. Master J. O. Barclay	Bark. Key West; ordered to Indian River.
Sagamore	Lt. Comdr. C. E. Fleming	Steamer. East Pass, St. George's Sound; ordered to Cedar Keys.
San Jacinto	Lt. Comdr. R. Chandler	Steamer. Lat. 29°, between long. 85° 30′ and 87° 30′.
Somerset	Actg. Vol. Lt. Wm. Budd	Steamer. West Pass, St. George's Sound.
Stars and Stripes	Actg. Master C. L. Willcomb	Steamer. Off St. Marks.
Sunflower	Actg. Master E. Van Slice.	Steamer. Convoying prizes to New Orleans.

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Stations of vessels composing the East Gulf Blockading Squadron, October 15, 1863— Continued.

Name.	Rank.	Class and station.
Tahoma	Lt. Comdr. A. A. Semmes	Steamer. Tampa Bay.
Tioga	Comdr. H. S. Newcomb	Steamer. Lat. 28° 30′, between long. 85° and 87°
Wanderer	Actg. Master Mate W. Morris	Schooner. Hospital vessel, Key West.
Annie	Actg. Ensign J. S. Williams	Schooner. Tender to Fort Henry; off Cedar Keys.
Ariel	Actg. Master W. H. Harrison	Schooner. Tender to San Jacinto between Charlotte Harbor and Tampa Bay.
Carmita		Schooner. Attached to storehouse; harbor duty, Key West.
Fox	Actg. Master G. Ashbury	Schooner. Tender to San Jacinto; between Cedar Keys and St. Marks.
Julia	Actg. Master Mate L. Coggeshall	Sloop. Tender to Eugenie; guard vessel, Boca Chica.
Rosalie	Actg. Master P. F. Coffin	Sloop. Tender to Gem of the Sea; southward of Charlotte Harbor.
Sea Bird	Actg. Master C. P. Clark	Schooner. Tender to San Jacinto; between Tampa Bay and Cedar Keys.
Stonewall	Actg. Master H. B. Carter	Schooner. Tender to Sagamore, Tampa Bay.
Two Sisters	Actg. Master C. H. Rockwell	Schooner. Tender to San Jacinto; between Tampa Bay and Cedar Keys.

Respectfully,

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Capture of the steamer Mail, October 15, 1863.

Report of Acting Master Gould, U. S. Navy, commanding U. S. S. Honduras.

U. S. S. HONDURAS,
At Sea, October 16, 1863.

SIR: I have to report to the Department that on the 15th instant, at about 6:30 p. m., in latitude 27° 57′ N., longitude 83° 09′ W., I captured the steamer *Mail*, Captain Gilpin, under British colors, from Bayport, Fla., and bound to Havana, Cuba, with 176 bales of cotton and 6 barrels of turpentine, 100 bales being long staple, the remainder short. Her crew consists of captain, mate, and 12 men. Upon their persons and baggage were found about $2,500, about $1,200 in specie, the remainder in Confederate and Southern bank notes. According to her British register she was built in Glasgow, Scotland, in 1860; she is 179 feet in length, breadth of beam 18 feet, depth of hold 7 feet; she is 198 tons (English measure), her engine is 85 horse power.

The chase lasted six hours and was very exciting. I shall send her to Key West for adjudication. At the time of the capture the U. S. schooner *Fox* was within signal distance and is entitled to share in the prize.

Enclosed is a list of officers and men attached to this ship at the time of the capture.

I am, respectfully, your obedient servant,

A. N. GOULD,
Acting Master, Commanding.

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

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Report of Lieutenant-Commander Chandler, U. S. Navy, commanding U. S. S. San Jacinto, transmitting reports of commanding officers of tenders from that vessel.

U. S. FLAGSHIP SAN JACINTO,
Key West, November 3, 1863.

SIR: I have the honor to transmit the reports of three of the commanding officers of tenders belonging to this ship in reference to the capture of the steamer *Mail*, from Bayport, Fla., to Havana, with a load of cotton.

I also have the honor to send a prize list of officers and men borne on the books of this ship at the time of the capture.

Very respectfully, your obedient servant,

R. CHANDLER,
Lieut. Commander, U. S. N., Comdg. U. S. S. San Jacinto.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Rockwell, U. S. Navy, commanding U. S. schooner Two Sisters.

U. S. SCHOONER TWO SISTERS,
Key West, November ——, 1863.

SIR: I have the honor to submit the following report: At 3:20 p. m. on the 15th of October, while lying at anchor under Anclote Keys, in company with the U. S. schooner *Sea Bird*, a steamer was reported bearing about N. N. W., and steering apparently S. S. W. At 3:35 I weighed and stood to the northward, the *Sea Bird* weighing at the same time and standing offshore. Soon after the U. S. S. *Honduras* appeared in sight, chasing the steamer. At 3:50 I tacked and stood offshore, the steamer gradually nearing me and apparently trying to weather the *Sea Bird* and this vessel, out of range. At 4:20 I set my ensign and pennant and fired a percussion shell at her, but found she was still out of range. The firing, however, caused him to alter his course more to windward. At 5 p. m. the tender *Fox* appeared in sight offshore, and perceiving the steamer, tacked to cut her off. At 5:55 the steamer rounded to and steered for the *Honduras*. At 6:15 the *Honduras* closed with the steamer and took possession of her, she proving to be the British steamer *Mail*, from Bayport, bound to Havana. At the time of the capture, within no more than 4 miles distance from the prize, were the tenders *Fox*, *Two Sisters*, and *Sea Bird*, all entitled to share.

Respectfully,

CHAS. H. ROCKWELL,
Acting Master, Commanding.

Report of Acting Master Ashbury, U. S. Navy, commanding U. S. schooner Fox.

U. S. SCHOONER FOX,
Off Bayport, Fla., October 15, 1863.

SIR: I have the honor to report that at 5 p. m. this day the lookout raised black smoke to the northward. I immediately made all sail in chase, and at 5:20 made the chase to be a steamer standing about W. S. W. and pursued by one steamer and two schooners.

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Gaining rapidly on him, he hauled down his jibs and stood to northward and westward, directly in the wind's eye. At 6:15, the distance still lessening, the chase hove to and was shortly after boarded by a boat from the pursuing steamer. At 6:40 I ran alongside. The vessel proved to be the British steamer *Mail*, from Bayport, Fla., for Havana with a cargo of cotton, then in charge of a prize master from U. S. S. *Honduras*. In accordance with orders from Acting Master Gould, commanding *Honduras*, I sent an officer and five men on board to assist in taking the prize into Tampa.

Very respectfully, your obedient servant,

GEO. ASHBURY,
Acting Master, Commanding.

Lieutenant-Commander R. CHANDLER, U. S. Navy,
Commanding U. S. S. San Jacinto.

Report of Acting Master Clark, U. S. Navy, commanding U. S. schooner Sea Bird.

U. S. SCHOONER SEA BIRD,
Off Key Anclote, West Coast of Florida, October 15, 1863.

SIR: I have the honor to inform you that while at anchor under Key Anclote, in company with U. S. (tender) schooner *Two Sisters*, we made out black smoke by N. W. at about 3 o'clock this afternoon.

Getting underway with a westerly wind, I stood off to the S. W., while the *Two Sisters* went to the northward. We soon made out a steamer running about south, with another steamer in chase of her. As we worked out, the chase hauled to the westward until she made a schooner, which proved to be the U. S. schooner *Fox*. (The *Two Sisters* had by this tacked ship and followed us on to the S. W.) The chase then hauled to the northward, and at 6:15 was brought to by a gun from the U. S. S. *Honduras*, to whom she became a prize. The tender schooners *Fox*, *Two Sisters*, and *Sea Bird* were in sight at the time of capture. The prize proved to be the steamer *Mail*, from Bayport, with 160 bales of cotton and some spirits turpentine.

I enclose a list of officers and men attached to this vessel.

Respectfully,

CHARLES P. CLARK,
Acting Master, Commanding Tender.

Lieutenant-Commander R. CHANDLER,
Commanding U. S. S. San Jacinto.

Destruction of the steamer Scottish Chief and sloop Kate Dale, in Hillsboro River, October 16–17, 1863.

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

U. S. FLAGSHIP SAN JACINTO,
Key West, October 24, 1863.

SIR: I have to report the destruction of the blockade-running steamer *Scottish Chief* and of the sloop *Kate Dale*, in Hillsboro River, by an armed expedition from the U. S. gunboats *Tahoma* and *Adela*.

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Having learned that these vessels were loading with cotton and about to sail, and being apprehensive that by reason of their light draft they would escape the blockading vessel, I sent Lieutenant-Commander Semmes to Tampa Bay to destroy them. It was planned between myself and Captain Semmes that he should, with the *Tahoma*, assisted by the *Adela*, divert attention from the real object of the expedition by shelling the fort and town, and that under cover of the night men should be landed at a point on old Tampa Bay, distant from the fort, to proceed overland to the point on the Hillsboro River where the blockade runners lay, there to destroy them. This plan was successfully carried out, but not without a considerable loss.

On the 16th instant the *Tahoma* and *Adela* ran in abreast of the batteries and shelled them slowly during the day; the firing was in an unusual degree accurate and precise. At dark, as soon as the moon went down, a force consisting of Acting Ensigns J. P. Randall and J. G. Koehler, with 60 men from the *Tahoma*, and of Acting Ensigns Strandberg and Balch and Acting First Assistant Engineer [George M.] Bennet, with 40 men from the *Adela*, and Acting Master's Mate Crane and Mr. J. A. Thompson, guides, was landed at Ballast Point. The expedition was under the immediate command of Acting Master T. R. Harris, executive officer of the *Tahoma*. The line of march was quietly taken up for the river, under the guidance of Mr. J. A. Thompson, who, being too ill to walk, was borne in a litter. A march of 14 miles (rendered circuitous by the necessity of avoiding houses, creeks, etc.) brought the party before daylight to the river bank. As soon as it was light the vessels were discovered on the opposite bank; the force was thereupon moved to a point opposite where they lay, and those on board brought under aim of the rifles and ordered to send a boat, which they did. A detachment thereupon was sent to bring over the vessels and to make prisoners of those on board. At this time two men succeeded in escaping from the vessels, who carried the alarm to the garrison. The vessels meantime were fired effectually and the force thereupon set out upon its return. Encountering an armed party near the beach, a charge was made, and two rebels made prisoners. The beach finally was safely reached without loss, and pickets were stationed and the party rested, waiting the arrival of the boats, then being dispatched from the *Tahoma* and *Adela*. While so resting, word was brought that a detachment of cavalry and one of infantry was advancing; the party was formed to resist an attack, and the boats having arrived the embarkation commenced. While this was proceeding the rebels opened fire. The first and second divisions, with 7 prisoners, proceeded in an orderly manner to the boats; the third division (spread out, that the rebels might not fire into a mass) returned the fire energetically and with great coolness and bravery. The *Adela* meantime shelled the woods (in which the rebels were concealed and from which they fired) with shrapnel. The first and second divisions having embarked, the rear guard, on receiving the order so to do, followed. This rear guard stood nobly to their post, protecting the retreat under an extremely severe fire from a concealed enemy—loading and firing with the coolness of target practice, and finally leaving quietly at the word of command, bearing with them their wounded. The rebels were under the command of Captain (late U. S. Senator) Westcott, and were so-called regulars.

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The retreat to the boats was admirably conducted by Acting Master Harris, and the expedition throughout was characterized by a disciplined courage on the part of both officers and men. The force suffered severely at the beach, and both courage and discipline were called for. Our loss was as follows:

Killed.—James Worrall, seaman, *Tahoma;* John Roddy, seaman, *Adela;* Joseph O'Donnell, seaman, *Adela.*

Ten were wounded (including Acting Ensigns Randall and Koehler), two seriously. Five were made prisoners.

In reporting these losses Lieutenant-Commander Semmes observes:

I regret sincerely our loss, yet I feel a great degree of satisfaction in having impressed the rebels with the idea that blockade-running vessels are not safe, even up the Hillsboro River.

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Semmes, U. S. Navy, commanding U. S. S. Tahoma.

U. S. GUNBOAT TAHOMA,
Tampa Bay, Fla., October 20, 1863.

SIR: I have the honor to submit the following report for your information:

Upon our arrival here, on the 13th instant, finding that the steamer *Scottish Chief* and the sloop *Kate Dale* were loaded with cotton and ready to run the blockade, I had to change the place of landing a force from Old Tampa Bay to Ballast Point, about 5 miles below the town of Tampa.

On the 16th, the *Adela* in company, we went abreast of the batteries and shelled them at our leisure. The practice with the 200-pounder Parrott was beautiful, but the fuzes acted badly. While in this position, with a view of deceiving the rebels, I placed some stakes to the northward and eastward, as if intending to land there. This had the desired effect, for that night quite a force was sent there to oppose a landing. Toward 4 o'clock in the afternoon I backed off into deeper water and at dark received on board officers, men, and boats from the *Adela.* As soon as the moon went down this vessel was moved abreast of Ballast Point, and a force of 100, exclusive of officers and guides, was landed.

When the boats returned I moved about midnight abreast of the batteries again. The following morning, at daylight, we fired the heavy rifle gun, simply to keep the rebels busy.

For the details of the expedition on shore I respectfully refer you to the report, herewith enclosed, of Acting Master [T. R.] Harris, the executive officer of this vessel, who was in command.

I am satisfied from the way in which the vessels were scattered about the river that more could not have been accomplished.

The *Adela* having signalized me about noon, the 17th, that our force was on the beach, I sent boats to take them off as soon as possible.

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From the testimony of witnesses I feel assured that the most effectual means were adopted by Acting Master Harris for the protection of his command.

The officers and men mentioned in the enclosed report of Acting Master Harris constituted a rear guard, and according to verbal reports behaved nobly.

Those not particularly mentioned remained in line of battle until ordered to their boats.

Acting Master's Mate [H. A.] Crane and Mr. J. A. Thompson, guides, did their duty well, though the latter had to be carried in a litter a long time.

The march to the river and back, I am informed, was made in good time and very quietly. The escape of two prisoners from one of the vessels burned was the only thing that showed the presence of our force.

The morning of the 18th I communicated by flag of truce, meeting Captain [John] Westcott, the commander at Tampa, from whom I learned the condition of the men left on shore.

We have in our possession 2 prisoners of war and 5 blockade runners (one of them severely wounded), all of whom, except the wounded man, I send by the *Honduras*.

The vessels destroyed were of light draft, not over 4 feet, and would have probably eluded me.

Our total loss is as follows:

Killed.—James Worrall, seaman, *Tahoma;* John Roddy, seaman, *Adela;* Joseph O'Donnell, seaman, *Adela.*

Wounded.—J. P. Randall, acting ensign, *Tahoma;* J. G. Koehler, acting ensign, *Tahoma;* Jonathan Murray, boatswain's mate, *Tahoma;* Henry Palmer, coxswain, *Tahoma;* William Curtin, ordinary seaman, *Tahoma;* George [H.] Fitzgerald, ordinary seaman, *Tahoma;* Nicholas Lund, ordinary seaman, *Adela;* John Hannibal, quarter gunner, *Adela;* Charles H. Dodge, steerage boy, *Adela;* Frederick Klasson, carpenter's mate, *Adela.*

Prisoners.—John Collins, master at arms, *Tahoma;* John McDonald, seaman, *Tahoma;* John Hilton, ordinary seaman, *Tahoma*, wounded; Thomas Donnelly, fireman, *Adela.*

But five of the wounded, including the one taken prisoner, need medical treatment, and only two of them have serious wounds.

I regret sincerely our loss, yet I feel a great degree of satisfaction in having impressed the rebels with the idea that blockade-running vessels are not safe even up the Hillsboro River.

October 22.—I communicated by flag of truce again this morning with the view of getting Mr. Crane's family, whom Captain Westcott intended to send to me, but for some reasons they didn't come. I send by the *Honduras* three refugees received by flag of truce. Boys, McKnight and Spencer, sent some time since to the *Huntsville*, were landed. The enclosed private letters (except the one to Judge Whitworth, which was captured on board one of the vessels destroyed) were received by flag of truce.

I enclose a list of prisoners. The man Mobley is a druggist and consumptive. They are very anxious to get him back, and the surgeon who met me on Sunday intimated that probably General Finegan might propose an exchange. Nothing heard from General Finegan yet. Craig, the blockade runner, has been trying for two years to get

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out of the county, and begs not to be sent back. I enclose the report from the captain of the *Adela;* also medical officer's reports.

I am, respectfully, your obedient servant,

A. A. SEMMES,
Lieutenant-Commander.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

Report of casualties on the U. S. S. Tahoma.

U. S. GUNBOAT TAHOMA,
Tampa Bay, October 20, 1863.

SIR: I have the honor to report the following casualties, which occurred to the officers and men under your command during the engagement of the 17th instant:

Killed.—James Worrall, seaman; body not recovered.

Severely wounded.—J. P. Randall, acting ensign. Wounded in two places—one, a rifle ball, having passed completely through the neck immediately below the lower jaw, wounding several small arteries and the external jugular vein of the right side. The other, evidently a buckshot, entering the right arm and lodging in the biceps muscle. Doing well.

Jonathan Murray, seaman. A rifle ball, entering the posterior portion of the right buttock and passing obliquely upward through the glutæus muscles and making its exit near the anterior superior spinous process of the ilium.

John Hilton, ordinary seaman. A rifle ball, entering the upper portion of the side of head and passing out near the place of entry.

William Curtin, ordinary seaman. Rifle ball, striking him on the right shin just above the ankle joint and splintering the bone slightly.

Slightly wounded.—John G. Koehler, acting ensign. Spent ball, striking him on the left leg near the knee, bruising but not breaking the skin.

George H. Fitzgerald, landsman. Flesh wound of the index finger of the right hand.

Henry Palmer, coxswain. Spent ball, striking him on the side near the spine.

All of the above wounded, I am happy to say, are doing well.

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

J. H. GUNNING,
Assistant Surgeon, U. S. Navy.

Lieutenant-Commander A. A. SEMMES,
Commanding.

Report of Acting Master Harris, U. S. Navy, executive officer of the U. S. S. Tahoma.

U. S. GUNBOAT TAHOMA,
Off Tampa, October 18, 1863.

SIR: I have the honor to make the following report of an expedition, under my command, made a few miles into the interior of Florida, which

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resulted in the capture and burning of the steamer *Scottish Chief* and sloop *Kate Dale*, both loaded with cotton and ready to run the blockade.

The force landed consisted of Acting Ensigns J. P. Randall and J. G. Koehler with 60 men from this vessel, and Acting Ensigns Strandberg and Balch and Acting First Assistant Engineer Bennet, with 40 men from the U. S. S. *Adela*, and Acting Master's Mate Crane and Mr. J. A. Thompson, guides, all well armed and supplied with three days' rations.

At 11 p. m., October 16, having quietly landed on the western shore of the bay in six boats, I took up the line of march for the Hillsboro River, carrying along a small boat to be used in crossing the river or any creek should it be necessary to do so. I avoided the roads and houses as much as possible so as to prevent discovery. After marching 4 or 5 miles we were obliged to abandon the boat, she delaying us too much, and I had her concealed about a quarter of a mile from our trail. After this we moved along very rapidly under the direction of our excellent guides, and reached the banks of the Hillsboro River about 4 a. m. October 17, having marched about 14 miles. Having stationed lookouts, the party lay down till daylight. Shortly after daylight we discovered the steamer and sloop on the opposite side of the river about 2 miles above us. The force was immediately moved to a point opposite where they lay and those on board ordered to send a boat to us. When the boat reached [us] I sent Acting Ensigns Randall and Balch, with a suitable number of men, on board of the vessels, where they made prisoners of all except two, who escaped on the Tampa side. Hauling the vessels over, I fired both effectually.

The other steamer having been represented to me as being 5 miles farther up the river, and too far gone to be repaired, and the schooner *Neptune* being sunk in the river near Tampa, I determined not to attempt any more, and immediately took up the line of march for the beach, hoping to get there before the garrison in the town of Tampa could be alarmed. No one was encountered until near the beach, when a scouting party was discovered in citizens' dress, on foot and armed, and upon whom we immediately charged, capturing two. Having reached the beach and placed out a picket guard, we halted and rested. Very soon the picket guard informed me of the presence of a party of cavalry lurking about the woods, upon which information I ordered the party to be prepared for a fight should the rebels attack us before our boats, then approaching, could arrive. When the boats had neared the beach, and I had ordered all but about twenty, including officers, to embark, the rebels opened a sharp fire with their rifles on the boats and those left with me on the beach, which was returned for fifteen or twenty minutes.

Finding that the enemy, concealed by the brush, had the advantage of position, that nearly all of those ordered to the boats had embarked, and that those with me were suffering severely, I retreated to the boats, bringing off all but 6, 1 of whom was killed in the water and 5 who fell into the hands of the rebels, 2 of them being severely wounded. (One of these wounded died the following morning in the hospital at Tampa.)

I would respectfully call to your notice the gallant conduct of Acting Ensigns Randall and Koehler, Acting Master's Mate Crane, Boatswain's Mate Jonathan Murray, Captains of forecastle John Black

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and William Larkin, Master at arms John Collins, Quarter Gunner Thomas Brooks, Captain top Douglas Thompson, Seaman Arthur Ulmer, Ordinary seamen William Curtin, John Hilton, and John Roddy, of the *Adela*, mortally wounded, and Landsman James Heenan. There were also a few men of the *Adela* whose names I do not know who were all that I recollect being on the beach.

The total loss amounts to 3 killed, 6 wounded, 4 prisoners. One of the latter was severely wounded. A prisoner captured by us is also wounded.

It being necessary for the boats, crowded as they were, to move off a short distance to avoid the fire of the enemy. some of the arms were lost.

I am pleased to state that all concerned remained in position until they were ordered to embark.

The force of the enemy was between 70 and 80 men, 40 of whom were cavalry, all under the command of Captain Westcott, as we afterwards learned by a flag of truce from the commanding officer at Tampa.

I am, respectfully, your obedient servant,

THOS. R. HARRIS,
Acting Master and Executive Officer.

Lieutenant-Commander A. A. SEMMES,
Commanding U. S. Gunboat Tahoma.

Report of Acting Volunteer Lieutenant Stodder, U. S. Navy, commanding U. S. S. Adela.

U. S. S. ADELA,
Tampa Bay, Fla., October 19, 1863.

SIR: I have the honor to report that on the morning of the 16th instant, at 9 a. m., moved up with the vessel under my command (in obedience to instructions) to within 2,000 yards of the battery at Tampa. At 9:15 a. m. opened fire on the battery and town with my 20-pounder rifle and rifled howitzer. Eliciting no reply from the battery, fired at intervals until 4 p. m., when, in obedience to signal made, dropped alongside the *Tahoma* and sent three boats in charge of First Assistant Engineer George M. Bennet, Acting Ensigns F. A. Strandberg and Edward Balch, with 40 men, armed and equipped. Having obtained permission from yourself, on the morning of the 17th at 8 a. m. proceeded toward the western shore of the bay in order to get my vessel nearer the battery, but unfortunately run aground and was unable to get off. At 10 a. m. espied our forces returning to the beach, and immediately made signals to that effect. In a few moments descried rebels in the woods opposite this vessel. Commenced shelling the woods with shrapnel, the rebels still moving toward our party on the beach. Continued covering our party as well as possible until all gained the boats but few, on whom the rebels made an attack. At 2 p. m. the boats from the vessel returned, bringing the party belonging to this vessel, together with the wounded.

I regret to report that two men, Thomas Donnelly, fireman, and John Roddy, seaman, are missing. Joseph O'Donnell, ordinary seaman, mortally wounded (since died); Nicholas Lund, ordinary seaman,

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dangerously wounded; John Hannibal and Frederick Klasson, slightly wounded. Three prisoners taken sent on board your vessel.

I have the honor to be, sir, with much respect, your obedient servant,

LOUIS N. STODDER,
Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander A. A. SEMMES, U. S. Navy,
Commanding U. S. Gunboat Tahoma.

Report of casualties on the U. S. S. Adela.

U. S. S. ADELA,
Tampa Bay, Fla., October 19, 1863.

SIR: I beg leave to make the following report of those killed and wounded belonging to this vessel in the affair of the 17th instant:

Killed.

1. John Roddy, seaman.
2. Joseph O'Donnell, ordinary seaman.

Wounded.

1. Nicholas Lund, ordinary seaman; musket shot through abdomen.
2. John Hannibal, gunner's mate; flesh wound over abdomen.
3. Charles H. Dodge, ship's steward; contusion of shoulder.
4. Frederick Klasson, carpenter's mate; slightly, in mouth.

Respectfully, etc.,

WILLIAM GALE,
Acting Assistant Surgeon, U. S. Navy.

Acting Volunteer Lieutenant L. N. STODDER, U. S. Navy

[Enclosure.]

List of men captured October 17 by a force from the U. S. gunboat Tahoma.

Taken from steamer Scottish Chief.—W. J. French, F. W. Cox, Charles M. Craig, W. L. Black.

Prisoners of war.—C. J. Mobley, Vincent Leonardv.

A. A. SEMMES,
Lieutenant-Commander.

Letter of congratulation from Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Semmes, U. S. Navy, commanding expedition.

U. S. FLAGSHIP DALE,
Key West, October 28, 1863.

SIR: Your report of the expedition sent by you beyond Tampa, for the purpose of destroying the vessels in Hillsboro River, has been received and the affair duly represented to the Navy Department.

The plan of operations seems to have been arranged with skill and judgment, and to have been executed with coolness and bravery; and I have to congratulate you and the officers and men under your command, more especially Acting Master Thomas R. Harris and the landing party under his charge, upon the handsome manner in which this brilliant little affair was executed. The lesson taught to the rebels by this expedition, that their movements can be watched and thwarted by

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the daring of our seamen, even when carried on at a distance of several miles up a river whose mouth is protected by a fortified town, is of no small importance, and is calculated to depress them in proportion to the audacity and discipline displayed by our men.

I regret exceedingly that your success should have been attended by the loss of even a few of the brave men composing the expedition, and that others are yet suffering from wounds received in conflict with the enemy; but it does not appear that a different result could have been expected, and I am too confident of the temper of the men in this squadron to suppose that they would hesitate at any exposure which may be required of them. I am highly gratified at the reports of the steadiness and discipline under fire exhibited on this occasion.

You will be pleased to read this communication to the officers and men of your vessel at general muster. A similar letter will be sent to the *Adela*.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Lieutenant-Commander A. A. SEMMES, U. S. Navy,
Commanding Gunboat Tahoma.

Letter of congratulation from Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Stodder, U. S. Navy, commanding U. S. S. Adela.

U. S. FLAGSHIP SAN JACINTO,
Key West, November 2, 1863.

SIR: The reports of an expedition sent beyond Tampa, for the purpose of destroying the vessels in Hillsboro River, and in which the officers and men of the *Adela* bore a part, have been received.

The skillful and judicious plans of Lieutenant-Commander Semmes seem to have been executed with coolness and bravery; and I have to congratulate you and the officers and men under your command upon the handsome manner in which they behaved.

The lesson taught to the rebels by this expedition, that their movements can be watched and thwarted by the daring of our seamen, even though carried on at a distance of several miles up a river, whose mouth is protected by a fortified town, is of no small importance, and is calculated to depress them in proportion to the audacity and discipline displayed by our men.

I regret that their success should have been attended by the loss of even a few of the brave men composing the expedition, and that others are yet suffering from wounds received in conflict with the enemy, but it does not appear that a different result could have been expected, and I am too confident of the temper of the men in this squadron to suppose they would hesitate at any exposure which may be required of them. The reports of their steadiness and discipline under fire are highly gratifying.

You will be pleased to read this communication to the officers and men of your vessel at general muster.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockading Squadron.

Actg. Vol. Lieut. L. N. STODDER, U. S. Navy,
Commanding Steamer Adela.

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Report of Acting Volunteer Lieutenant Harris, U. S. Navy, commending the gallant conduct of Acting Ensign Randall, U. S. Navy.

U. S. S. HONDURAS,
Key West, Fla., December 6, 1863.

SIR: I would respectfully call to the notice of the Department the gallant conduct of Acting Ensign J. P. Randall in the late expedition to Hillsboro River, Florida, sent out from U. S. gunboat *Tahoma*, and placed under my command by Lieutenant-Commander Semmes, the result of which you are already aware. Mr. Randall's energy and daring and his coolness under fire rendered his services of the utmost importance to me, and not until shot down did he cease to exhibit the most noble bearing.

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

THOS. R. HARRIS,
Acting Volunteer Lieutenant, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander McCauley, U. S. Navy, commanding U. S. S. Fort Henry, regarding the capture of the British schooner Martha Jane.

U. S. S. FORT HENRY,
Cedar Keys, Fla., October 21, 1863.

ADMIRAL: I have the honor to report that on the afternoon of the 20th instant the *Fort Henry's* tender, the *Annie*, commanded by Acting Ensign J. S. Williams, captured off Bayport the British schooner *Martha Jane*, from Bayport bound to Havana, loaded with 26,609 pounds (as per manifest) sea-island cotton. There was also found on the persons of the captain and crew $1,206.88 in gold, silver, and United States Treasury notes, and $127.70 in Confederate States money. The money I have forwarded to the prize commissioners at Key West.

I send to Key West, in the prize, her captain and supercargo. The balance of her crew, 3 men, I will bring to Key West in the *Fort Henry*.

Enclosed I forward Ensign Williams' report of the capture.

Very respectfully, your most obedient servant,

E. Y. MCCAULEY,
Lieutenant-Commander, U. S. Navy, Comdg. Fort Henry.

Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

[Enclosure.]

U. S. SCHOONER ANNIE,
At Sea, 20 miles W. S. W. from Bayport, October 20, 1863.

SIR: I have the honor to report the capture of the British schooner *Martha Jane*, Captain H. C. Winslow, from Bayport, this morning, with a cargo of 26,609 pounds sea-island cotton, having on board 5 men, all told. Took her as a prize and filled away for Cedar Keys.

I am, respectfully, your obedient servant,

JAMES S. WILLIAMS,
Acting Ensign, Commanding.

Lieutenant-Commander E. Y. MCCAULEY,
Commanding U. S. S. Fort Henry.

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Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark Gem of the Sea, regarding capture of a boat containing four men.

U. S. BARK GEM OF THE SEA,
Charlotte Harbor, October 22, 1863.

SIR: I have the honor to report to you that on the morning of the 21st instant I captured, with my boat, off the entrance to this harbor, a small, open, flat-bottomed, sloop-rigged boat, with 1 barrel turpentine and 4 men, named as follows: George Anderson, James Grunsell, Benjamin Kemp, and Richard Maires (a former marshal of Key West). They reported that they sailed from Clearwater Harbor, 40 miles to the northward of Tampa, on the 17th instant, bound for Nassau, New Providence, without any papers whatever.

The barrel of turpentine and 4 prisoners I will send to Key West the first opportunity, for your disposal.

The boat is of no value.

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

I. B. BAXTER,
Acting Volunteer Lieutenant, U. S. N., Commanding.

SENIOR OFFICER,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

Escape of a sloop, October 28, and capture of the British schooner Meteor, October 30, 1863.

Report of Lieutenant-Commander Fleming, U. S. Navy, commanding U. S. S. Sagamore.

U. S. S. SAGAMORE,
Cedar Keys, Fla., November 2, 1863.

SIR: I have the honor to report that on the 28th of October I sent the schooner *Annie* (tender), Acting Ensign James S. Williams commanding, and the launch from this vessel, Acting Ensign Louis R. Chester in charge, to cruise off Bayport and Crystal River to intercept any vessels attempting to enter or come out from those places. I am happy to inform you that they met with success by capturing, about 30 miles from Bayport, the British schooner *Meteor*, of 29 tons, with an assorted cargo, from Havana, cleared for Matamoras, but the master says bound to St. Marks, Fla.

I herewith enclose copies of reports from the officers mentioned above relative to the capture. I send the schooner to Key West to-day in charge of Acting Master's Mate Charles R. Fleming, accompanied by Acting Master's Mate George W. Wilson and three men, having taken two men out of her, whom I have on board this vessel and will send to Key West by the first opportunity unless otherwise directed.

Very respectfully, your obedient servant,

CHAS. E. FLEMING,
Lieutenant-Commander, Commanding.

Rear Admiral T. BAILEY,
Commanding East Gulf Blockading Squadron.

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Report of Acting Ensign Williams, U. S. Navy, commanding U. S. schooner Annie.

U. S. SCHOONER ANNIE,
At Sea, 30 Miles S. W. from Bayport, October 30, 1863.

SIR: I herewith respectfully submit the following reports of the cruise of this vessel, together with your armed launch, and also the capture of the British schooner *Meteor*.

At 3 p. m. of the 28th I made a sail to the northward which proved to be a sloop standing about S. E. I immediately sent the launch to the N. E. so as to intercept her, should she get inside the reef, while I followed her up outside in 7 feet of water. At dark I lost sight of the sloop and came to anchor to await the return of the boats, when I saw the launch fire three shots at her. At 9 a. m. of the 29th the launch returned, having got near enough to fire at her, but she lost sight of the chase shortly after dark. After resting the crew we set sail for Bayport and made a reconnoissance of the harbor in the launch, and returned to the schooner at dark. The men being very much fatigued, I allowed the boat to lay alongside through the night. At 7 a. m. of this date made schooner to the southward standing northward and gave chase, together with the launch, the schooner gaining fast on the chase until 10 a. m., when I fired several shots at her. At 1 p. m. it fell calm, when I sent my boat with four men in charge of Quartermaster James Peterson to board her (the launch just in sight astern). At 2 p. m. my boat boarded her and found her to be the British schooner *Meteor*, from Havana on the 19th instant, bound to St. Marks with a general assorted cargo, in charge of and owned by Captain Anthony Bado. At 3:30 p. m. the launch came up and I gave the schooner in charge of Acting Ensign Chester and made sail in company for Cedar Keys.

I am, respectfully, your obedient servant,

JAMES S. WILLIAMS,
Acting Ensign, Commanding,

Lieutenant-Commander C. E. FLEMING,
Commanding U. S. S. Sagamore.

Report of Acting Ensign Chester, U. S. Navy, commanding the launch of the U. S. S. Sagamore.

U. S. GUNBOAT SAGAMORE,
Cedar Keys, November 1, 1863.

SIR: I have the honor to submit the following report, viz:

In obedience to your orders I left this ship on the 28th ultimo with the launch and light howitzer and was taken in tow of the schooner *Annie*, tender to this vessel. We arrived off Bayport at 3 p. m. the same day, and came to off the harbor, intending to reconnoiter the bay and harbor at nights; shortly after we made a sail standing to the southward and eastward. I immediately took the launch and stood inshore, in order to intercept her entrance into Bayport and the schooner stood to the northward to prevent her running out to sea. I shortly made her out to be a sloop standing toward me. I was within 3 miles of the land when she discovered me, and she immediately went about and stood to the northward. I gained on her constantly, and when within

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three-quarters of a mile I fired three shell, two of them exploding close on board of her. She paid no attention, but kept on her course, and darkness coming on, amidst a heavy squall, we lost sight of her. I then stood in for Homosassa River and anchored. At daylight on the 29th stood in along the land with the hope of discovering the sloop, but not seeing her I stood out S. W. and arrived alongside the *Annie* at 8 a. m. At 4 p. m. I took the launch and stood in for Bayport. I proceeded close enough to see plainly that there were no vessels in that port. The rebels hoisted their flag on their battery on discovering my approach. At 7:30 p. m. returned to the *Annie*. At 7:30 a. m. on the 30th instant [ultimo] discovered a sail to the southward and westward. I immediately stood in for the land to intercept her entrance into Bayport. The *Annie* got underway and stood for her. At 11 a. m. the wind died away to a calm and I hauled up and stood for the chase. At 3 p. m. I came within range and fired a shell and she lowered her jib, and I boarded her. She proved to be the schooner *Meteor*, from Havana, bound to St. Marco [St. Marks, Fla.]. Finding she was a prize I took her in charge and proceeded with her to this place.

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

LOUIS R. CHESTER,
Acting Ensign, U. S. Navy.

Lieutenant-Commander CHAS. E. FLEMING,
Commanding U. S. Gunboat Sagamore.

Report of Acting Volunteer Lieutenant Budd, U. S. Navy, commanding U. S. S. Somerset, regarding cotton captured at Apalachicola, Fla., October 30, 1863.

U. S. S. SOMERSET,
West Pass, St. George's Sound, Fla., December 15, 1863.

SIR: I have the honor to report that on the 30th of October, while on a scouting expedition at the town of Apalachicola, I found 10 bales of cotton secreted in a warehouse, which I captured and brought off. A negro named Frank Cook claimed to be the owner and stated that he had kept them hid there for some months to prevent them from falling into rebel hands. Some of the rebels in town, however, knew that the cotton was there, and we did not. In my opinion the real owner did not make his appearance. I have sent the cotton to Key West by the U. S. S. *Honduras*, and respectfully forward the prize list of this vessel at the time of the capture. The U. S. S. *J. S. Chambers* was at anchor at West Pass, but not within signal distance when the cotton was captured.

Very respectfully, your obedient servant,

WILLIAM BUDD,
Acting Volunteer Lieutenant, Commanding Somerset.

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

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Stations of vessels composing the East Gulf Blockading Squadron, November 1, 1863.

Name.	Rank.	Class and station.
Adela	Actg. Vol. Lt. L. N. Stodder	Steamer. East Pass, St. George's Sound.
Beauregard	Actg. Master F. Burgess	Schooner. Between Jupiter Inlet and Cape Canaveral.
Clyde	Actg. Master A. A. Owens	Steamer. Repairing at Key West.
Dale	Comdr. R. Handy	Ship. Ordnance storeship, Key West.
De Soto	Capt. W. M. Walker	Steamer. Repairing at Key West.
Eugenie	Actg. Master W. McClintock	Schooner. Guard vessel at Key West.
Fort Henry	Lt. Comdr. E. Y. McCauley	Steamer. Cedar Keys; ordered to Key West.
Gem of the Sea	Actg. Vol. Lt. I. B. Baxter	Bark. Charlotte Harbor.
Honduras	Actg. Master A. N. Gould	Steamer. Coaling at Key West.
Huntsville	Actg. Vol. Lt. W. C. Rogers	Steamer. Repairing at Key West.
James L. Davis	Actg. Master W. Fales	Bark. St. Joseph's Bay.
J. S. Chambers	Actg. Master L. Nickerson	Schooner. West Pass, St. George's Sound.
Marigold	Actg. Master L. D. D. Voorhees	Steamer. Harbor duty at Key West.
Pursuit	Actg. Vol. Lt. W. P. Randall	Bark. Key West; ordered to St. Joseph's Bay.
Restless	Actg. Master W. R. Browne	Bark. St. Andrew's Sound.
Roebuck	Actg. Master J. O. Barclay	Bark. Indian River.
Sagamore	Lt. Comdr. C. E. Fleming	Steamer. Cedar Keys.
San Jacinto	Lt. Comdr. R. Chandler	Steamer. Coaling at Key West.
Somerset	Actg. Vol. Lt. W. Budd	Steamer. West Pass, St. George's Sound.
Stars and Stripes	Actg. Master C. L. Willcomb	Steamer. Off St. Marks.
Sunflower	Actg. Master E. Van Sice	Steamer. Coaling at Key West.
Tahoma	Lt. Comdr. A. A. Semmes	Steamer. Tampa Bay.
Tioga	Lt. Comdr. O. F. Stanton	Steamer. Coaling at Key West.
Wanderer	Actg. Master's Mate W. Morris	Schooner. Hospital ship, Key West.
Annie	Actg. Ens. J. S. Williams	Schooner; tender to Sagamore. Cedar Keys.
Ariel	Actg. Master W. H. Harrison	Schooner; tender to San Jacinto. Between Charlotte Harbor and Tampa Bay.
Carmita		Schooner; attached to storehouse. Harbor duty, Key West.
Fox	Actg. Master G. Ashbury	Schooner; tender to San Jacinto. Between Cedar Keys and St. Marks.
Julia	Actg. Master J. T. Bowling	Sloop; tender to Eugenie. Guard vessel at Boca Chica.
Rosalie	Actg. Master P. F. Coffin	Sloop; tender to Gem of the Sea. Charlotte Harbor.
Sea Bird	Actg. Master C. P. Clark	Schooner; tender to San Jacinto. Between Tampa Bay and Cedar Keys.
Stonewall	Actg. Master H. B. Carter	Schooner; tender to Tahoma. Tampa Bay.
Two Sisters	Actg. Master C. H. Rockwell	Schooner; tender to San Jacinto. Between Tampa Bay and Cedar Keys.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Bradford, U. S. Navy, to prepare the U. S. S. De Soto for sea.

U. S. FLAGSHIP SAN JACINTO,
Key West, November 2, 1863.

SIR: You will relieve Captain William M. Walker in the command (temporarily) of the steamer *De Soto*, and you are recommended to renew the rates of petty officers, whom he is directed to disrate until good cause is shown to the contrary.

You will prepare the *De Soto* for sea with all possible dispatch and report to me when she is ready.

Respectfully, THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Lieutenant-Commander ROBERT F. BRADFORD, U. S. Navy.

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Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Harris, U. S. Navy, to assume command of the U. S. S. Honduras.

U. S. FLAGSHIP SAN JACINTO,
Key West, November 3, 1863.

SIR: You are hereby detached from the *Tahoma* and you will relieve Acting Master Gould in the command of the steamer *Honduras*.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Acting Master THOMAS R. HARRIS, U. S. Navy.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Stanton, U. S. Navy, commanding U. S. S. Tioga, regarding the cruising ground of that vessel.

U. S. FLAGSHIP SAN JACINTO,
Key West, November 3, 1863.

SIR: So soon as the vessel under your command is ready for sea you will proceed in her to cruise on the parallel of 28° 30′ north latitude, between the meridian of 85° and 87° west longitude. These limits are not to be considered as altogether rigid, and you may, at your discretion, extend them to the eastward or westward; but as the *De Soto* will be directed to cruise on the parallel of 29° 30′, between the meridians of 86° and 88°, and as the *San Jacinto* will also be sent to the parallel of 29°, between the meridians of 85° 30′ and 87° 30′, you will see that any great departure to the northward of the line indicated would defeat the general plan for intercepting vessels bound in and out of Mobile, besides causing an unnecessary expenditure of coal by mutual chasing among our own cruisers. You will return to this port by the 22d instant. Should you take any prizes you will send them to this place for adjudication.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Lieutenant-Commander O. F. STANTON, U. S. Navy,
Commanding Steamer Tioga.

Order of the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, regarding the limits of his command.

NAVY DEPARTMENT, *November 4, 1863.*

SIR: Hereafter you will regard the waters and islands northward and westward of Crooked Island Passage as within the limits of your command, and give directions to your cruisers accordingly.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

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Report of Acting Master Rockwell, U. S. Navy, commanding U. S. schooner Two Sisters, regarding the cruise of that vessel on the west coast of Florida.

U. S. SCHOONER TWO SISTERS,
Key West, November 4, 1863.

SIR: In accordance with orders received from Captain Temple, desiring a report of every cruise, I have the honor to submit the following report:

I left Key West September 28 and proceeded up the coast. On the 30th anchored in Tampa Bay and communicated with the steamer *Adela*. October 1 proceeded to sea cruising; on the 4th spoke the tender *Annie* on a cruise, and proceeded to the northward in company. At 4:30 p. m., Bayport, bearing S. S. E., 20 miles distant, saw a sloop standing along to the southward in shoal water, on St. Martin's Reef. Made all sail in chase, the sloop hauling his wind as soon as he saw us, running inshore; chased her until we were in 7 feet of water, gaining on her rapidly. Finding the water too shoal, I immediately armed the boat and sent her in chase, in charge of Acting Master's Mate J. A. Montague. Night setting in, however, he lost sight of her in the darkness and she escaped, although he continued the chase in every available direction until midnight.

On the 6th anchored at Cedar Keys to make necessary repairs on sails; lay there until the 9th, when, taking the *Fort Henry's* second cutter, with an officer and crew, proceeded on a cruise down the coast.

On the 10th, having anchored off Bayport, just in sight of the land, I took the *Fort Henry's* boat and proceeded in to reconnoiter the coast in the vicinity of the town. When within 3 miles of the town saw a boat coming out containing 2 men, who evidently mistook us for a small blockade runner. I ran for them, intending to capture them if possible, but they ran for the battery, not letting us get within musket range of them. Having accomplished my object of coming in, I returned to the vessel.

On the 11th, sent a boat ashore on Anclote Keys to reconnoiter the coast in the vicinity of Anclote River. Discovering nothing, I proceeded down the coast, and on the 13th dispatched both boats, in charge of Acting Master's Mates Hancock and Montague into Clearwater Harbor to reconnoiter the mainland inside the keys bordering that portion of the coast. They proceeded along a range of 10 miles of coast, discovering no vessels or evidences of breach of the blockade at that place. A party of about 30 men, armed, were observed in the bushes watching their movements, but as I had ordered them not to land, unless for some necessary purpose, no attack was made. The next day I beat down the coast until Tampa light-house was in sight, at which point I communicated with the U. S. schooner *Sea Bird*, and returned with her to an anchorage off Anclote Keys. On the 15th assisted in the capture of the steamer *Mail*, the particulars of which I have given in a former report. On the morning of the 16th anchored in Cedar Keys. On the morning of the 18th received the mails and stores for the fleet from the U. S. S. *Honduras*, having received orders from Lieutenant-Commander McCauley, commanding the *Fort Henry*, to deliver them at their several destinations. Proceeded on this duty, communicating with the *Stars and Stripes* off St. Marks the 20th; the *Sagamore* at East Pass on the 21st; the *Somerset* and *J. S. Chambers*

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at the West Pass on the 22d; the *J. L. Davis* at St. Joseph's on the 23d, and the *Restless* at St. Andrew's on the same day.

On the 24th started on my return to Cedar Keys, and having received the mails from the *J. L. Davis* in passing, arrived at Cedar Keys on the 26th, sending the mails by the *Sea Bird*. On the 30th sailed for Key West to accompany the *Fort Henry*, and render assistance if necessary, but as she started ahead of us, on account of calms, we saw no more of her.

On the 1st November communicated with the *Tahoma* at Tampa Bay, and the *Sea Bird* off Sarasota. On the 3d arrived in Key West, having experienced much bad weather during the cruise, and having received some injuries, rendering a few repairs necessary.

Respectfully,

CHAS. H. ROCKWELL,
Acting Master, Commanding.

Acting Rear-Admiral T. BAILEY,
Commanding East Gulf Blockading Squadron.

Report of Acting Master Burgess, U. S. Navy, commanding U. S. schooner Beauregard, regarding the capture of the British schooner Volante.

U. S. SCHOONER BEAUREGARD,
Off Indian River, Fla., November 6, 1863.

Sir: I have the honor to make the following report: On the 5th instant, at 9:30 a. m., while lying at anchor at Cape Canaveral, the man at the masthead lookout reported a sail bearing S. E. by E., distant about 10 miles, and as the weather was calm at the time I sent an armed boat in chase, in charge of Acting Master's Mate H. B. Colby, who succeeded in overtaking her about noon. She proved to be the British schooner *Volante*, of Nassau, New Providence, with a cargo consisting of salt, dry goods, etc., from Nassau, bound to Matamoras, but as she was so far out of the regular track for Matamoras and as things looked very suspicious, I seized her and sent her to Key West for adjudication.

I am, very respectfully, your obedient servant,

FRANCIS BURGESS,
Acting Master, Commanding.

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

Capture of the British schooner Paul, November 7, 1863.

Report of Lieutenant-Commander Fleming, U. S. Navy, commanding U. S. S. Sagamore, transmitting reports.

U. S. S. SAGAMORE,
Off Cedar Keys, Fla., November 8, 1863.

SIR: I have the honor to report that on the 2d instant, I sent the schooner *Annie* (tender) and the whaleboat belonging to this vessel, with Acting Ensign Chester and an armed crew, to cruise off Bayport, Crystal River, and places contiguous. On the 7th instant they captured the British schooner *Paul*, from Havana, cleared for Matamoras,

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with an assorted cargo. I have this day sent her to Key West, in charge of Acting Ensign J. H. Cox, with three men from this vessel. The schooner is about 15 tons, and had three persons on board, including the master. I have taken one man out of her, and he is on board here. The master informs me that he was boarded and detained some time by the U. S. S. *San Jacinto*, on last Saturday week, but was finally released. He was then well to the westward of Tortugas. Enclosed I send copies of reports from the officers who made the capture.

Very respectfully, your obedient servant,

CHAS. E. FLEMING,
Lieutenant-Commander, Commanding.

Rear-Admiral T. BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Report of Acting Ensign Williams, U. S. Navy, commanding U. S. schooner Annie, tender to the U. S. S. Sagamore.

U. S. SCHOONER ANNIE,
At Sea, 20 miles West of Bayport, November 7, 1863.

SIR: I have the honor to report the capture of the British schooner *Paul*, from Havana, under the following circumstances:

While standing to the northward this morning, at 8:30 a. m. a sail was reported from aloft to the N. W. I immediately made all sail in chase. At 9, the wind being light, your second cutter, in charge of Acting Ensign Chester, started for the chase and boarded her at about 11 a. m. It being calm all day I did not get up to the schooner until 4 p. m. Everything appertaining to the vessel is in charge of Ensign Chester.

I am, respectfully, your obedient servant,

JAMES S. WILLIAMS,
Acting Ensign, Commanding.

Lieut. Commander CHAS. E. FLEMING, U. S. Navy,
Commanding U. S. S. Sagamore.

Report of Acting Ensign Chester, U. S. Navy, commanding a launch from the U. S. S. Sagamore.

U. S. S. SAGAMORE,
Off Cedar Keys, Fla., November 8, 1863.

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

In accordance with your instructions I started with an armed boat for the purpose of guarding the different rivers between here and Bayport, in company with the schooner *Annie*. Nothing of any importance transpired until the morning of the 7th, when we discovered a sail to the northward and westward, apparently standing in for the land. The wind being light, we immediately gave chase with our boat and succeeded in boarding her at 11 a. m., in about latitude 28° 36′, longitude 82° 55′, depth of water 4 fathoms. Upon examination she proved to be the schooner *Paul*, from Havana, with an assorted cargo. Considering her a prize, I brought her here for your further orders.

I am, very respectfully, your obedient servant,

LOUIS R. CHESTER,
Acting Ensign, U. S. S. Sagamore.

Lieut. Commander CHAS. E. FLEMING,
Commanding Gunboat Sagamore.

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Stations of vessels composing the East Gulf Blockading Squadron, November 15, 1863.

Name.	Rank.	Class and station.
Adela	Actg. Vol. Lt. L. N. Stodder	Steamer. East Pass, St. George's Sound.
Beauregard	Actg. Master F. Burgess	Schooner. Between Jupiter Inlet and Cape Canaveral.
Clyde	Actg. Vol. Lt. Q. A. Hooper	Steamer. Latitude 25°, between longitude 82° and 85°.
Dale	Comdr. R. Handy	Ordnance ship. Key West.
De Soto	Lt. Comdr. R. F. Bradford	Steamer. Underway for latitude 29° 30′, between longitude 86° and 88°.
Eugenie	Actg. Master W. McClintock	Schooner. Guard vessel, Key West.
Fort Henry	Lt. Comdr. E. Y. McCauley	Steamer. Under survey at Key West.
Gem of the Sea	Actg. Vol. Lt. I. B. Baxter	Bark. Charlotte Harbor.
Honduras	Actg. Master T. R. Harris	Steamer. Supplying squadron.
Huntsville	Actg. Vol. Lt. W. C. Rogers	Steamer. Repairing at Key West.
James L. Davis	Actg. Master W. Fales	Bark. St. Joseph's Bay; ordered to Key West.
James S. Chambers	Actg. Master L. Nickerson	Schooner. West Pass, St. George's Sound.
Marigold	Actg. Master L. D. D. Voorhees	Steamer. Harbor duty, Key West.
Pursuit	Actg. Vol. Lt. W. P. Randall	Bark. En route to St. Joseph's Bay.
Restless	Actg. Master W. R. Browne	Bark. St. Andrew's Sound.
Roebuck	Actg. Master J. O. Barclay	Bark. Off Indian River.
Sagamore	Lt. Comdr. C. E. Fleming	Steamer. Cedar Keys.
San Jacinto	Lt. Comdr. R. Chandler	Steamer. Key West.
Somerset	Actg. Vol. Lt. Wm. Budd	Steamer. West Pass, St. George's Sound.
Stars and Stripes	Actg. Master C. L. Willcomb	Steamer. Off St. Marks.
Sunflower	Actg. Master E. Van Sice	Steamer. Latitude 28° 30′, between longitude 85° and 87°.
Tahoma	Lt. Comdr. A. A. Semmes	Steamer. Tampa Bay.
Tioga	Lt. Comdr. O. F. Stanton	Steamer. Latitude 28° 30′, between longitude 85° and 87°.
Wanderer	Actg. Master's Mate W. Morris	Schooner. Hospital vessel, Key West.
Annie	Actg. Ensign J. S. Williams	Schooner. Tender to Sagamore. Between Bayport and Suwanee River.
Ariel	Actg. Master W. H. Harrison	Schooner. Tender to San Jacinto. Between Charlotte Harbor and Tampa Bay.
Carmita		Schooner. Attached to storehouse lighter, Key West.
Fox	Actg. Master G. Ashbury	Schooner. Tender to San Jacinto. Between Cedar Keys and St. Marks.
Julia	Actg. Master's Mate J. T. Bowling	Sloop. Tender to Eugenie. Guard vessel, Boca Chica.
Rosalie	Actg. Master P. F. Coffin	Sloop. Tender to Gem of the Sea. Between Charlotte Harbor and Estero Keys.
Sea Bird	Actg. Master C. P. Clark	Schooner. Tender to San Jacinto. Between Tampa Bay and Cedar Keys.
Stonewall	Actg. Master H. B. Carter	Schooner. Tender to Tahoma. Refitting at Key West.
Two Sisters	Actg. Master C. H. Rockwell	Schooner. Tender to San Jacinto. Between Tampa Bay and Cedar Keys.

Respectfully,

T. BAILEY,

Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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Order of the Secretary of the Navy to Acting Master Potter, U. S. Navy, commanding U. S. schooner Rachel Seaman, to proceed to duty in the East Gulf Squadron.

NAVY DEPARTMENT, *November 16, 1863.*

SIR: As soon as the *Rachel Seaman* is ready for sea, proceed with her to Key West and report to Acting Rear-Admiral Bailey for duty in the Eastern Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master CHAS. POTTER,
Comdg. U. S. Schooner Rachel Seaman, New York.

Cruising instructions from Acting Rear-Admiral Bailey, U. S. Navy to Captain Scott, U. S. Navy, commanding U. S. S. De Soto.

U. S. FLAGSHIP SAN JACINTO,
Key West, November 20, 1863.

SIR: You will proceed with the vessel under your command to cruise in and about the North East Providence Channel, for the purpose of intercepting and capturing any vessels that you may encounter on the high seas which may have violated the blockade instituted by the U. S. Government, or which may afford a reasonable ground for suspicion that they intend doing so. You will make yourself familiar with my General Order No. 2, dated January 1, 1863 (it is presumed that you are already familiar with the circular instructions issued by the Department under date May 14, 1862, and August 18, 1863), and be governed thereby in making captures. Should a chase carry you within sight of any neutral foreign country, too much care can not be exercised to determine with accuracy your own position and the position of the chase at different stages of the operation, with a view to refuting any false allegations that may be subsequently made by our enemies or their sympathizers of any violation of neutral territory.

The general limits of your cruising ground may be stated as between the parallels of 25° and 27° north latitude, and between the meridians of 75° and 77° west longitude; but the entire waters and islands to the northward and westward of Crooked Island Passage have just been placed within the limits of my command, and until other vessels can be assigned to particular portions of this ground much will necessarily be left to your discretion. The *Tioga* will follow you with similar orders to these in a few days, and efforts will be made to increase this force on and about the Bahama Banks.

In the event of taking prizes you will send them to some Northern port for adjudication, if, in your opinion, their importance and their ability to go upon our coast in the winter time should render it advisable. Otherwise you will send them to this place.

You will return here when necessary for further supplies of coal or provisions.

It is not improbable that by extending your observations on the parallel of 28° as far as longitude 79° west, and on the meridian of 75° as far as latitude 24° north, the chances of successful cruising may be

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largely increased. Experience has also shown the necessity of concealing your movements by keeping for the most part out of sight of land.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Captain G. H. SCOTT, U. S. Navy,
Commanding Steamer De Soto.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, to assume the command of the U. S. S. Tioga.

U. S. FLAGSHIP SAN JACINTO,
Key West, November 23, 1863.

SIR: You will be pleased to turn over the command of the *Fort Henry* to Acting Master F. W. Partridge, having first disrated all the petty officers who have been rated by yourself, after which you will relieve Lieutenant-Commander Stanton in the command of the gunboat *Tioga*. You are recommended to reinstate the petty officers of the *Tioga* in their previous ratings until good cause is shown to the contrary.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral.

Lieutenant-Commander EDW. Y. MCCAULEY, U. S. Navy,
Commanding Steamer Fort Henry.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Stanton, U. S. Navy, to transfer the command of the U. S. S. Tioga.

U. S. FLAGSHIP SAN JACINTO,
Key West, November 23, 1863.

SIR: You will be pleased to turn over the command of the *Tioga* to Lieutenant-Commander McCauley, having just disrated all the petty officers who are enlisted men; after which you will (agreeably to an order to me from the Secretary of the Navy) proceed to New Orleans by the first public conveyance and report to Commodore H. H. Bell for the command of the gunboat *Pinola*.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Lieutenant-Commander O. F. STANTON, U. S. Navy,
Commanding Gunboat Tioga.

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Report of Acting Master Rockwell, U. S. Navy, commanding U. S. schooner Two Sisters, regarding the capture of the British schooner Maria Alberta November 27, 1863.

U. S. SCHOONER TWO SISTERS,
Off Anclote Keys, West Coast of Florida, November 28, 1863.

SIR: I have the honor to make the following report of the capture of the English schooner *Maria Alberta* on the 27th instant by this vessel.

During the night of the 26th instant I anchored on St. Martin's Reef, in the latitude 28° 45′ N., longitude 82° 50′ W. At daylight on the 27th discovered a sail bearing S. E., distant about 9 miles; weighed anchor and made all sail in chase. The chase was soon made out to be a schooner under the English flag, evidently endeavoring to work over the reef to Bayport. Continued chasing, finding very shoal water, and dragging over the bottom continually. At 8:30 commenced firing shell at her, but at the second fire tore up the chock from the deck, and was consequently obliged to fire with the gun secured with ropes, which process, lacking steadiness, materially interfered with the accuracy of the firing. She paid no attention to the explosion of projectiles near her, but continued endeavoring to enter the harbor. At this time a pilot boat came out of the harbor and passed near her, but immediately went back into the harbor. At the time of commencing to fire at her I launched my boat with an armed crew and sent her in [charge] of Acting Master's Mate Montague. The chase, finding that the boat would intercept her, soon kept off to the S. S. W. and made all sail to run offshore. In keeping off in the chase this vessel ran onto a bed of rocks and lay three-quarters of an hour, but floating at 10:45 a. m. we followed in chase, the boat having continued in pursuit while we were ashore. We continued to gain rapidly on her until 12:20, when, on firing a shell over her, she rounded to and was boarded by the boat at the same time that this vessel came up with her. She proved to be the schooner *Maria Alberta*, cleared from Havana for Matamoras, but endeavoring to run the blockade into Bayport. She had English papers and flag, and was loaded with an assorted cargo.

Respectfully,

C. H. ROCKWELL,
Acting Master, Commanding.

Lieutenant-Commander R. CHANDLER,
Commanding Flagship San Jacinto.

Letter of commendation from Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Rockwell, U. S. Navy, for the capture of the schooner Maria Alberta, November 27, 1863.

U. S. FLAGSHIP DALE,
Key West, December 6, 1863.

SIR: It becomes my agreeable duty to commend you and those under your command for the energy and determination displayed in the capture of the schooner *Maria Alberta*. The results of captures made under such difficulties are not to be measured by the value of prize so much as by the discouragement to our enemies at finding that no

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obstacles are sufficient to divert our seamen from a vigorous prosecution of the chase.

You will be pleased to read this letter on the quarter-deck at general muster.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Acting Master CHAS. H. ROCKWELL, U. S. Navy,
Commanding Tender Schooner Two Sisters.

[Telegram.]

NAVY DEPARTMENT, *November 30, 1863.*

Send the *Hendrick Hudson* to Key West to report to Acting Rear-Admiral Bailey.

GIDEON WELLES,
Secretary of the Navy.

Commodore J. B. MONTGOMERY,
Commandant Navy Yard, Boston.

Stations of vessels composing the East Gulf Blockading Squadron, December 1, 1863.

Name.	Rank.	Class and station.
Adela	Actg. Vol. Lt. L. N. Stodder	Steamer. East Pass, St. George's Sound.
Beauregard	Actg. Master F. Burgess	Schooner. Refitting at Key West.
Clyde	Actg. Vol. Lt. Q. A. Hooper	Steamer. Latitude 25° between longitude 82° and 85°.
Dale	Commander R. Handy	Ordnance storeship at Key West.
De Soto	Captain G. H. Scott	Steamer. Off N. E. Providence Channel.
Eugenie	Actg. Master W. McClintock	Schooner. Guard vessel at Key West.
Fort Henry	Actg. Vol. Lt. A. N. Gould	Steamer. At Key West for repairs.
Gem of the Sea	Actg. Vol. Lt. I. B. Baxter	Bark. Charlotte Harbor.
Honduras	Actg. Vol. Lt. T. R. Harris	Steamer. Loading with supplies for squadron.
Huntsville	Actg. Vol. Lt. W. C. Rogers	Steamer. Repairing at Key West.
James L. Davis	Actg. Master W. Fales	Bark. Repairing at Key West.
James S. Chambers	Actg. Master L. Nickerson	Schooner. West Pass, St. George's Sound.
Marigold	Actg. Master L. D. D. Voorhees	Steamer. Harbor duty at Key West.
Nita	Actg. Master R. B. Smith	Steamer. Fitting out at Key West.
Pursuit	Actg. Vol. Lt. W. P. Randall	Bark. St. Joseph's Bay.
Restless	Actg. Master W. R. Browne	Bark. St. Andrew's Sound.
Roebuck	Actg. Master J. Sherrill	Bark. Off Indian River.
Sagamore	Lt. Comdr. C. E. Fleming	Steamer. Cedar Keys.
San Jacinto	Lt. Comdr. R. Chandler	Steamer. Preparing for sea at Key West.
Somerset	Actg. Vol. Lt. W. Budd	Steamer. West Pass, St. George's Sound.
Stars and Stripes	Actg. Master C. L. Willcomb	Steamer. Off St. Marks.
Sunflower	Actg. Master E. Van Sice	Steamer. Calking at Key West.
Tahoma	Lt. Comdr. A. A. Semmes	Steamer. Tampa Bay.
Tioga	Lt. Comdr. E. Y. McCauley	Steamer. Calking at Key West.
Wanderer	Actg. Master's Mate W. Morris	Schooner. In ordinary at Key West.
Annie	Actg. Ens. J. S. Williams	Schooner. Tender to Sagamore. Between Crystal River and Suwanee River.
Ariel	Actg. Master W. H. Harrison	Schooner. Tender to San Jacinto. Between Charlotte Harbor and Tampa Bay.
Carmita		Schooner. Attached to storehouse; used as lighter; in harbor of Key West.
Fox	Actg. Master G. Ashbury	Schooner. Tender to San Jacinto. Refitting at Key West.
Julia	Actg. Master's Mate J. T. Bowling.	Sloop. Tender to Eugenie. Guard vessel at Boca Chica.

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Stations of vessels composing East Gulf Blockading Squadron, December 1, 1863—Cont'd.

Name.	Rank.	Class and station.
Rosalie	Actg. Master P. F. Coffin	Sloop. Tender to Gem of the Sea. Between Estero Bay and Charlotte Harbor.
Sea Bird	Actg. Master C. P. Clark	Schooner. Tender to San Jacinto. Between St. Mark's and Cedar Keys.
Stonewall	Actg. Master H. B. Carter	Schooner. Tender to Tahoma. Repairing at Key West.
Two Sisters	Actg. Master C. H. Rockwell	Schooner. Tender to San Jacinto. Between Tampa Bay and Cedar Keys.

Respectfully,

THEODORUS BAILEY.
Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Letter from Acting Rear-Admiral Bailey, U. S. Navy, to Brigadier-General Woodbury, U. S. Army, regarding proposed organization of a volunteer force for operations between Charlotte Harbor and Tampa Bay.

DECEMBER 2, 1863.

MY DEAR GENERAL: Mr. Enoch Daniels, a refugee from the mainland near Charlotte Harbor, arrived here to-day for the purpose of consulting you with reference to raising a volunteer force to occupy and conquer the country between Charlotte Harbor and Tampa Bay, from which section of the rebel State about 1,500 head of cattle are furnished weekly for the supply of the rebel army in the field.

Mr. Daniel hopes, if you think well of his adventure, to organize recruits among the refugees at present in Key West, who will be required to be mustered into the service, armed, equipped, and rationed, and a small body of regular volunteers, say 100, well commanded as a nucleus. If you think well of his proposition, I will endeavor to furnish the required transportation to Peace Creek or Charlotte Harbor, and the protection which can be afforded by the neighboring blockading vessels.

Begging you to hear his story and judge of its feasibility,

I remain, general, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Brigadier-General [D. P. WOODBURY].

Destruction of extensive salt works in Lake Ocala and St. Andrew's Bay, Florida, December 2, 10, and 18, 1863, under the direction of Acting Master Browne, U. S. Navy, commanding U. S. bark Restless.

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

No. 391.] U. S. FLAGSHIP SAN JACINTO,
Key West, December 28, 1863.

SIR: I have the gratification of reporting a very important service performed by the blockading force at St. Andrew's Sound, under the command of Acting Master William R. Browne, in destroying a very extensive and valuable quantity of salt works, both at Lake Ocala and in St. Andrew's Bay. The circumstances are as follows:

On December 2 a boat was dispatched from the bark *Restless*, then

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lying at St. Andrew's Sound, to Lake Ocala (some 20 miles to the westward), where Acting Ensign James J. Russell landed with his men and marched some 5 miles inland to Kent's salt works—consisting of three different establishments—and utterly destroyed them. There were 6 steamboat boilers at this place, cut in half lengthwise, and 7 kettles made expressly for the purpose, each holding 300 gallons. They were in the practice of turning out 130 bushels of salt daily. Beside destroying these boilers, a large quantity of salt was thrown into the lake, 2 large flatboats, and 6 ox carts were demolished, and 17 prisoners were taken, who were paroled and released, as the boat was too small to bring them away.

On the 10th of December Acting Ensign Edwin Crissey arrived at St. Andrew's Sound from the East Pass of Santa Rosa Sound, with the stern-wheel steamer *Bloomer* and her tender, the sloop *Caroline*, having heard of the expedition to Lake Ocala, and placed his command at the disposal of Acting Master Browne for more extensive operations near St. Andrew's. Accordingly, 3 officers and 48 men were sent from the *Restless* to the *Bloomer*, and she proceeded to West Bay, where the rebel Government's salt works were first destroyed, which produced 400 bushels daily. At this place there were 27 buildings, 22 large boilers, and some 200 kettles, averaging 200 gallons each; all of which were destroyed, together with 2,000 bushels of salt and some storehouses containing three months' provisions, the whole estimated at half a million of dollars. From this point the expedition proceeded down the bay, destroying private salt works, which lined each side for a distance of 7 miles, to the number of 198 different establishments, averaging 2 boilers and 2 kettles each, together with large quantities of salt; 507 kettles were dug up and rendered useless, and over 300 buildings were destroyed, together with 27 wagons and 5 large flatboats. The entire damage to the enemy is estimated by Acting Master Browne at three millions of dollars. Thirty-one contrabands employed at these works gladly availed themselves of this opportunity to escape, and were of great service in pointing out the places where the kettles were buried for concealment.

In the meantime, while these operations were going on, Acting Master Browne got underway in the bark *Restless* and ran up to within 800 yards of the town of St. Andrew's, which had been reported to him by deserters as being occupied only by a military force for the last ten months, and commenced shelling the place and some soldiery, who made a speedy retreat to the woods. Selecting the weathermost houses for a target, the town was fired by the third shell and 32 houses were soon reduced to ashes. No resistance was offered to our people throughout the affair.

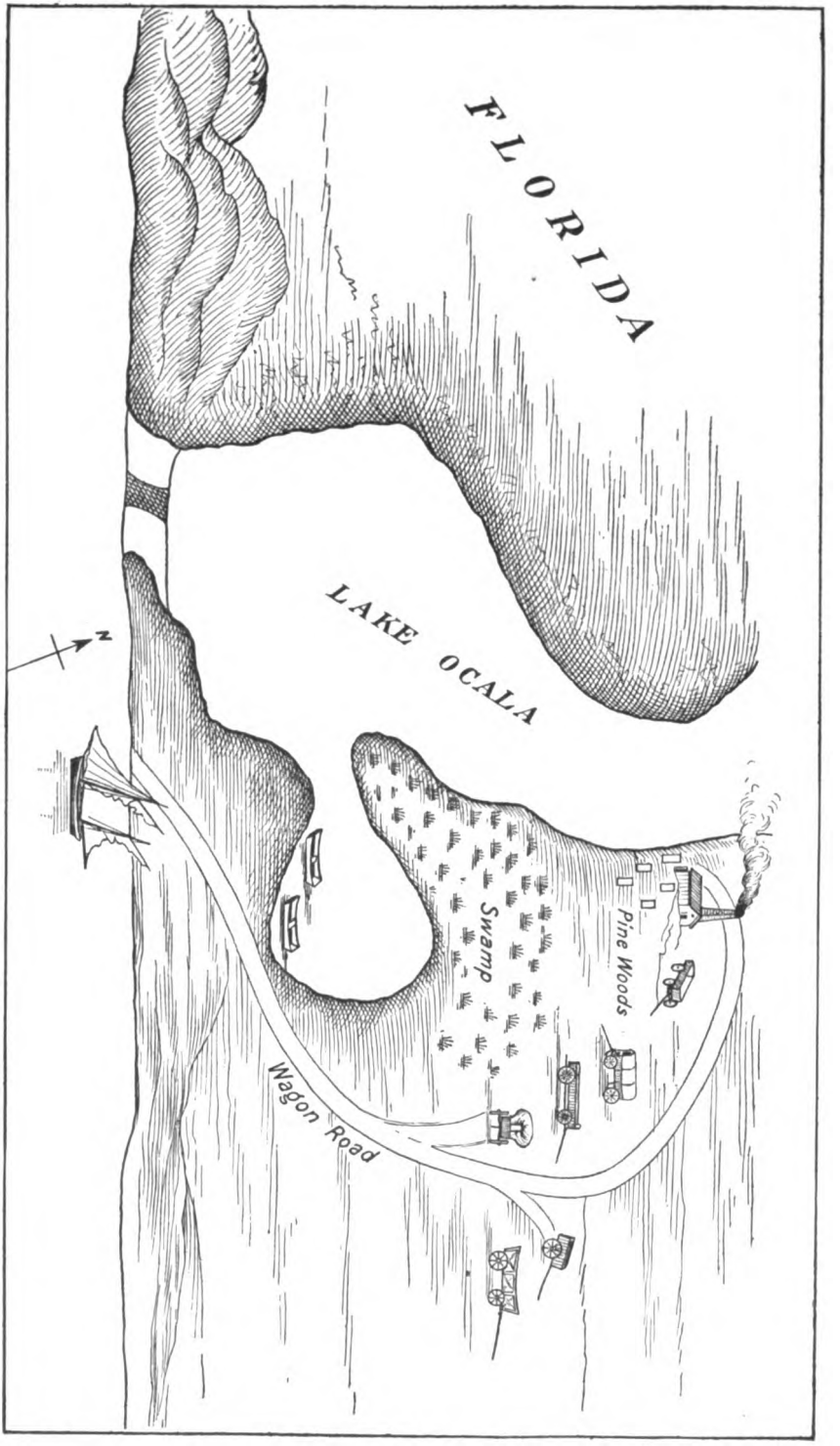
Acting Master Browne reports that his work is not yet half done, as there are over 100 salt works in East and West bays, which he contemplates destroying. He also speaks in high terms of Acting Ensigns James J. Russell and Charles N. Hicks and the 48 men from the *Restless*, as also of Acting Ensign Edwin Crissey and the 6 men belonging to the *Bloomer*, for the prompt manner in which they carried out his orders.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Report of Acting Master Browne, U. S. Navy, commanding U. S. bark Restless, regarding expedition to Lake Ocala under the direction of Acting Ensign Russell, U. S. Navy, of that vessel.

U. S. BARK RESTLESS,
St. Andrew's Bay, Fla., December 7, 1863.

SIR: I have the honor to communicate to you that just about dusk on the evening of December 2 we descried from our masthead a black smoke, a long distance seaward, moving westward. I supposed it to be a steam blockade runner, bound in somewhere on the coast, and, being credibly informed that Lake Ocala has been resorted to as a place for running and receiving cargoes, I fitted out the first cutter and 9 men under the charge of Acting Ensign J. J. Russell with orders to proceed up the coast as far as Lake Ocala, in hopes of cutting her out if that was her destination.

I also ordered him (in case he found no vessel there) to land his party, with the exception of enough to take charge of the boat, and proceed up the cart road which leads from the sea to Kent's salt works, 5 miles inland, and destroy the whole affair, and well did he accomplish his mission.

After reaching the lake, no vessel being in sight, he landed his party and marched to the works, and effectually destroyed them, consisting of three different establishments, having 6 steamboat boilers cut in half lengthways, and 7 iron kettles made expressly for the purpose, each holding 300 gallons, and turning out 130 bushels of salt per day. He also hove a large quantity of salt into the lake, and on his return to the boat he demolished 2 large flatboats and 6 ox carts, used for hauling salt or cargo.

Seventeen prisoners were taken, but, the boat being too small to convey them to the ship, it was thought advisable to release them, after administering an oath never to take up arms against the United States Government. You will please find enclosed a chart of the lake; also 2 Confederate newspapers found upon the person of one Jordon, overseer of the works.

I would respectfully call your attention to Acting Ensign J. J. Russell and the men under his command who composed this expedition as deserving great praise in destroying so effectually one of the most extensive salt works upon this coast, to accomplish which took ten hours of hard labor.

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

W. R. BROWNE,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

Report of Acting Master Browne, U. S. Navy, commanding U. S. bark Restless, regarding expedition to St. Andrew's Sound under the direction of Acting Ensign Crissey, U. S. Navy, commanding U. S. S. Bloomer.

U. S. BARK RESTLESS,
St. Andrew's Bay, Florida, December 15, 1863.

SIR: I have the honor to report on the morning of December 10 the U. S. S. *Bloomer*, Captain Edwin Crissey, and sloop *Caroline*, her tender, came to this place from East Pass, Santa Rosa Island, to render us assistance in the destruction of the numerous salt works on this

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bay, having heard of our dash a few days before on the Government salt works at Lake Ocala, 7 miles from Santa Rosa Bay.

Captain Crissey tendered me the *Bloomer* and *Caroline* for the accomplishment of that object, informing me if I would place men and arms on board of his vessel he would stay and render me all the assistance he possibly could. I gladly availed myself of the opportunity, and placed 48 men and 3 officers, armed and provisioned for 4 days, on board, and ordered him to proceed to Bear Creek (at the head of North Bay) and if possible cut out a schooner loaded with 100 bales of cotton, which lay 4½ miles up the creek. This accomplished, to proceed to West Bay and destroy the extensive Government salt works, which yielded daily 400 bushels of salt, while I would destroy the headquarters of the rebel companies stationed at St. Andrew's (to protect the numerous salt works on East and West Bay), numbering 277 men, who held it with one fieldpiece to keep the hands employed at the Government salt works supplied with fish, oysters, etc., and to prevent contrabands and refugees from coming off to the blockade. These men were always upon the alert for an opportunity to shoot our men who land for wood on the main, there being none on the island. At 8 p. m., the wind freshening ahead, I came to and ordered the steamer to proceed on her misson. At daylight next morning I got underway with the bark and ran up to within 800 yards of the town. Before opening upon it we saw 2 cavalry officers and numerous infantry, who quickly fled after our second shot to the woods where their companions lay concealed.

Selecting the largest group of houses we succeeded in firing it, our third shell bursting in one of the houses at the southeast end. The wind being E. S. E. communicated the flames quickly to the others, consisting of 32 houses and shanties, which were speedily reduced to ashes, and will no more afford shelter, as heretofore, to the enemy, from which they watched the proceedings of all which took place in or about this harbor.

I would now most respectfully call your particular attention to the expedition on board the *Bloomer* and the almost incalculable destruction of salt works, salt, provisions, materials, etc., pertaining to the manufacture of this essential article, which they accomplished.

The Government works [were] under the command of a Mr. Clendenin, which turned out daily 400 bushels of salt. This was one of the best located in West Bay, being situated in a marsh, the water of which yielded 75 gallons of salt to 100 gallons of water. It was in fact a complete village, covering a space of three-fourths of a square mile, employing many hands and 16 ox and mule teams constantly to haul salt to Eufaula Sound, and from thence conveyed to Montgomery, at which place it is selling at fabulous prices—$40 and $45 per bushel.

At this place were 27 buildings, and 22 large steam boilers, and 300 kettles averaging 200 gallons each, which cost the Government $5 per gallon, all of which were totally destroyed, besides 2,000 bushels of salt, and storehouses filled with corn meal, bacon, sirup, and other provisions, enough to supply those employed three months, the whole of which was so effectually destroyed that every vestige of this salt village has entirely disappeared, the whole of which can not be estimated of a less value than $500,000.

After which they proceeded down the bay and destroyed the salt works which lined each side for 7 miles (belonging to private individuals), numbering at least 198 different works, averaging 2 boilers

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and 10 kettles each; also destroying a large quantity of salt. Five hundred and seven kettles were dug up and rendered useless; over 300 buildings of various sizes, used as storehouses, etc., were destroyed, together with 27 wagons and carts and 5 large flatboats.

These works, with the Government works, could not have cost less than $3,000,000.

Thirty-one contrabands (two of whom were females) belonging to these works gladly gave themselves up to us and assisted materially in destroying the works and digging up kettles, which were buried in the swamp and would never have come to light had they not pointed them out to us.

This bay was considered a safe place to pursue the making of salt, and on either side for 7 miles there could be seen one continued string of salt works. A Mr. Blunt, an intelligent man, who had been engaged in this business, said the swamps in this bay were the best adapted in the whole Confederacy for the location of salt works, as the continued drought in this region for the past three years had caused the evaporation of nearly all the fresh water, leaving at least 75 per cent of salt in the water remaining. Besides this, the salt made here was of better quality than that procured at any other place, not excepting the celebrated salt works in Virginia, and the destruction we had made would be "a greater blow, and more severely felt, than the falling of Charleston."

But our work is not yet half done. There are over 100 salt works in East and West bays, which I contemplate destroying. I send for your disposal 21 contrabands, reserving the remainder for boat's crew and to assist in finding buried kettles, etc., of the other works. Enclosed please find various letters collected at the destroyed works. I would most respectfully call your attention to Acting Ensigns James J. Russell and Charles N. Hicks, of this vessel, and the men under their command, for the prompt manner in which they carried out my orders and cooperated with Captain Crissey, of the *Bloomer*, whose force of 6 men made the total of 54 men and 4 officers engaged in this expedition.

Very respectfully, your obedient servant,

W. R. BROWNE,
Acting Master, Commanding.

Acting Rear-Admiral T. BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

[Enclosure.]

Rebel troops stationed in St. Andrew's Bay at the time I destroyed the extensive salt works in West and East Bay, and also the town of St. Andrew's, in which 380 different salt works were totally demolished, 1,000 kettles and a large number of steam boilers, over 500 houses and other property, to the amount of $3,787,698, on the 11th day of December, 1863:

[William E.] Anderson's company of infantry (men well equipped)	72
[Walter J.] Robinson's company of infantry (men well equipped)	125
[E. A.] Curry's company of infantry (men well equipped)	100
[D. D.] McLean's company of infantry	40
[Gabriel J.] Floyd's company of infantry	40
	377

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[Wm. A.] Jeter's cavalry	60	
[Wm. H.] Milton's cavalry	170	
[Clinton] Thigpin cavalry	82	
		312
Total rebel troops		689
Federal sailors		92

Additional report of Acting Master Browne, U. S. Navy, regarding operations in St. Andrew's Bay.

U. S. BARK RESTLESS,
St. Andrew's Bay, Fla., December 20, 1863.

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

On the evening of the 18th instant, having finished repairing the boilers of the U. S. S. *Bloomer*, which were so much out of repair that we could not proceed to the final destruction of the remaining salt works in this bay until they had undergone a hasty and partial repairing and supplied with four extra days' fuel (pine wood), I repaired on board with Acting Ensigns James J. Russell and Henry Eason and 47 men. As the moon was quite large, I concluded not to make a start until after she had set, but the wind, which had been light from the N. W., suddenly freshened to a double reef topsail breeze. At 10:30 it blew still harder, so much so that it was thought by Captain Crissey and the pilot that the steamer would not be able to stem the strong ebb tide at that time running, especially as the boilers leaked so badly on the expedition. The fires were nearly extinguished, besides, we had her tender, a sloop of some 60 tons, alongside to tow, the wind being dead ahead. But as my men were all on board and provisioned only for four days and Captain Crissey anxious to return to his station, his time of absence having already expired, I determined to make the attempt. At 11:30, steam being up, we weighed and proceeded on, and so strong was the wind and the tide against us that we gained only 1 mile in three hours, the captain and pilot saying we must give it up. I urged them to keep on, as after midnight I was confident the wind would moderate, and at 3 a. m. the tide would turn in our favor. At 1:30 a. m. the wind began to abate, and at 3 a. m. the tide turned.

We had now only got as far as Red Fish Point, a distance of 4 miles from our starting point, at 11:30 p. m. By daylight we were through the narrowest part of the bay, and at the commencement of the salt works, 10 miles above St. Andrew's.

The officers and men were landed under the cover of our guns and occupied the rest of the day in destroying the remaining salt works, 90 in number, with a large number of kettles and boilers and 30 buildings or salt sheds.

The pickets stationed at Parker's house seeing us gave the alarm, and the rebels destroyed the remaining works by setting them on fire to keep them from being destroyed by us.

We skirted this bay for a distance of 15 miles, 10 of which were covered near the beach with some 300 salt works, all of which the enemy destroyed with the exception of the 90 we demolished.

Having cleared the three arms of this extensive bay of salt works we returned to this ship. On our way back we saw large fires in West

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Bay in the direction of some salt works we had not destroyed and supposed the rebel, Captain Robinson, had ordered them to be destroyed to prevent us from doing it, which proved to be the case. Upon my arrival at the ship I found three deserters from Anderson's company had come off and delivered up their arms and said they were ready to take the oath of allegiance to the United States Government and that all the privates in the companies of Anderson and Robinson were heartily tired of the war; even Captain Anderson had resigned and gone home, and 33 men, and now, all the salt works in this vicinity were destroyed, many would starve to death.

The oath of allegiance was administered to three of these men, and who joined this ship, having entered the service for one year. Within the past ten days 290 salt works, 33 covered wagons, 12 flatboats, 2 sloops (5 tons each), 6 ox carts, 4,000 bushels of salt, 268 buildings at the different salt works, 529 iron kettles averaging 150 gallons each, 105 iron boilers for boiling brine [were destroyed], and it is believed from what we saw that the enemy destroyed as many more to prevent us from doing so. Forty-eight contrabands and prisoners have been taken and five deserters from the army have come and delivered themselves up and entered our service. Seventeen persons have been paroled after taking the oath of allegiance not to take up arms against us.

In conclusion permit me to add that 52 men and 4 officers were employed in the destruction of these works—47 men, 3 officers, and myself from the *Restless*, 5 men and 1 officer from the *Bloomer*—all of which deserve great praise for the prompt manner in which they carried out my every order.

I am, very respectfully, your obedient servant,

W. R. BROWNE.
Acting Master, Commanding.

Acting Rear-Admiral T. BAILEY,
Comdg. East Gulf Blockdg. Squadron, Key West, Fla.

Commendatory letter from Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Browne, U. S. Navy, commanding U. S. bark Restless.

U. S. FLAGSHIP SAN JACINTO,
Key West, December 28, 1863.

SIR: You will be pleased to accept for yourself, and to convey to the officers and men under your command, my commendation for the very important service performed in the destruction of the extensive and valuable salt works, both at Lake Ocala and in St. Andrew's Bay. I have taken great pleasure in reporting the details of these operations to the Secretary of the Navy as another instance of the zeal and energy which animate this squadron and as another severe blow to the enemy.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Acting Master WM. R. BROWNE, U. S. Navy,
Commanding Bark Restless.

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Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the later operations in St. Andrew's Bay.

U. S. FLAGSHIP SAN JACINTO,
Key West, January 27, 1864.

SIR: It affords me pleasure to report to the Department that the promise made by Acting Master William R. Browne, commanding bark *Restless*, at the conclusion of his last report concerning the destruction of extensive salt works in the vicinity of St. Andrew's Bay, namely, that he would complete the work so handsomely begun, appears to have been kept. He reports that he went on board the stern-wheel steamer *Bloomer*, with 2 officers and 47 men belonging to the *Restless*, and proceeded up the bay, against very unfavorable circumstances of darkness, wind, and tide, some 10 miles above St. Andrew's, where his force was landed, and destroyed some 90 additional salt works, together with all the boilers, kettles, and buildings attached to them; whereupon the enemy commenced the destruction of some 200 more, which were in advance of our party, and thus saved us from all further trouble, except skirting along the bay for the distance of 15 miles, to make sure that the work of destruction had been well performed by them. Deserters from Captain Anderson's and Robinson's companies reported subsequently that both officers and men had broken up and gone home, as the destruction of the salt works, which they were ordered to guard, had been so complete, and 6 of them have enlisted in the Navy, after taking the oath of allegiance.

Acting Master Browne again speaks in terms of commendation of the officers and men engaged in this service, including Acting Ensign Crissey and the five men composing the crew of the steamer *Bloomer*.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Acting Ensign Sears, U. S. Navy, commanding U. S. S. Honeysuckle, to proceed to duty in the Eastern Gulf Squadron.

NAVY DEPARTMENT, *December 4, 1863.*

SIR: Proceed carefully with the U. S. steam tug *Honeysuckle* to Key West, Fla., and report to acting Rear-Admiral Theodorus Bailey for duty in the Eastern Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Ensign CYRUS SEARS, U. S. Navy,
Commanding U. S. Steam Tug Honeysuckle, New York.

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Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Fleming, U. S. Navy, commanding U. S. S. Sagamore, regarding vessels reported as trading between Suwanee River and Havana.

U. S. FLAGSHIP DALE,
Key West, December 7, 1863.

SIR: I have information from a reliable source that the following vessels are trading between Suwanee River and Havana, viz: Steamer *Little Lilly*, steamer *Union*, steamer *Isabel*, steamer (not known).

And that the *Little Lilly* makes two trips to the Suwanee per month with the regularity of a mail packet, two pilots being stationed at the mouth of the river to pilot them in. If it be possible I would like to have those pilots captured and the stakes marking the entrance removed to a locality that would insure those steamers being plumped on shore.

I hope to be able to send the steamer *Nita* to Cedar Keys in about a fortnight, when, through your vigilance and disposition of vessels and boats, I shall hope to hear of your success in capturing the four steamers. The stakes should be moved in the night.

I am, respectfully, your obedient servant,

T. BAILEY,
Acting Rear-Admiral.

Lieutenant-Commander CHARLES E. FLEMING,
Commanding Steamer Sagamore.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Semmes, U. S. Navy, commanding blockade at Tampa, Fla., regarding measures for trapping blockade runners.

[U. S. FLAGSHIP] DALE,
December 8, 1863.

SIR: I understand that the channels in and out of Bayport and the rivers on your station, where the rebels are in the habit of running the blockade, are buoyed, or staked out. I wish, where you find that to be the case, that you will send boats and pilots in the night and change the position of those stakes, buoys, or marks in such new location as will infallibly plump their vessels on shore. The pilots should at the same time be ordered to observe carefully the situation of the channel from which they remove the marks, so that our own vessels may not get into the trap set for our enemies.

After carrying out this order, watch carefully the nets thus set and pounce upon your prey when aground.

I am, respectfully, etc.,

THEODORUS BAILEY,
Acting Rear-Admiral.

Lieutenant-Commander A. A. SEMMES,
Commanding Blockade at Tampa, etc.

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Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the fitting of the steamer Nita for service.

U. S. FLAGSHIP DALE,
Key West, December 13, 1863.

SIR: Referring to my letters, No. 290, of September 10, and No. 308, of October 3, I would state that I hope to have the steamer *Nita* ready for service within the present month, when she will be sent to cruise between the Suwanee River and Bayport. Her armament will consist of one rifled 12-pounder howitzer, in pivot, forward; two heavy 12-pounder howitzers, in broadside, forward; one smooth 24-pounder howitzer, in pivot, aft, and I have fixed her complement of officers and men together at 46.

I would therefore request an early decision as to whether she can be considered a regular cruiser or whether she can act only as a tender.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Sherrill, U. S. Navy, commanding U. S. bark Roebuck, regarding the capture of a small boat off Indian River.

U. S. BARK ROEBUCK,
Off Indian River, December 14, 1863.

SIR: I have to report the capture of a small sloop boat containing two men, laden with 16 bags salt and 1 box notions, off this place yesterday.

No papers were found on board, and the master said he was from Green Turtle Cay and bound for Dixie.

The men, boat, and cargo will be sent to Key West for adjudication. I enclose herewith a list of the officers and crew of this ship at time of above capture.

I am, very respectfully, your obedient servant,

JOHN SHERRILL,
Acting Master, Commanding.

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

Stations of vessels composing the East Gulf Blockading Squadron December 15, 1863.

Name.	Rank.	Class and station.
Adela	Actg. Vol. Lieut. L. N. Stodder	Steamer. East Pass, St. George's Sound.
Beauregard	Actg. Master F. Burgess	Schooner. On the ways at Key West.
Clyde	Actg. Vol. Lieut. Q. A. Hooper	Steamer. Latitude 25° N., between longitude 82° and 85° W.
Dale	Commander R. Handy	Ordnance storeship. Key West.
De Soto	Captain G. H. Scott	Steamer. Cruising off N. E. Providence Channel.
Eugenie	Actg. Master W. McClintock	Schooner. Guard vessel at Key West.

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Stations of vessels composing the East Gulf Blockading Squadron, December 15, 1863—Continued.

Name.	Rank.	Class and station.
Fort Henry	Actg. Master F. W. Partridge	Steamer. Key West for repairs.
Gem of the Sea	Actg. Vol. Lieut. I. B. Baxter	Bark. Charlotte Harbor.
Honduras	Actg. Vol. Lieut. T. R. Harris	Steamer. Supplying the squadron.
Huntsville	Actg. Master J. H. Platt	Steamer. Repairing boilers, etc., at Key West.
James L. Davis	Actg. Master W. Fales	Bark. Calking at Key West.
James S. Chambers	Actg. Master L. Nickerson	Schooner. West Pass, St. George's Sound.
Marigold	Actg. Master L. D. D. Voorhees	Steamer. Harbor tug at Key West.
Nita	Actg. Master R. B. Smith	Steamer. Fitting out at Key West.
Pursuit	Actg. Vol. Lieut. W. P. Randall	Bark. St. Joseph's Bay.
Restless	Actg. Master W. R. Browne	Bark. St. Andrew's Sound.
Roebuck	Actg. Master J. Sherrill	Bark. Off Indian River.
Sagamore	Lieut. Comdr. C. E. Fleming	Steamer. Cedar Keys.
San Jacinto	Lieut. Comdr. R. Chandler	Steamer. Latitude 29° 30′ N., between longitude 86° and 88° W.
Somerset	Actg. Vol. Lieut. W. Budd	Steamer. West Pass, St. George's Sound.
Stars and Stripes	Actg. Master C. L. Willcomb	Steamer. Off St. Marks.
Sunflower	Actg. Master E. Van Sice	Steamer. Under orders for Tampa Bay.
Tahoma	Lieut. Comdr. A. A. Semmes	Steamer. Tampa Bay.
Tioga	Lieut. Comdr. E. Y. McCauley	Steamer. Repairing machinery at Key West.
Wanderer	Actg. Master's Mate T. Tierney	Schooner. In ordinary at Key West.
Annie	Actg. Ensign J. S. Williams	Schooner. Tender to Sagamore. Repairing at Key West.
Ariel	Actg. Master W. H. Harrison	Schooner. Tender to San Jacinto. Between Charlotte Harbor and Cape Sable.
Carmita		Schooner. Attached to storehouse. Lighter in charge of naval storekeeper.
Fox	Actg. Master G. Ashbury	Schooner. Tender to San Jacinto. Between St. Marks and Cedar Keys.
Julia	Actg. Master's Mate J. T. Bowling	Sloop. Tender to Eugenie. Guard vessel at Boca Chica.
Rosalie	Actg. Master P. F. Coffin	Sloop. Tender to Gem of the Sea. Charlotte Harbor and Estero Bay.
Sea Bird	Actg. Master C. P. Clark	Schooner. Tender to San Jacinto. Between Crystal River and Tampa Bay.
Stonewall	Actg. Master H. B. Carter	Schooner. Tender to Tahoma. Refitting at Key West.
Two Sisters	Actg. Master C. H. Rockwell	Schooner. Tender to San Jacinto. Between Cedar Keys and Anclote Keys.

Respectfully,

THEODORUS BAILEY,
Acty. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Commander Handy, U. S. Navy, regarding the delivery of muskets and ammunition to Lieutenant Meyers, U. S. Army.

U. S. FLAGSHIP DALE,
Key West, December 16, 1863.

SIR: You will please deliver to Lieutenant [James] Meyers, Forty-seventh Regiment Pennsylvania Volunteers, 16 rifled army muskets, caliber .58, with all the accouterments complete, and 5,000 ball cartridges for the same, for which stores you will take the proper receipts.

Respectfully,

[T. BAILEY,]
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Commander ROBT. HANDY, U. S. Navy,
Commanding Ordnance Ship Dale.

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Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Van Sice, U. S. Navy, commanding U. S. S. Sunflower, regarding the transportation of refugee rangers to Charlotte Harbor.

U. S. FLAGSHIP DALE,
Key West, December 16, 1863.

SIR: You will receive on board a company of refugee rangers, organized by Brigadier-General Woodbury and under the command of Lieutenant Meyers, and consisting of from 25 to 30 men, together with their camp equipage, and convey them to Charlotte Harbor, where you will report to Acting Volunteer Lieutenant Baxter for further orders. After having landed them under his directions, you will proceed to execute your previous orders.

Respectfully,

[T. BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.]

Acting Master EDW. VAN SICE, U. S. Navy,
Commanding Steamer Sunflower.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Baxter, U. S. Navy, to render assistance to company of refugee rangers to be landed on an island in Charlotte Harbor.

Confidential.] U. S. FLAGSHIP DALE,
Key West, December 16, 1863.

SIR: Brigadier-General Woodbury has commanded the organization of a company of refugee rangers, intended to operate on the mainland in the vicinity of Charlotte Harbor and Tampa Bay, in conjunction with some regular troops and under his own immediate orders. Some 25 or 30 men are already enlisted and placed in charge of Lieutenant Meyers, of the Forty-seventh Regiment Pennsylvania Volunteers. This detachment is sent up in the *Sunflower* to be landed on one of the islands in Charlotte Harbor (Useppa Island is considered the best for their present purposes), under your directions, with a view to obtaining further recruits from the refugees and other inhabitants of that vicinity, and to await there the arrival of the general, or orders from him.

You will therefore render them every assistance in your power and protect them with your guns and all the force under your command, if necessary.

Respectfully, [T. BAILEY,]
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

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

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the detachment of Acting Master's Mate Crane, U. S. Navy, for duty under Brigadier-General Woodbury, U. S. Army, in command of refugee rangers.

No. 385.] U. S. FLAGSHIP DALE,
Key West, December 17, 1863.

SIR: At the request of Brigadier-General D. P. Woodbury, commanding district of Key West, etc., I have this day detached Acting

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Master's Mate Henry A. Crane from duty on board the sloop (tender) *Rosalie*, and ordered him to report to General Woodbury for such temporary duty connected with the Army as he may be pleased to direct. The general commanding this district is organizing a company of refugee rangers to cooperate with some of the troops under his command, in preventing the supplies of cattle from being sent to the rebel army from the region about Tampa, amounting to some 1,500 or 2,000 a week; and it is thought that Mr. Crane's experience in military matters will be of great service on the expedition and that his popularity among the Union men and disgusted rebels of Florida will secure many recruits. General Woodbury proposes, in case these anticipations are justified, to appoint Mr. Crane the captain of this company of refugee rangers, subject to the approval of the War Department.

Mr. Crane has already rendered valuable services to us in various expeditions against the enemy and has been commended for zeal, skill, and bravery in action.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Sherrill, U. S. Navy, commanding U. S. bark Roebuck, regarding the capture of the British schooner Ringdove.

U. S. BARK ROEBUCK,
Off Indian River, December 19, 1863.

SIR: I have the honor to report the capture of the British schooner *Ringdove*, 23 tons, of and from Nassau, with a crew of five men, on the 17th instant.

Soon after daylight a sail was discovered to southward standing apparently for this ship, the wind being fresh from S. E., rugged sea, and passing squalls. At 8:15 he changed his course as if to run past, when I fired three shell from the rifled gun and made ready to follow him, upon which he hauled in for the beach and ran aground near the bar off Indian River Inlet. I dispatched two armed boats in charge of Acting Ensign Pulsipher and a master's mate [William H.] Bradford, who succeeded in boarding the schooner and after a while in getting her afloat and inside the bar in smooth water. Her cargo [consisted of] 190 bags salt, 3 bags coffee, 2 half chests tea, and 3 barrels whisky.

The only papers found on board were register, crew list, and clearance. No log book or colors. Got the schooner out safely this a. m. and will dispatch her to Key West in charge of Acting Ensign Pulsipher and a prize crew for adjudication. I enclose a list of the officers and crew attached to this vessel at time of above capture.

I am, very respectfully, your obedient servant,

JOHN SHERRILL,
Acting Master, Commanding.

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

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Destruction of the steamer Powerful, by the U. S. tender Fox, at the mouth of the Suwanee River, December 20, and capture of schooner Edward, December 24, 1863.

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

No. 392.] U. S. FLAGSHIP SAN JACINTO,
Key West, December 28, 1863.

SIR: It gives me great pleasure to call the attention of the Department to a very important service performed by the schooner *Fox*, a tender to the *San Jacinto*, under the command of Acting Master George Ashbury. The circumstances are as follows:

On the 20th of December a steamer was discovered in the mouth of the Suwanee River, apparently at anchor or aground. The *Fox* immediately beat up toward her until, when within about three-quarters of a mile of the steamer, she grounded in 8½ feet water, and opened upon her with the howitzers, at the same time sending an armed boat in to capture the steamer. An attempt was made to intimidate our people by mounting a piece of stovepipe on a chair to represent a forecastle gun, and a log of wood on a camp stool for a stern gun, but this device of the enemy failed in its object, and Acting Ensign Marcellus Jackson boarded the steamer, from which everybody had made their escape to the shore. She proved to be a side-wheel vessel, painted lead color, with black smokestack, two masts, and a walking-beam engine. Neither cargo, personal effects, papers, nor anything to indicate her name were found on board, but from the description she is supposed to have been the *Little Lily*, formerly the *Nan-Nan*, and before that the *Flushing*. The water was found running rapidly into the engine room; none of our people were competent to stop the leak or work the engine; the channel was exceedingly intricate and narrow, and night was rapidly coming on. Under these circumstances, Acting Ensign Jackson set fire to the vessel, agreeably to orders from Acting Master Ashbury; and in returning to the *Fox*, pulled up all the stakes by which the channel was marked out for about a mile and a half. The destruction of this steamer is reported as having been complete, and if it prove to have been the *Little Lily*, it is a most fortunate circumstance, as her speed was supposed to be greater than that of any vessel in this squadron.

Again, on December 24, a vessel was discovered by the *Fox*, standing in for the Suwanee River, and after a chase of two hours, and the firing of several shells, she was hove to. Being ordered by Mr. Ashbury to send a boat on board, the stranger put his helm up, with the evident intention of running the *Fox* down, and came down upon the starboard quarter, carrying away the boat davits, but doing little other damage, as the *Fox* was immediately kept away. While his vessel was paying off Mr. Ashbury directed a rifle shot to be fired for the purpose of intimidation, but a heavy sea was running at the time and the bullet took effect on the captain of the strange vessel, who was at the wheel, passing through his leg, but without touching an artery. The vessel was then boarded and proved to be the British schooner *Edward*, from Havana, bound to the Suwanee River, with a cargo of lead and salt, and was accordingly seized as a prize.

In addition to these achievements, I would remind the Department

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that the *Fox* was one of the three tenders that assisted the *Honduras* in capturing the British steamer *Mail.*

Respectfully,

THEODORUS BAILEY,
Acting. Rear-Admiral Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Ashbury, U. S. Navy, commanding U. S. schooner Fox, tender to the U. S. S. San Jacinto.

U. S. SCHOONER FOX,
Key West, Fla., December 28, 1863.

SIR: I have the honor to report that I left this port in obedience to your instructions on the 9th instant, the repairs to the vessel having been completed, and proceeded to my cruising ground. On the 10th, in a gale, I had the misfortune to lose the starboard quarter boat, a heavy sea striking it. On the 19th, having a favorable opportunity, I stood in to 3 fathoms off the Suwanee and anchored. On the 20th at 11 a. m. the lookout aloft descried a steamer some miles up the coast. I got underway at once and beat up toward her. At 12, being in 2 fathoms, I anchored at 3 miles distance, the steamer having apparently anchored or got ashore. Sending a boat ahead to sound, and finding enough water for some distance, I stood in, but at 12:30 struck in 8½ feet, but succeeded in getting off without much difficulty or any injury. At this time boats could be plainly seen passing and repassing from the steamer to the shore. I opened fire on her and at 2:30 sent Acting Ensign [Marcellus] Jackson with an armed boat's crew with instructions to destroy her if possible, her situation, being almost surrounded with oyster beds, rendering any attempt to get her out with my imperfect facilities nearly hopeless. The boat returned at sunset, having accomplished the object. Mr. Jackson reports her as being a side-wheel vessel, painted a light lead color, with black smoke-stack, two masts, and a walking beam. Neither cargo, personal effects, papers, nor anything to indicate her name were found on board. She was apparently of English build. She was entirely deserted, although her machinery was still warm; a couple of "quakers" were bearing on the schooner, water was running into her engine room, and she was anchored in the channel leading to the mouth of the Suwanee. Mr. Jackson reports this channel as being very narrow in places and extremely intricate although well staked out.

In returning to the schooner he followed this channel and pulled up nearly all the stakes from a short distance above the steamer to its mouth, a distance of a mile and a half or more. I have no doubt that the steamer is rendered perfectly useless, the flames having enveloped the hull in a short time after the fire was ignited. After dark I put to sea and the next day stood up the coast sighting the land, but saw nothing.

On the 22d, off St. Marks, I spoke U. S. S. *Stars and Stripes* and received from her a supply of water.

On the 24th, at 4 p. m., the lookout aloft raised a sail to the S. E. Made all sail in chase, and after a chase of two hours, firing several shells at her, the chase hove to, by hauling down his jib. Running near him I ordered him to lower his foresail and send his boat on board,

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our boat being unsafe in so heavy a sea as was then running. Instead of complying with this order his helm was put up and he came down upon our starboard quarter, carrying away boat's davits, but doing little other damage. Seeing him coming I directed a shot to be fired for the purpose of intimidating them while we were paying off.

I regret, however, that the shot took effect on the captain, who was at the wheel, passing through his leg, though touching no artery.

The vessel proved to be the British schooner *Edward*, from Havana for the Suwanee, with a cargo of salt and lead. All his papers had been thrown overboard. I sent Acting Ensign Jackson on board to take charge, with a prize crew of 6 men, taking all but 2 of the prize's crew on board. Laying by him all night on the 25th I gave him instructions to proceed to Key West with all possible dispatch, with permission, however, to put into Tampa for surgical assistance if necessary.

My provisions running low I started at the same time for this port and arrived at my anchorage this day at 10 o'clock.

Very respectfully, your obedient servant,

GEO. ASHBURY,
Acting Master, Commanding.

Lieutenant-Commander RALPH CHANDLER, U. S. Navy,
Commanding Flagship San Jacinto, Key West, Fla.

Report of Acting Rear-Admiral Bailey, U. S. Navy, identifying the vessel as the steamer Powerful.

No. 51.] U. S. FLAGSHIP DALE,
Key West, February 4, 1864.

SIR: Referring to my communication dated December 28, 1863 (numbered 392), I have to inform the Department that the steamer, the destruction of which by the U. S. schooner *Fox* is therein detailed, was the *Powerful*, and not the *Nan-Nan* (or *Little Lily*) as I had surmised.

Lieutenant-Commander McDougal has since visited the wreck and destroyed the machinery, which the rebels were preparing to take away.

I trust that the Department will see fit to notice by promotion the service performed by Acting Master Ashbury in destroying the steamer.

Very respectfully, your obedient servant,

THEODORUS BAILEY,
Acty. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Chandler, U. S. Navy, commanding U. S. S. San Jacinto, regarding the capture by the U. S. schooner Ariel of the Confederate sloop Magnolia.

U. S. FLAGSHIP SAN JACINTO,
Key West, Fla., December 22, 1863.

SIR: I have the honor to report that on the 16th instant, in latitude 26° 15′ N. and longitude 82° W. the schooner *Ariel*, a tender to this

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ship, captured the rebel sloop *Magnolia*, from Havana, bound to Mobile, with a cargo of spirits and medicines. No other vessel was in sight at the time of the capture.

I have the honor to enclose a list of the officers and men borne upon the books of this ship and entitled to share in the prize.

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

R. CHANDLER,
Commanding Officer.

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

Expedition to Myacca River, for transportation of refugee rangers from Useppa Island to the mainland, December 24–30, 1863.

Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark Gem of the Sea, transmitting reports.

U. S. BARK GEM OF THE SEA,
Charlotte Harbor, January 2, 1864.

SIR: I have the honor to report that agreeable to the request of Lieutenant Meyers, of the Forty-seventh Regiment Pennsylvania Volunteers, now in command of the refugee rangers on Useppa Island, I sent on the 24th ultimo the launch and second cutter, armed and manned with 14 men and provisions for eight days, in charge of Acting Ensign J. H. Jenks, with orders to proceed to Useppa Island, [Florida], there take on board Captain Daniels and 15 refugee rangers, under his command, and also to take two small boats for the use of the refugee rangers, and proceed with them to the mainland at a point designated by Captain Daniels in the mouth of the Myacca River, [Florida], and land them for the purpose of scouting through the country for recruiting, and then to remain there or in the vicinity with his men and boats until Captain Daniels and his men returned, or his provisions were exhausted, for the purpose of covering their retreat and taking them away.

On the 26th ultimo the sloop *Rosalie* arrived from Key West, and on the morning of the 28th ultimo I sent her up to the mouth of the Myacca to look after our boats and assist them in case they were attacked by the rebels.

On the 30th ultimo at 8 o'clock p. m. Acting Ensign J. H. Jenks returned on board with the launch from the expedition, reporting the other boats and *Rosalie* on their way to this vessel, and bringing with him John Brown (seaman), who was severely wounded in the groin by a rifleball that morning while in a skirmish with the rebels.

On Mr. Jenks's arrival at the point designated by Captain Daniels, he landed the refugee rangers, who left for the interior, having an understanding with them that they were to return to that point within seven days. He then landed with his men and encamped within 50 yards of his boats for their comfort and convenience and making every preparation to avoid a surprise by the rebels.

On the 30th ultimo at about 4:30 a. m. the camp was alarmed by hearing noises in the bushes in different directions, as though men were crawling toward them. At first Mr. Jenks thought they were Captain Daniels' men coming in, and on being hailed by our pickets,

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"Who comes there?" they answered "Captain Daniels and his men." Mr. Jenks then ordered them to halt and advance one at a time and give the countersign. On giving this order he was answered by the discharge of about 40 muskets and rifles into his camp. He then returned their fire with spirit and fell back to the boats, when the *Rosalie* opened fire and routed the rebels. Mr. Jenks then manned his boats and went alongside the *Rosalie*. At 10 o'clock a. m., Captain Daniels and his men not having made their appearance, and being short of provisions and having one man wounded, Mr. Jenks returned to this ship with his boats, accompanied by the *Rosalie*, where they all arrived the following morning, 31st ultimo.

I immediately provisioned the two boats and *Rosalie* and sent them back to the mouth of the Myacca River, with orders to remain there six days, unless Captain Daniels and his men made their appearance sooner.

The *Rosalie* and boats returned to the ship the following morning, 1st instant, with Captain Daniels and five of his men, six having deserted him the third night after landing, and the remaining four he had left up the country, not knowing where they were.

I can not close this report without calling your attention to the admirable behavior and bravery of Acting Ensign J. H. Jenks and the men under him on this occasion. The coolness and bravery of Mr. Jenks and the gallant men under him have elicited my warmest encomiums, and as an evidence of their efficiency I beg leave to state that they saved their four boats and camp equipage and brought them off safe, losing but one rifle.

I enclose herewith Acting Ensign J. H. Jenks' and Acting Master Peter F. Coffin's detailed reports of the above affair.

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

I. B. BAXTER,
Actg. Vol. Lieut., U. S. Navy, Comdg. U. S. Bark Gem of the Sea.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. Eastern Gulf Blockading Squadron, Key West, Fla.

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

U. S. BARK GEM OF THE SEA,
Charlotte Harbor, December 31, 1863.

SIR: Agreeable to your orders, I left this ship on the 24th instant at 1 o'clock p. m. with launch and second cutter, armed and manned with 14 men and provisioned for eight days, and proceeded to Useppa Island, where I took on board Captain E. Daniels and 15 of the refugee rangers, and proceeded for a point designated by Captain Daniels on the mainland, 6 miles from the mouth, on the Myacca River, where we arrived on the 25th instant, 5:30 p. m. Landed with Captain Daniels and 5 of his men, under cover of the boats, and reconnoitered the ground for half a mile around there. Disembarked the men, stationed pickets, formed camp, and threw up breastwork to cover my boats in case of an attack. Having made arrangements with Captain Daniels how he should approach us on his return, he left with his men for up the country. 6 p. m., saw a large fire, apparently on Peace Creek, east side. 6:15 p. m., another fire on west side, apparently in answer. 26th

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instant, reconnoitered the ground for several miles and planted stakes along the shore in 3 feet of water. 27th instant, 7:30 p. m., the enemy's scouts reconnoitered our position and fired a shot. Doubled pickets and kept the men under arms till daylight. 28th instant, 4 o'clock p. m., sloop *Rosalie* arrived and took up a covering position about 80 yards distant. About 6 p. m. saw two fires 3 or 4 miles distant. 8 o'clock p. m., enemy's scouts attempted to surprise our pickets; fired on them, but they escaped; men remained under arms the remainder of the night. About midnight discovered a person with a torch in his hand, about three-fourths of a mile distant; he waved it over his head some time, then extinguished it. 29th instant, first part of the day discharged all small arms, cleaned and reloaded them, went out and examined the ground for some distance and found the trail of men and horses in different directions. About noon took the launch and, with the pilot of the *Rosalie*, started up the river on a reconnoissance; found a good position for a camp about 1½ miles above, where the *Rosalie* could cover our boats without danger to them; moved camp to it, as the *Rosalie* could not assist me where I then was. The *Rosalie* took a shelling position about 200 yards distant from the shore. About 8 o'clock p. m. heard noise about old camp ground. Short time after saw a large fire there; thinking it might be Captain Daniels and his men returned, started a fire in answer and sent a boat with 2 men to ascertain, and if so, to tell them how to approach us; but being unable to ascertain, they returned. Every precaution was taken to avoid a surprise; then endeavored to ascertain who they were, their number and object. Heard distant voices and the sound of dogs, apparently on the trail for some time. 30th instant, about 4 o'clock a. m., discovered persons advancing through the tall grass a short distance from my pickets. Challenged them twice, but received no answer; challenged again, and received answer that it was Captain Daniels with his men; ordered them to halt, then to advance one at a time and give the countersign, intending to disarm them as they came in so as to avoid treachery. This order being given, they arose and opened fire within 15 yards of the picket line, in a half circle, the heaviest firing on the right, where they tried to cut us off from our boats. Pickets returned the fire, fell back, and kept up a brisk fire for about five minutes. Being heavily pressed by superior numbers, fell back to the beach. Gave the signal for the *Rosalie* to open fire. Kept up the fire for about five minutes, and finding it impossible to resist their superior numbers, ordered the boats to be manned, which was done in good order, still keeping up a fire on them. In the act of shoving off, John Brown (seaman) was wounded in the leg. The enemy was within 15 yards of the boats at the time. Went alongside of the *Rosalie* with my boats, and had it not been for her our loss would have been very heavy; her shells burst over and among them, driving them back from the beach. Kept up a brisk fire on them until they were out of range. At daylight went on shore with boats and took off all camp equipage left there. Captain Daniels not having arrived according to agreement, and believing that he had been captured, I started for the ship with the boats, in company with the *Rosalie*, but the wind dying away I left the *Rosalie*, and with the launch and wounded arrived on board the ship at 8 o'clock p. m. Saw several rebels on different points of the mainland on our way down, who saluted us with yells. I should judge by the line of fire that the enemy numbered 30 or 40 men, armed with Colt's revolving rifles, shotguns, etc. I should judge their loss in killed and wounded at least 6

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or 8; a number were seen to fall by my men on shore; I saw 2 fall myself; several of the men were struck in different parts of their clothing and received slight scratches from shot. My boats and equipments were struck in many places. The men behaved with the utmost coolness and precision during the entire affair, courting the enemy's fire, loading and firing rapidly, and only retreating when ordered before vastly superior numbers. John Butler (gunner's mate) and John Mulholland (boatswain's mate) were conspicuous for daring, rendering great assistance in scouting, even inside the enemy's lines.

Very respectfully, your obedient servant,

J. H. JENKS,
Acting Ensign, U. S. Navy.

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

Report of Acting Master Coffin, U. S. Navy, commanding tender Rosalie, sent to the relief of Acting Ensign Jenks.

U. S. SLOOP ROSALIE,
Charlotte Harbor, December 31, 1863.

SIR: Agreeable to your orders I left the bark at Charlotte Harbor, on the 28th instant, to go up the Myacca River in search of your boats, and upon finding them to operate with them.

At 4 o'clock p. m. I arrived in the Myacca River and found the launch and second cutter, Acting Ensign J. H. Jenks in command, and refugees' boats at an encampment about one-fourth of a mile from the mouth. I anchored about 80 yards off the breastwork, which had been thrown up. At 8 o'clock p. m. the camp was alarmed by rebel scouts, but as nothing could be seen of them all quieted away again. At 9:30 p. m. we were aroused again by the camp being alarmed, but nothing was seen of those prowling about in the vicinity of the camp. About the same time a light was seen about 3 miles off, which appeared like a torch. During the remainder of the night all remained quiet. On the 29th instant Mr. Jenks and my pilot went up the river to reconnoiter and returned at 2:30 p. m., and having found a more sheltered position for a camp we agreed to move up to it. It was about 1½ miles from the first camp ground, on a point of land about 50 yards wide, and extended so far out in the river that it afforded me a chance to put the sloop in a position to rake across in front of the camp and cover them, should they be attacked and have to fall back to the boats. At 4 o'clock all things had been removed to the new camp, and the sloop was anchored about 200 yards off the shore in position for shelling. During the early part of the evening noises were heard in the neighboring palmettoes, as if some one stealing through toward the camp. The pickets were doubled and the greatest vigilance was kept, the men under arms all the time. At 8:15 a. m. a large fire was seen at the deserted camp ground, and, supposing it to be friends returning from the scouting expedition, a fire was immediately kindled in our new camp to acquaint them of our position, but instantly the fire was extinguished and suspecting something wrong our camp fire was put out and all stood in readiness for action. During the afternoon the sloop *Matilda*, with refugees Brannen, Thompson, and Arnold, came alongside and supplied us with beef and venison, and stating that they had permission to hunt in the vicinity I allowed

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them to cross the river and land on the opposite side. Through the night we repeatedly heard the noise of persons crawling through the bushes, but could not find their exact position. At 4:45 a. m. the pickets heard noises near them and, though they could see nothing, they challenged them twice, but received no answer. I then heard Mr. Jenks challenge them, and he received an answer that it was Captain Daniels and his men. Mr. Jenks then said, "All right," and ordered them to halt and one at a time to advance and give the countersign. He had hardly spoken when he was saluted with a volley from an extended line of rebels across our whole front line of pickets. The fire was returned briskly, and then they were ordered to fall back on the camp. On reaching the camp a smart fire was kept up for a minute and a half, and then our men closed up and I opened fire from the howitzer with shrapnel and canister. The rebels fell back and the boats' crews embarked and came alongside, having one man (John Brown, seaman) wounded in the leg. I continued shelling the bushes and using small arms for about twenty minutes, and then, until daylight, I occasionally sent a shell in. At daylight the boats went ashore, collected all the camp equipments and returned to the sloop, and then I weighed anchor and stood down the river to the mouth, where I anchored and got breakfast. It was then 10 o'clock in the forenoon, and at 11 o'clock I weighed anchor and started for the bark, to have the wounded attended to. At 3 o'clock it died away calm and I was obliged to anchor, and Mr. Jenks took the launch and, with the wounded, started for the bark. About 4 o'clock p. m., light breeze springing up, weighed anchor and stood on, and 9:30 p. m. anchored near Pine Key [Island] for the night. December 31 at daylight weighed anchor and stood for the bark, and came to at 7:30 a. m. near by. Please allow me the pleasure of bringing to your notice the conduct of Mr. Jenks, who, though deprived of sleep for two days, ever kept the strictest vigilance about the camp, and in the engagement with the rebels was foremost in the ranks, encouraging his men to action, and, when compelled to leave the camp, was the last man to leave the shore. Also, the men under his command can not be surpassed in bravery, for, though heavily pressed by superior numbers, they stood their ground and fought desperately until ordered to fall back.

I am, respectfully, your obedient servant,

PETER F. COFFIN,
Acting Master, Commanding Tender Rosalie.

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

Letter from Acting Rear-Admiral Bailey, U. S. Navy, to the commanding officer of the U. S. bark Gem of the Sea, commending officers and men who participated in the expedition.

U. S. FLAGSHIP SAN JACINTO,
Key West, January 18, 1864.

SIR: I have read with great pleasure the reports of Acting Volunteer Lieutenant [I. B.] Baxter, Acting Master [P. F.] Coffin, and Acting Ensign [J. H.] Jenks, relative to a little affair in the Myacca River between the officers and men under your command on the one side and those doubly perjured traitors on the other. Although the skirmish was unimportant, either in numbers or in results, yet the vig-

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ilance, skill, and bravery displayed by your officers and men give sure promise of brilliant success whenever occasion shall offer, and I would desire you to convey to them (both on board the *Gem of the Sea* and the *Rosalie*) my commendation for their conduct.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Act. Vol. Lieutenant CHAS. H. ROCKWELL, U. S. Navy,
Commanding Bark Gem of the Sea.

Reports of Acting Master Van Sice, U. S. Navy, commanding U. S. S. Sunflower, regarding the capture of the sloop Hancock.

U. S. S. SUNFLOWER,
Tampa Bay, December 26, 1863.

SIR: I have the honor to report the capture, by the above steamer under my command, of the Confederate sloop *Hancock*, from Havana, bound into Crystal River with salt, borax, etc.

I took her on the 24th instant, just out of sight of Egmont (Tampa Bay) light-house. Previous to boarding him he had thrown his chart and rebel flag overboard, but [I] found in the captain's valise his contract with the owner for the performance of the voyage from Crystal River to Havana and back to a Confederate port.

Very respectfully, your obedient servant,

EDW. VAN SICE,
Acting Master, Commanding.

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

U. S. S. SUNFLOWER,
Tampa Bay, December 26, 1863.

SIR: On the 24th instant, while lying at anchor under Egmont [Key] in company with the *Tahoma*, made a sail in the offing; got underway, in obedience to signal, and ran out. She proved to be the schooner *Sea Bird*, coming in. Made another sail off to the westward, gave chase, and shortly overhauled her, just out of sight of the light-house. She proved to be the sloop *Hancock*, from Havana, bound into Crystal River or any Confederate port. Her cargo consists of some 20 sacks salt and 3 barrels of borax, some little rum, etc. Previous to my boarding him he had thrown his chart and rebel flag overboard, as he afterwards acknowledged. On searching the captain's valise I found his contract with the owner to perform the voyage from Crystal River to Havana and back to a Confederate port. She carried to Havana 3,100 pounds sea-island cotton. There are three persons on board, namely, Fredk. White, captain; Bartholomew Blanco, seaman, and Edward Walker, passenger. You wished me to capture one of the pilots in this neighborhood. I think you will find a pretty good one in the person of this Fredk. White, the captain of the sloop.

Very respectfully, your obedient servant,

EDWARD VAN SICE,
Acting Master, Commanding.

Acting Rear-Admiral T. BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

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Report of Lieutenant-Commander Chandler, U. S. Navy, commanding U. S. S. San Jacinto, regarding the capture of the British schooner Edward.

U. S. FLAGSHIP SAN JACINTO,
Key West, Fla., December 28, 1863.

SIR: I have the honor to report that the schooner *Fox*, a tender to this ship, captured on the 24th instant the British schooner *Edward*, from Havana, bound to the Suwanee River, Fla. The capture was made off the mouth of the Suwanee River, and no other vessel was in sight at the time of the capture. The *Edward's* cargo consists of salt and lead. I have the honor to enclose a list of officers and men borne on the books of this ship and entitled to share in the prize.

Very respectfully, your obedient servant,

R. CHANDLER,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander McDougal, U. S. Navy, commanding U. S. S. Hendrick Hudson, for a strict blockade of the Suwanee River.

U. S. FLAGSHIP SAN JACINTO,
Key West, December 28, 1863.

SIR: It is believed that the steamers *Mary Ann*, *Powerful*, *Laura*, and *Little Lily* are engaged in running the blockade between Havana and the Suwanee River. Others may also be similarly employed.

So soon, therefore, as the vessel under your command is ready for sea you will proceed to cruise in her, with a view to breaking up this traffic.

The general limits of your cruising ground may be stated as between the meridians of 83° and 85° west longitude, on the parallel of 28° north latitude; but these limits are not to be considered as altogther rigid, and you will exercise a sound discretion in either increasing or decreasing your distance from the mouth of the Suwanee River as circumstances may render advisable.

The tenders *Fox* and *Annie* are specially charged with watching the mouth of the river, well inshore.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Lieutenant-Commander CHAS. J. MCDOUGAL, U. S. Navy,
Commanding Steamer H. Hudson.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Chatfield, U. S. Navy, to assume command of U. S. schooner Two Sisters.

U. S. FLAGSHIP SAN JACINTO,
Key West, December 29, 1863.

SIR: You are hereby detached from the *Somerset* and attached to the *San Jacinto*. You will assume command of the schooner (tender) *Two*

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Sisters and carry out the orders you may receive from Lieutenant-Commander Chandler.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Acting Master THOS. CHATFIELD, U. S. Navy.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Baxter, U. S. Navy, to assume command of U. S. S. Fort Henry.

U. S. FLAGSHIP SAN JACINTO,
Key West, December 29, 1863.

SIR: On the reporting of your relief, Acting Volunteer Lieutenant Rockwell, you will consider yourself detached from the *Gem of the Sea*, and you will return by the first public conveyance to this place, where you will assume command of the steamer *Fort Henry*.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral.

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

Report of Acting Master Willcomb, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the destruction of the Confederate schooner Caroline Gertrude, with cargo of cotton, off Ocklockonee River.

U. S. S. STARS AND STRIPES,
St. Marks [Apalachee] Bay, December 30, 1863.

SIR: I have the honor to report that on the night of the 28th instant, at 5 p. m., we discovered a vessel inside of the bar at the mouth of the Ocklockonee River. I immediately got underway and steamed for her.

At 6:30 p. m. came to and dispatched the first and second cutter (one up the north and other the south channel), under command of Acting Master Thomas Smith, accompanied by Acting Ensign C. Carven, Acting Master's Mates Henry B. Conklin and Charles P. Turner, the pilot, and Acting Assistant Paymaster J. J. Pratt and Acting Third Assistant Engineer William Hopkins as volunteers, with 20 armed men, with orders to capture and bring the vessel out.

At 2:30 a. m., the 29th instant, Acting Third Assistant Engineer William Hopkins came alongside with 13 prisoners from the prize, which he reported to be the Confederate schooner *Caroline Gertrude*, with a cargo of 69 bales of cotton, bound to Havana, Cuba, and that she was aground about 100 yards from the beach on an oyster bank, and also stated that Mr. Smith thought that she would float off at high water.

At 8 a. m., finding that the vessel was not afloat, I dispatched orders and lines to Mr. Smith to raft the deck load of cotton and prepare a breastwork of the same material for shelter to his men in case of an attack by the enemy and to send all papers and colors found on board this vessel.

At 1 p. m. Mr. Smith sent me word that he had rafted 45 bales of

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cotton to the mouth of the river and prepared a breastwork of cotton. About this time the enemy's cavalry made their appearance in large numbers and began a brisk fire, which was returned by our men from behind the cotton, the enemy being behind trees and stumps, etc. The fire was kept up so lively that our men could not show their heads without being a target for at least 50 rifles. After a sharp engagement of two hours with them, and finding we could not save the vessel (an old affair) or any more of the cotton, at 3:30 set fire to her and she was totally destroyed, with balance of her cargo.

At 8 p. m. the boats returned to this vessel with 43 bales of cotton (2 being lost), which I now have on board and shall send to Key West by first opportunity, with all the papers found on board and the prisoners, 14 in all. No colors were found on board and no other vessel was in sight at the time of capture.

In conclusion, I would add that the officers and men on the expedition acted with gallantry and coolness and my orders were promptly obeyed and executed by the officers in command of the boats.

I have no casualties to report.

The officer in command of the rebels was killed in the engagement, and one of the passengers was slightly wounded while attempting to escape.

Had I waited to save the schooner, even if it could have been done, I should have lost all the cotton outside, as the weather began to be very bad by the time the boat reached the ship, and it blew a gale all night.

Very respectfully, your obedient servant,

CHAS. L. WILLCOMB,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

Report of Acting Volunteer Lieutenant Randall, U. S. Navy, transmitting report regarding the destruction of the Austin salt works, St. Joseph's Bay.

U. S. BARK PURSUIT,
St. Joseph's Bay, December 31, 1863.

SIR: Soon after my arrival at this place I became convinced that there were two salt works in active operation at the head of the bay, about 14 miles distant from our anchorage. I availed myself of the first opportunity to reconnoiter them and visited one of them in person. It was the smaller one of the two, and of minor importance, as the implements employed were six kettles of about 150 gallons each. They were broken and can never be made of much use. Not having time to visit the Austin works, the more important of the two, I returned on board and subsequently sent an expedition under command of Acting Ensign Norman McLeod, who entirely destroyed them. I have the honor to forward to you his report of the expedition.

With much respect, sir, I have the honor to remain,

Your obedient servant,

WM. P. RANDALL,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

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[Enclosure.]

U. S. BARK PURSUIT,
St. Joseph's Bay, Fla., December 31, 1863.

SIR: In obedience to your orders, I left this vessel on the 30th instant for the purpose of destroying the Austin salt works, situated at the head of St. Joseph's Bay. The expedition consisted of 2 armed boats and 22 men, one of the boats being under the charge of Acting Master's Mate Henry W. Richdale. We left the ship at 9:30 a. m. and arrived opposite the salt works at 1 p. m., but owing to the extensive flats that make out in that vicinity it was impossible to get the boats within three-fourths of a mile of the shore. Leaving a sufficient guard with the boats, we proceeded to the works, which we found to consist of three boilers from 10 to 15 feet in length, set in brick. At about 20 yards from the boilers was an artificial pond or vat about 40 feet in diameter from which water was forced to the boilers through 5 couplings of 2-inch pipe. Owing to the weight of the boilers, it was impossible to remove them, but they were rendered entirely useless by having holes broken in them by the sledges which we took for that purpose. The masonry work was also demolished and the pipes rendered useless by twisting them around trees. Connected with the establishment was a small house and several cords of wood, which we destroyed by fire. We met with no opposition, and it is evident that the place was evacuated on our approach. We arrived at the ship at 8 p. m.

I have the honor to remain, sir, very respectfully,
Your obedient servant,

N. MCLEOD,
Acting Ensign.

Acting Volunteer Lieutenant WILLIAM P. RANDALL,
U. S. Bark Pursuit.

Stations of vessels composing the East Gulf Blockading Squadron.

U. S. FLAGSHIP SAN JACINTO,
Key West, Fla., January 1, 1864.

Name.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lieut. L. N. Stodder	East Pass of St. George's Sound.
Beauregard	Schooner	Actg. Master F. Burgess	Between Jupiter Inlet and Cape Canaveral.
Clyde	Steamer	Actg. Vol. Lieut. Q. A. Hooper	Coaling at Key West, Fla.
Dale	Ship	Comdr. Robt. Handy	Ordnance storeship at Key West.
De Soto	Steamer	Capt. G. H. Scott	Coaling at Key West, Fla.
Eugenie	Schooner	Actg. Master Wm. McClintock	Guard vessel at Key West.
Fort Henry	Steamer	Actg. Vol. Lieut. I. B. Baxter	Waiting for repairs at Key West.
Gem of the Sea	Bark	Actg. Vol. Lieut. C. H. Rockwell.	Charlotte Harbor.
Hendrick Hudson	Steamer	Lieut. Comdr. C. J. McDougal	Lat. 28°, between long. 83° and 85°.
Honduras	do	Actg. Vol. Lieut. T. R. Harris	Coaling at Key West.
Huntsville	do	Actg. Master J. H. Platt	Repairing at Key West.
J. L. Davis	Bark	Actg. Master W. Fales	Under orders for Tampa Bay.
J. S. Chambers		Actg. Master L. Nickerson	West Pass of St. George's Sound.
Marigold	Steamer	Actg. Master L. D. D. Voorhees	Harbor tug, Key West.
Nita	do	Actg. Vol. Lieut. R. B. Smith	Fitting out at Key West.
Pursuit	Bark	Actg. Vol. Lieut. W. P. Randall	St. Joseph's Bay.
Restless	do	Actg. Master W. R. Browne	St. Andrew's Sound.
Roebuck	do	Actg. Master John Sherrill	Off Indian River.
Sagamore	Steamer	Lieut. Comdr. C. E. Fleming	Cedar Keys.
San Jacinto	do	Lieut. Comdr. R. Chandler	Key West.
Somerset	do	Actg. Vol. Lieut. Wm. Budd	West Pass of St. George's Sound.
Stars and Stripes	do	Actg. Master C. L. Willcomb	Off St. Marks.
Sunflower	do	Actg. Master E. Van Sice	Tampa Bay.
Tahoma	do	Lieut. Comdr. A. A. Semmes	Do.
Tioga	do	Lieut. Comdr. E. Y. McCauley	Off N. E. Providence Channel.
Wanderer	Schooner	Actg. Master's Mate T. Tierney	In ordinary, Key West.

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

TENDERS.

Name.	Class.	Attached to—	Commanding officer.	Where stationed.
Annie	Schooner.	Sagamore	Actg. Ensign J. S. Williams	Refitting at Key West.
Ariel	....do....	San Jacinto	Actg. Master W. H. Harrison	Do.
Carmita	....do....	Storehouse		Harbor duty, Key West.
Fox	....do....	San Jacinto	Actg. Master G. Ashbury	Refitting at Key West.
Julia	Sloop	Eugenie	Actg. Master's Mate G. H. Disley.	Guard vessel, Boca Chica.
Rosalie	....do....	Gem of the Sea	Actg. Master P. F. Coffin	Charlotte Harbor.
Sea Bird	Schooner.	San Jacinto	Actg. Master C. P. Clark	Between Crystal River and Tampa Bay.
Stonewall	....do....	Tahoma	Actg. Master H. B. Carter	Between Tampa Bay and Charlotte Harbor.
Two Sisters	....do....	San Jacinto	Actg. Master T. Chatfield	Between Cedar Keys and Anclote Keys.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Harris, U. S. Navy, commanding U. S. S. Honduras, for the transportation of troops to Caloosahatchee River.

U. S. FLAGSHIP SAN JACINTO,
Key West, January 4, 1864.

SIR: The vessel under your command is hereby detailed to assist in conveying a detachment of the Forty-seventh Regiment Pennsylvania Volunteers to the Caloosahatchee River, under the orders of Brigadier-General D. P. Woodbury, U. S. Army, commanding district of Key West and Tortugas.

You will therefore receive on board such persons, stores, etc., as he may direct and accompany the army schooner *Matchless* (or tow her if necessary) to her destination.

General Woodbury will himself take passage in your vessel, and you will obey such directions as he may give in carrying out the objects of this expedition, returning to this place when he shall have discharged your vessel from further attendance.

Respectfully,

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Acting Volunteer Lieutenant THOS. R. HARRIS, U. S. Navy,
Commanding Steamer Honduras.

Report of Lieutenant-Commander McCauley, U. S. Navy, commanding U. S. S. Tioga, regarding the capture of a schooner off Great Bahama Island.

U. S. S. TIOGA,
Off Great Bahama Island, January 4, 1864.

ADMIRAL: This morning at 10 o'clock, whilst laying off S. W. point of Great Bahama Island, a schooner was reported in sight and shortly afterwards was distinctly seen coming down before the wind, heading

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about N. W. As soon as we started in chase she hauled by the wind, heading toward S. E. point. On coming within range a blank cartridge was fired to bring her to. Mr. Brisco boarded and reported her as having on board a cargo of salt, liquors, coffee, arms, shoes, and cigars, bound from Nassau to Havana. I have seized her on the grounds that she was out of the route for vessels bound to the southward from New Providence, that her cargo is manifestly contraband of war and of export in Havana, not import, that she hauled her wind when chased, evidently with the intention of getting within the limits of foreign jurisdiction to evade capture, and also that information received by me points to her as one of five schooners which have been preparing to run the blockade from Nassau. The master's assertions about having been obliged to stand off to northward in consequence of calms, etc., which he made to me, are untrue, as during the past night the *Tioga* was hove to off the Isaacs, when it blew a moderate breeze. The *Tioga* and her prize were over 5 miles from the nearest land at the time of the capture by bearings and estimated gun range, and was about 85 miles to the northward of the port of clearance, standing directly for the blockaded coast about Indian River.

The captain when first boarded pretended that he could not speak English, but he has since been able to express his views fluently.

I am, very respectfully, your most obedient servant,

E. Y. McCAULEY,
Lieutenant-Commander, U. S. Navy, Comdg. U. S. S. Tioga.

Acting Rear-Admiral T. BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding cooperation of the U. S. S. Honduras with army expedition to Caloosahatchee River.

U. S. FLAGSHIP DALE,
Key West, January 6, 1864.

SIR: Referring to my letter, No. 385, of December 17, I have to report that (Brigadier-General Woodbury having completed his arrangements for going up the coast, with a view to preventing any further supply of cattle to the rebel army from southern Florida) the steamer *Honduras* was, at his request, placed at his disposal to convoy and assist the expedition. General Woodbury went in the *Honduras* to direct the operations in person. One company of the Forty-seventh Regiment Pennsylvania Volunteers accompanied him in the quartermaster's schooner *Matchless*, and more than 30 of the refugee rangers had already preceded him to Charlotte Harbor, where large numbers of recruits were confidently expected to join them from the mainland.

The general left yesterday and will establish his force at Fort Myers, about 12 miles from the mouth of the Chattahoochee [Caloosahatchee] River, for the present. Should his expectations of the reinforcements likely to join him from the surrounding country prove correct, he will be able to push his operations on to Tampa and to occupy that place.

In the meantime the *Honduras* and other vessels on the blockade have orders to assist and cooperate with this expedition to the extent

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of their ability, and I am prepared to render such further assistance as may be needed.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Chandler, U. S. Navy, commanding U. S. S. San Jacinta, regarding the capture of the schooner Roebuck.

U. S. FLAGSHIP SAN JACINTO,
At Sea, January 7, 1864.

SIR: I have the honor to report the capture of the schooner *Roebuck*, taken by this vessel at 8:15 a. m. this day, after a chase of two hours. She cleared from Havana on Monday, the 4th instant, and was bound to Mobile. I have taken the captain and two men on board this ship, as the accommodations are so small on board the schooner, leaving two of her crew to testify before the court. She is a new vessel and a fast sailer and would make a good tender. Her captain tells me that he paid $8,000 in gold for her cargo in Havana, and the vessel he was offered $5,000 for. Her cargo is assorted, and among other things she has clothing and lead. I send Acting Ensign Charles Cunningham, with two petty officers and four men in charge of the prize. Her nautical instruments are the best I have seen in some time, and the chronometer and sextant would be useful to the Government.

Very respectfully, your obedient servant,

R. CHANDLER,
Lieutenant-Commander.

Acting Rear-Admiral T. BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Letter from Acting Ensign Russell, U. S. Navy, of the U. S. bark Restless, to Acting Ensign Crissey, U. S. Navy, commanding U. S. S. Bloomer, requesting his assistance.

U. S. BARK RESTLESS,
St. Andrew's Bay, Fla., January 9, 1864.

SIR: Captain Browne has requested me to communicate to you and give you a brief epitome of what has transpired here since you left, and also to request your services once more in this quarter.

Nineteen refugees and a large number of contrabands have come off to us lately. They are mostly all from Georgia and Alabama. From them we learn that Robinson's company remain at their same station, and that there is a strong Union sentiment manifested by a large majority of them, also by numbers of inhabitants of this section, and that it only required a demonstration from our side to make them all enroll themselves under the standard of the Union.

The schooner also remains in Bear Creek—loaded or not, we do not know.

Some of the salt works in both bays have resumed operations and need a visit from us.

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There is also a small steamer in the Chipola River, which we might possibly capture. She is used to convey salt from a large salt warehouse at the head of East Bay, through a cut-off into the Chattahoochee River, and thence to the interior. Everything will be in operation by the time you come here.

* * * * * * *

In conclusion, Captain Browne would like to know by the earliest opportunity if, and when, you will come. He also transmits his best wishes to yourself and Captain Dustin and wishes to see you here soon.

* * * * * * *

Truly, yours,

JAMES J. RUSSELL.

Acting Ensign CRISSEY,
U. S. S. Bloomer, East Pass, Fla.

Report of Acting Master Sherrill, U. S. Navy, commanding U. S. bark Roebuck, regarding the capture of the British schooner Susan, off Jupiter Inlet, January 11, 1864.

U. S. BARK ROEBUCK,
Off Indian River Inlet, January 12, 1864.

SIR: I have the honor to inform the Department of the capture, on the 11th instant, of the English schooner *Susan*, about 6 tons, J. F. Pinder, master, and crew of 3 men, laden with 43 bags salt and sundry boxes dry goods, by the boats of this vessel, within 500 yards of Jupiter Inlet, in the attempt to run in there.

A clearance from Abaco, $265 in Confederate notes, and English colors were found on board; had no colors set at time of capture.

The captain says he was bound to Sand Point.

At the time this vessel was captured an army tug was near and stood offshore 3 miles, capturing another schooner, also bound in.

The cargo I shall send to Key West for adjudication, retaining the vessel to be used as a guard boat in the sound.

I enclose herewith a list of the officers and crew of this vessel entitled to share in the above capture.

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

JOHN SHERRILL,
Acting Master, Commanding U. S. Bark Roebuck.

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

Report of Acting Ensign Sears, U. S. Navy, commanding U. S. S. Honeysuckle, claiming a share in the prize schooner Susan, captured by U. S. bark Roebuck January 11, 1864.

U. S. S. HONEYSUCKLE,
Key West, Fla., January 23, 1864.

SIR: I beg to state that this vessel was in pursuit and within hailing distance of the English schooner *Susan*, of Nassau, New Providence, when she was captured by a boat from the U. S. bark *Roebuck*, on the 11th day of January, 1864, Jupiter Inlet light-house bearing west,

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1 mile distant. Since arriving here I have learned that the commander of the *Roebuck* reported this vessel as an army steam tug passing at the time; but this is a mistake. I discovered the *Susan* at or about 11 a. m. of the said morning, and immediately changed our course to cut her off from the land. About ten minutes before we reached the *Susan* I saw the *Roebuck's* boat coming out from Jupiter Inlet. The boat reached the *Susan* before it could be done by us. Therefore I do, in behalf of the officers and crew of this vessel, claim a share in the said schooner *Susan*.

Very respectfully, your obedient servant,

CYRUS SEARS,
Acting Ensign, Commanding.

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

Report of Acting Master Sherrill, U. S. Navy, regarding an expedition to Jupiter Inlet and the capture of the Confederate sloop Maria Louise and British schooner Susan.

U. S. BARK ROEBUCK,
Off Indian River Inlet, January 12, 1864.

SIR: I have the honor to report that, learning from refugees small vessels frequently ran into Jupiter Inlet from the Bahamas I deemed it my duty to attempt the capture of them, and accordingly, on the 8th instant, fitted out two armed boats, under the command of Acting Ensign G. M. Pulsipher and Acting Master's Mate W. H. Bradford, and sent them into the sound with orders to proceed to Jupiter Inlet and capture all vessels attempting to run in or out.

The boats returned last evening, bringing with them the Confederate sloop *Maria Louise* (8 tons register and owned at Savannah), John Makin, master, a crew of 2 men, and 3 passengers, laden with about 3,000 pounds sea-island cotton, captured on the 10th instant 2 miles from Jupiter Inlet while trying to run out. She had a Confederate register, but no colors. On the persons of the captain and passengers were found $725.95 in gold and silver, 3 gold watches, and $240 in Confederate notes, which were taken possession of. This man Makin ran out of Savannah in October last. The passenger Shackleford, on whom $480 in gold was found, appears from papers taken to have acted as agent for the shippers.

The boats also brought the English schooner *Susan*, of Nassau (about 6 tons), J. H. Pinder, master, and crew of 3 men, laden with 43 bags salt and sundry boxes, as dry goods, etc., eight days from Green Turtle Cay, captured within 500 yards of the bar at Jupiter Inlet in the attempt to run in.

The captain says he was bound to Sand Point, [Fla.]. A clearance from Abaco and English colors were found on board; had no colors set at time of capture.

At the time of capture an army tug was near, and stood offshore about 3 miles and captured another schooner, which Pinder says was bound in. I have taken the cargoes of both vessels on board this ship, as I did not deem it prudent to send a crew to Key West in such frail crafts, and the sloop leaked quite badly. The schooner was exactly the boat I required for inside work. I have fitted my howitzer on her,

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and shall dispatch her this evening under charge of Acting Ensign G. M. Pulsipher and a crew to Jupiter Inlet, hoping thereby to capture more of these vessels before news reaches Nassau that the place is well guarded.

I trust you may approve of my action in retaining the schooner.

The cargoes and sloop will be sent to Key West for adjudication by earliest available opportunity.

The refugees now on shore here are encroaching quite severely on our stock of ship's stores, and wish a vessel might be sent to convoy them to Key West.

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

JOHN SHERRILL,
Acting Master, Commanding.

Acting Rear-Admiral T. BAILEY,
Comdg. East. Gulf Blockdg. Squadron, Key West, Fla.

Report of Acting Master Chatfield, U. S. Navy, commanding U. S. schooner Two Sisters, regarding the capture of the schooner William, off the Suwanee River.

U. S. SCHOONER TWO SISTERS,
Off Suwanee River, January 13, 1864.

SIR: I have the honor to report that while passing down the coast, off the mouth of Suwanee River, at 4:45 p. m. saw a sail bearing W. S. W. Immediately gave chase and soon discovered that she was a schooner and that she was steering in a northerly direction, trying to pass to windward of us and get nearer the land, and using every means to avoid communicating with us. The wind dying out, I dispatched an armed boat in charge of Acting Ensign Montague, who succeeded in boarding her at about 7 p. m., after first hailing and then firing in order to bring her to. In answer to Acting Ensign Montague's questions, the captain informed him that he was in ballast, bound to New Orleans, and that he was upon the coast in consequence of his vessel being in a leaky condition. Upon examining his papers, she proved to be the schooner *William*, of Nassau, New Providence, with salt, bagging, and rope, instead of ballast. Mr. Montague informs me that the captain hesitated to exhibit his manifest, and it was only when he demanded it that he gave it up. The papers appear to be correct, except that the shipping articles are not certified and he has no crew list.

As the capture was made in 6 fathoms water, upon a part of the coast entirely out of the track of vessels bound to New Orleans, and trying to get still nearer the land, I have deemed it my duty to send her to Key West for adjudication. I also send what papers were found on board, together with the vessel's log book.

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

THOS. CHATFIELD,
Actg. Master, U. S. Navy, Comdg. U. S. Schooner Two Sisters.

Acting Rear-Admiral T. BAILEY,
Commanding Eastern Gulf Blockading Squadron.

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Report of Acting Ensign Sears, U. S. Navy, commanding U. S. S. Honeysuckle, regarding the capture of the British schooner Fly, off Jupiter Inlet.

U. S. S. HONEYSUCKLE,
Key West, Fla., January 14, 1864.

SIR: I beg to report to you the capture of the English schooner *Fly*, of Nassau, New Providence, under the following circumstances:

Noon, January 11, 1864, Jupiter Inlet light-house bearing west, 1 mile distant, while communicating with a boat from the U. S. bark *Roebuck*, which had just taken a small schooner within hailing distance, a sail was sighted bearing E. S. E., 6 miles distant, standing in for the land before the wind. Went in pursuit, and when within 2 miles of her she was hauled by the wind on the starboard tack, heading N. N. E., at the same time showing the English flag.

At 1 p. m. fired a shot across her bow, when she was hove to. Sent a boat on board with an officer, to examine her papers and cargo. Not finding the cargo to agree with the manifest, and that the vessel was greatly out of the course of her voyage, as the clearance showed that she was bound from Green Turtle Cay to Key West, I took the vessel in tow as a prize, bringing her to this port. At the time of capture the boats of the U. S. bark *Roebuck* were about 4 miles distant.

Respectfully, your obedient servant,

CYRUS SEARS,
Acting Ensign, Commanding.

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

Stations of vessels composing the East Gulf Blockading Squadron, January 15, 1864.

Name.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lieut. L. N. Stodder	East Pass, St. George's Sound.
Beauregard	Schooner	Actg. Master F. Burgess	Between Jupiter Inlet and Cape Canaveral.
Clyde	Steamer	Actg. Vol. Lieut. Q. A. Hooper	Repairing at Key West.
Dale	Sloop	Comdr. R. Handy	Ordnance storeship, Key West.
De Soto	Steamer	Capt. G. H. Scott	Off N. E. Providence Channel.
Eugenie	Schooner	Actg. Master W. McClintock	Guard vessel, Key West.
Fort Henry	Steamer	Actg. Vol. Lieut. I. B. Baxter	Repairing at Key West.
Gem of the Sea	Bark	Actg. Vol. Lieut. C. H. Rockwell	Charlotte Harbor.
Hendrick Hudson	Steamer	Lieut. Comdr. C. J. McDougal	Latitude 28°, between longitude 83° and 85°.
Honduras	do	Actg. Vol. Lieut. T. R. Harris	Temporarily on duty with the Army.
Honeysuckle	do	Actg. Ensign C. Sears	Coaling at Key West.
Huntsville	do	Actg. Master J. H. Platt	Repairing at Key West.
J. L. Davis	Bark	Actg. Master W. Fales	Tampa Bay.
J. S. Chambers	Schooner	Actg. Master L. Nickerson	West Pass, St. George's Sound.
Marigold	Steamer	Actg. Master L. D. D. Voorhees	Harbor duty at Key West.
Nita	do	Actg. Vol. Lieut. R. B. Smith	Underway for Cedar Keys.
Pursuit	Bark	Actg. Vol. Lieut. W. P. Randall	St. Joseph's Bay.
Restless	do	Actg. Master W. R. Browne	St. Andrew's Sound.
Roebuck	do	Actg. Master J. Sherrill	Off Indian River.
Sagamore	Steamer	Lieut. Comdr. C. E. Fleming	Cedar Keys.
San Jacinto	do	Lieut. Comdr. R. Chandler	Latitude 29° 30′, between longitude 86° and 88°.
Somerset	do	Actg. Vol. Lieut. Wm. Budd	West Pass, St. George's Sound.
Stars and Stripes	do	Actg. Master C. L. Willcomb	Off St. Marks.
Sunflower	do	Actg. Master E. Van Sice	Tampa Bay.
Tahoma	do	Lieut. Comdr. D. B. Harmony	Refitting and coaling at Key West.
Tioga	do	Lieut. Comdr. E. Y. McCauley	Off N. E. Providence Channel.
Wanderer	Schooner	Actg. Master's Mate T. Tierney	In ordinary at Key West.

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

TENDERS.

Vessel.	Class.	Attached to—	Commanding officer.	Where stationed.
Annie	Schooner.	Sagamore	Actg. Master's Mate J. S. Williams.	Between Suwanee River and Crystal River.
Ariel	....do.....	San Jacinto	Actg. Master W. H. Harrison.	Between Caloosahatchee River and Cape Sable.
Carmita	....do.....	Storehouse		Harbor duty at Key West.
Fox	....do.....	San Jacinto	Actg. Master G. Ashbury...	Between St. Marks and Cedar Keys.
Julia	Sloop	Eugenie	Actg. Master's Mate G. H. Disley.	Guard vessel at Boca Chica.
Rosalie	....do.....	Gem of the Sea.	Actg. Master P. F. Coffin...	Charlotte Harbor.
Sea Bird	Schooner.	San Jacinto	Actg. Master C. P. Clark ...	Latitude 26°, longitude 85°.
Stonewall	....do.....	Sunflower	Actg. Master H. B. Carter..	Between Tampa Bay and Charlotte Harbor.
Two Sisters	....do.....	San Jacinto	Actg. Master T. Chatfield ..	Between Cedar Keys and Anclote Keys.

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Giddings, U. S. Navy, to proceed to Key West, Fla.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 15, 1864.

SIR: Enclosed herewith are the orders of the Department to you of January 6, to proceed to Key West, Fla., and report to Acting Rear-Admiral Bailey. Having arrived from Gosport navy yard this morning and reported your vessel ready for service, you will take on board what coal you need and proceed to sea as soon as the weather will permit. Enclosed is a series of extracts from the consular correspondence of Government, lately received, regarding the movements of vessels suspected of being in the interests of the rebels. Your especial attention is called to these extracts.

Respectfully, yours,

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

Acting Master J. E. GIDDINGS, U. S. Navy,
Comdg. U. S. S. Hendrick Hudson, Newport News, Va.

Report of Acting Master Burgess, U. S. Navy, commanding U. S. schooner Beauregard, regarding the capture of the British schooner Minnie, of Nassau, New Providence.

U. S. SCHOONER BEAUREGARD,
Off Cape Canaveral, Fla., January 16, 1864.

SIR: I have the honor to make the following report: On the 15th instant, at 7:30 a. m., while on a cruise, I discovered a sail close inshore, about 20 miles to the southward of Mosquito Inlet. I immediately gave chase, the vessel making all sail and steaming about N. E. During the chase, which lasted six hours, I fired 14 shot and shell, but

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she showed no colors and made every effort to escape. I boarded her about noon; she proved to be the British schooner *Minnie*, of Nassau, New Providence, from Nassau, bound to Halifax, Nova Scotia, with a cargo consisting of salt, liquors, and earthenware, and as she had a suspicious appearance, I seized her as a prize of war and send her to Key West for adjudication. There were no other vessels in sight at the time.

I am, very respectfully, your obedient servant,

FRANCIS BURGESS,
Acting Master, Commanding.

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

Order of Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Chandler, U. S. Navy, to assume command of the U. S. S. Huntsville.

U. S. FLAGSHIP SAN JACINTO,
Key West, January 18, 1864.

SIR: So soon as you have turned over the command of the *San Jacinto* to Commander Armstrong you will proceed on board the *Huntsville* and assume the command of that vessel.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blkdg. Squadron.

Lieutenant-Commander RALPH CHANDLER, U. S. Navy,
Commanding Steamer San Jacinto.

Report of Acting Master Willcomb, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the capture of the steamer Laura, off the Ocklockonee River.

U. S. S. STARS AND STRIPES,
St. Marks [Apalachee] Bay, January 19, 1864.

SIR: The prize steamer *Laura*, hailing from St. John, New Brunswick, was captured by this vessel near the mouth of the Ocklockonee River under the following circumstances:

At 4:35 p. m. of the 18th instant a sail was reported in a S. W. direction, and I immediately got underway and gave chase.

At 4:50 p. m. another vessel was reported, apparently in pursuit of the first-mentioned sail, which convinced me that the pursued vessel was a blockade runner. I stood to the W. by S. with a view to cut her off, and fired several shots at her, which fell short; she then hauled in for the South West Cape and both vessels were soon lost sight of in the darkness of night; but I continued standing in toward the river, and at 6:50 p. m. again discovered her about 1 mile distant, when I anchored my vessel in 10 feet of water and dispatched two armed boats to capture her, which they succeeded in doing. At 8:10 p. m. she was aground, but soon and easily got off and brought alongside this vessel, where she arrived at 11 p. m. She proved to be a blockade runner, the steamer *Laura*, hailing from St. John, New Brunswick,

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and purporting to be from Havana, loaded with merchandise and cigars. Five prisoners were found on board. She was bound in [to] a Confederate port in this vicinity. The captain, with 15 others, escaped in a boat. At daylight on the 19th instant the other vessel, which I took to be one of our gunboats, proved to be U. S. S. *Hendrick Hudson*, and was discovered in a S. E. direction and within signal distance. I have concluded to send the cotton captured on the schooner *Caroline Gertrude* by the steamer *Laura* to Key West, subject to adjudication; also all papers found on board the latter vessel and her colors (English).

There being a quantity of spirits and wines on board, and for the better preservation and for fear of its causing any trouble, have put it on board the U. S. S. *Hendrick Hudson*, to be delivered to the order of the judge of United States district court at Key West.

I herewith enclose a full list of officers and crew attached to this vessel at the time of capture of the blockade-runner steamer *Laura*.

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

CHARLES L. WILLCOMB,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

Report of Lieutenant-Commander McDougal, U. S. Navy, commanding U. S. S. Hendrick Hudson, regarding capture of the steamer Laura, off the Ocklockonee River.

U. S. S. HENDRICK HUDSON,
Off St. Marks, Fla., January 19, 1864.

SIR: I have to report the capture of the blockade-running steamer *Laura* by the U. S. S. *Stars and Stripes* under the following circumstances:

Yesterday morning, at about 8:30 a. m., when about 3 miles off the mouth of the Suwanee River, a steamer was discovered about 6 miles distant from us, bearing about N. W. by W. ½ W., apparently at a stand and evidently waiting for the weather to clear up before running into the river. Conceiving at once her true character I immediately gave chase, which she shortly perceiving, kept to the W. N. W. and steamed at her best rate, I following. At this time it was calm and we did not seem to gain any on the stranger, though steaming as hard as was prudent. About 10 a. m. a fresh breeze sprung up right ahead, which gradually increased in strength until it was blowing a half a gale of wind, accompanied by a heavy head sea. I then perceived that we were gaining on her. In this manner I chased her 70 miles, drawing gradually nearer, and was getting anxious, lest in the dark and among the shoals off South West Cape he might escape, when to my great delight the *Stars and Stripes* was discovered on the starboard bow in full chase and steering so as to cut him off to the eastward. Just at dark I was near enough to bring him in range, and fired 7 shots at him with the 20-pounder Parrott rifle, all of which could be seen to strike in his immediate vicinity.

Shortly after this the water shoaled so, and I was so near South West Cape (in 2 fathoms water), that I deemed it imprudent to run

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any farther, and anchored. At this time the *Stars and Stripes* was nearer him than I was, and I felt convinced that he could not escape. Immediately on anchoring I discovered that the chase did not move, and at once correctly divined that she was ashore; which proved to be the case. I was then on the point of sending my boats in to her, but reflecting that long before they could reach her she would be in the possession of the *Stars and Stripes*, I refrained from so doing. At this time and during the entire night, I had both vessels in plain sight from the deck of this vessel. At about 9 o'clock p. m. I saw a Coston light burned on board the prize which was answered from the *Stars and Stripes*, which convinced me that the capture had been made. A dangerous shoal extended between my vessel and the *Stars and Stripes*, and I therefore concluded to wait until morning before moving. In the morning the *Stars and Stripes* came around to where I was lying and piloted me to where the prize was, the prize crew having in the meantime gotten her afloat. She proved to be the *Laura*, with an assorted cargo and evidently from Havana, bound to some Confederate port. Undoubtedly her original destination was the Suwanee River, but being chased from thence by this vessel, her next effort was to get into the Ocklockonee River or the nearest available place. Acting Master Charles L. Willcomb, who made the capture, will send her to Key West and prepare the necessary reports, etc. I herewith enclose a list of officers and crew of this vessel entitled to share as joint captors with the *Stars and Stripes* in any prize money accruing from her.

In justice to Acting Master Willcomb, I have to say that he manifested great skill, energy, and judgment in the part he took, and it is due mainly to him and the discretion he displayed that the steamer was captured. In the night, and with her light draft of water, she might easily have eluded me, among the shoals that exist hereabouts, and I desire that his services may be fully appreciated and trust they may be rewarded accordingly.

I am, respectfully, your obedient servant,

CHARLES J. McDOUGAL,
Lieut. Commander, U. S. Navy, Comdg. U. S. S. Hendrick Hudson.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Report of same date and like tenor to Acting Rear-Admiral Bailey, U. S. Navy.]

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the return of the U. S. S. Honduras from expedition in cooperation with Brigadier-General Woodbury, U. S. Army.

U. S. FLAGSHIP SAN JACINTO,
Key West, January 19, 1864.

SIR: Referring to my letter (No. 9) of the 6th instant, relative to the expedition to the vicinity of Charlotte Harbor under the personal direction of Brigadier-General Woodbury, I have to report the return of the *Honduras* with the general on board, after having established a military post at Fort Myers, on the Chattahoochee [Caloosahatchee] River. As yet, however, the expectation of receiving recruits for the refugee rangers from the surrounding country has not been justified

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by the event, for not only had a month passed at our latest advices without any accession to their force, but six of those already enlisted had deserted to the enemy and had combined with them to attack our men. In spite of these circumstances, which occurred before the general's arrival there with a company of the Forty-seventh Regiment Pennsylvania Volunteers, and in view of the fact that this defection appears to have been arranged among the deserters before leaving this place, I am not prepared to say that our hopes of rousing the country to violent opposition against the burden and oppression of rebel rule are wholly unreasonable; but I am inclined to the opinion that the disaffected population of that region will require the support of a much larger force than can possibly be spared from here in order to induce them to incur the risk of joining us in sufficient numbers to produce any important results. From 3,000 to 5,000 men embarked in steamers of light draft would undoubtedly insure to us the possession of the whole peninsula; but in the meantime the project will be thoroughly tested with the means at our disposal.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Browne, U. S. Navy, commanding U. S. bark Restless, regarding proposition made by Union men of Marianna, Fla.

U. S. BARK RESTLESS,
St. Andrew's Bay, Fla., January 19, 1864.

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

On the afternoon of the 16th instant a person appeared on the mainland at this place with a flag of truce. He was a mile or more distant, and was supposed to be a refugee or contraband, many of whom have lately come off to this ship. I dispatched Acting Ensign Hicks in a boat to him, and he was allowed to come on board without my knowledge.

He represented himself a good Union man having business with me on behalf of good Union men of Marianna. I took him into my cabin, where he remained during his stay on board. He made substantially the following statement: That there was a schooner of 60 tons burden, named the *Rain*, lying at Bear Creek, North Bay, about 20 miles from here and partly loaded with cotton (of this fact I was already aware); that she would carry about 120 bales; that he, George W. Maslin, was the agent in this mission for four Union men of Marianna, named John T. Myrick, Alderman, Moore, and Burnett, one or two of whom owned part of the cotton on board the vessel. All had determined to get away from the Southern Government, if possible, except Burnett, whom domestic affairs compelled to remain.

Myrick also wished to pay for some goods purchased in New York just before the war. As the only way to accomplish these objects they proposed to buy with Confederate money the vessel and some cotton they could procure to complete the cargo, together with the

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remaining interest in that already on board, and bring the vessel and cargo to this place, Maslin, who desired to leave, acting as captain, and, if possible, obtain my permission to proceed to Pensacola or Key West, where, on proof of their loyalty, they hoped to be allowed to sell their vessel and cargo, or, if I should refuse such permission, to land their cargo upon the island here and await your action.

The four men are known by refugees here to be true and loyal men. Captain Maslin says he is an Englishman who has been in this country about twelve years, residing most of that time at Key West, and has taken out his first papers of naturalization. While on board he took the oath of allegiance.

I told Captain Maslin I could make no promise whatever, or in any way compromise myself or Government; that if the vessel came down to me I should take possession of her, in the same way as if she were lawful prize, and refer the whole matter to you. Captain Maslin said he would report my answer to his principals and thought they would be willing to bring the cargo and schooner down and deliver them into my possession, to await the action of the proper authorities in the matter.

I warned him against attempting to run out, and in order to guard against surprise, I told him where to anchor. He brought two letters with him, which I enclose.

Very respectfully, your obedient servant,

W. R. BROWNE,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Report of Acting Master Sherrill, U. S. Navy, commanding U. S. bark Roebuck, regarding the capture of the British schooner Eliza, of Nassau, New Providence.

U. S. BARK ROEBUCK,
Off Indian River Inlet, January 22, 1864.

SIR: I have the honor to report the capture, on the 19th instant, by the boats of this ship, of the British schooner *Eliza*, of Nassau, $5\frac{3}{100}$ tons, Robert Saunders, master, and a crew of 3 men, laden with 14 bales cotton, 1 mile inside of Jupiter Inlet, in the attempt to run out.

Her papers were all thrown overboard, but her register was recovered. No colors were discovered.

I have taken the cargo on board this ship, as I did not deem it prudent to trust men in such a frail craft at this inclement season. I shall forward it to Key West for adjudication the first opportunity.

I enclose a complete list of the officers and crew of this ship at the time of above capture.

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

JOHN SHERRILL,
Acting Master, Commanding.

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

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Report of Acting Master Sherrill, U. S. Navy, commanding U. S. bark Roebuck, regarding the capture of the British sloop Mary, of Nassau, New Providence.

U. S. BARK ROEBUCK,
Off Indian River Inlet, January 22, 1864.

SIR: I have the honor to report the capture, on the 19th instant, by the boats of this ship, of the British sloop *Mary*, of Nassau, $10\frac{88}{100}$ tons, J. M. Doherty, master, a crew of 5 men, and 5 passengers, 1 mile inside of Jupiter Inlet, in the attempt to run out. Her cargo consists of 31 bales cotton.

A register, bill of lading, inward manifest, and English colors were found on board.

Had no colors set at time of capture. A package of letters was thrown overboard, but recovered.

On the person of L. Ohlmans (a passenger) was found $5,587 in Southern bank bills and $555 in gold. From letters found it appears he was going abroad to purchase machinery with the intention of starting a woolen factory in the South.

On another passenger was found $117 in gold and silver.

I have taken the deck load of 9 bales on board this ship, and shall dispatch her this evening with the balance, and her former master and the passenger Ohlmans, under charge of Acting Ensign G. M. Pulsipher and a prize crew of 4 men, to Key West for adjudication.

I enclose herewith a complete list of the officers and crew of this ship at time of above capture.

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

JOHN SHERRILL,
Acting Master, Commanding.

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

Report of Acting Master Sherrill, U. S. Navy, commanding U. S. bark Roebuck, regarding the capture of the sloop Caroline from Green Turtle Cay.

U. S. BARK ROEBUCK,
Off Indian River Inlet, January 22, 1864.

SIR: I have the honor to report the capture, on the 18th instant, by the boats of this vessel, the sloop *Caroline*, T. W. Lund, master, and crew of three men from Green Turtle Cay, on the bar at the entrance of Jupiter Inlet, in the attempt to run in.

Her cargo consists of 50 sacks salt, 4 cases gin, one-half barrel soda, and one box dry goods; a manifest was the only paper found on board.

Rebel colors also found, but none set at time of capture. I have taken the cargo on board this ship for safety and shall send it with the vessel to Key West first available opportunity.

The boats also obliged the British sloop *Young Racer*, laden with salt, to run ashore and be destroyed, on the 14th instant, 15 miles north of Jupiter Inlet.

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I enclose herewith a complete list of the officers and crew of this ship at the time of above capture.

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

JOHN SHERRILL,
Acting Master, Commanding.

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

Capture of schooner William A. Kain and seven prisoners, in Bear Creek, by boat expedition from U. S. bark Restless, January 22, 1864.

Report of Acting Rear-Admiral Bailey, U. S. Navy, commending the conduct of Acting Ensign Russell, U. S. Navy, commanding expedition.

No. 48.] U. S. FLAGSHIP DALE,
Key West, February 3, 1864.

SIR: In forwarding the enclosed report of Acting Master Browne, commanding the U. S. bark *Restless*, of this squadron, I feel it a pleasure to add my commendation of the spirited conduct of Acting Ensign James J. Russell, the officer to whose tact and courage the capture therein detailed is justly due. It is not often that a success occurs more signal and complete, or that an officer, almost single-handed, captures and brings away in custody 7 prisoners and a valuable prize out of the very hands of the enemy.

Mr. Russell had been sent on shore with instructions to cross a neck of land a mile or so in width, to East Bay, to reconnoiter the position of a large schooner, loaded with cotton and tobacco, supposed to be concealed in a bayou on the other side of the bay. This reconnoissance was preliminary to an attack in force with armed boats. One seaman and a man who had deserted to us only the day previous, and was still in his rebel uniform, were detailed to accompany him.

While proceeding across the neck of land, through the woods, Mr. Russell came suddenly upon the owner and one of the crew of the schooner crossing for the purpose of watching the movements of the *Restless*. With a promptness and presence of mind that characterized all his conduct on this occasion Mr. Russell at once made these men his prisoners. He learned from them that they had come over from the mainland in a boat, which they had left waiting for them in charge of three men. Mr. Russell at once marched his prisoners with his own party to the boat and took prisoners the three men. He determined to push on the enterprise and ascertaining that the schooner lay moored in a remote bayou on the other side of the bay in charge of two men, he ordered his five prisoners into the boat, first disarming them, and compelled them to row him across the bay and up a creek, approachable only by a difficult channel, to the place where the schooner lay concealed. Boarding her he found himself with his two men in the enemy's country in possession of a valuable prize and seven prisoners. Not venturing to trust to the pilotage of any of the captured party, Mr. Russell sent two negro boys, who were oystering near by, for their father, who, it appeared, knew the channel well, and assisted by him and the prisoners, got the schooner underway and out into the bay, where, it falling calm, he was compelled to anchor over night, during which he kept constant guard over his seven prisoners lest a recapture should be attempted. The next morning he again got

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the schooner underway and brought his bold exploit to a successful conclusion by anchoring her under the guns of the *Restless*.

The Department will remember that Mr. Russell is the officer under whose charge the expedition was placed that destroyed the salt works at Lake Ocala on the 2d of December, and who was so warmly commended by his commanding officer for the skill and judgment he displayed on that occasion.

Again, on the 10th of December Mr. Russell bore a conspicuous part in the expedition that destroyed, on that day, the extensive and valuable salt works at St. Andrew's, owned in great part by the rebel Government, and, finally, on the 18th of December, he again won the favorable report of his commanding officer by the energy that he then displayed in completing the work of breaking up the immense salt factories that extended for miles along the coasts and in the interior. In consideration of these services I would recommend that for the ability shown in the destruction of the salt works of such great value to the rebels Mr. Russell be promoted to the grade of acting master, the appointment to bear date December 2, 1863, and that for his services in taking a prize from an enemy more than double his superior in numbers he be promoted to the grade of acting volunteer lieutenant, the appointment to bear date January 22, 1864.

The prompt recognitions of zeal and ability heretofore given have greatly stimulated and encouraged the officers and men of this squadron in all matters of enterprise, and I have every reason to be satisfied with their general conduct and their interest and pride in the discharge of their duties.

Very respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Browne, U. S. Navy, commanding U. S. Bark Restless.

U. S. BARK RESTLESS,
St. Andrew's Bay, Fla., January 23, 1864.

SIR: I have the honor to report the capture of the schooner *William A. Kain* and cargo by this vessel under the following circumstances: I had for several weeks been aware that a schooner loaded with cotton was lying in Bear Creek, several miles up the bay. I had several times attempted to capture her, but the creek was long, narrow, and crooked, and the channels intricate, and I had been unable to accomplish her capture. Within the past week the schooner had come out of the creek and down into Watson's Bayou, there to watch for an opportunity to run the blockade. Being informed of this fact I determined to send Acting Ensign James J. Russell and Acting Ensign Henry Eason in command of the first and second cutters, armed and manned, on the night of the 22d instant to effect her capture. I thought best to first send Mr. Russell in the daytime with two men to the mainland, to ascertain if possible the exact position of the vessel, fearing that unless this precaution were taken, the moon being quite bright, the cutters in their search might be discovered and the schooner fired. I instructed Mr. Russell that after ascertaining her position he should return if possible before dark to take command of the first cutter, and

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in conjunction with Mr. Eason, in command of the second cutter, to capture her. Mr. Russell was to make a signal from the beach, from which the first cutter was to take him. In accordance with my orders Mr. Eason and the two boats left the ship at dark and proceeded to stations agreed upon, where they waited all night for Mr. Russell and returned to the ship this morning. I then began to entertain strong fears that Mr. Russell had been taken prisoner. About 10 o'clock a. m. the schooner appeared in sight, coming down the bay. Mr. Russell with the two men had effected her capture. He reports that while reconnoitering he found two men in a yawl on the shore, whom he captured, and who proved to be, one the supercargo of the schooner and part owner of her cargo, the other, one of her crew. From these he learned that the captain, mate, and another of the crew were on shore spying out the position of the bark preparatory to running out. Keeping the two already captured with him he found and captured the other three. From them he learned the position of the schooner and determined to take her. He compelled his prisoners to row himself and men to the schooner, of which he took possession. On board he found two more of her crew. Seeing two young negroes in a boat, who were the sons of an old negro pilot near by named Mazalina, he sent them for their father, who soon came off. Mr. Russell then got underway and, with the assistance of the negro pilot, brought the schooner out of the bayou into East Bay, where, for want of wind, he was compelled to anchor until this morning, when he again got underway and came to the ship.

By papers found on board, it appears that the *William A. Kain* is loaded with 57 bales of cotton and 2,626 pounds of tobacco, bound to Havana. The name of the captain is George K. Saylor, and that of the supercargo, Henry McCauley. Upon the person of the supercargo was found Confederate bonds for $10,000, with 8-per-cent coupons attached.

I shall forthwith forward the vessel and cargo, together with all her papers, to Key West for adjudication.

I beg leave to present to your favorable consideration Acting Ensign James J. Russell, who captured the vessel and 7 men with only two, one of whom was a rebel deserter, who had that very day enlisted in the Navy; also Acting Ensign Henry Eason, who has rendered very efficient service and displayed great daring on many occasions while attached to this vessel, and would have cooperated in the capture of the schooner had the occasion allowed; also the two men who accompanied Mr. Russell on this expedition, viz, John Oxford, seaman, and Andrew C. Jordan, landsman, who, in the words of Mr. Russell's report, "After a toilsome march through the woods during the day, were vigilant and active all night." The latter (Jordan) is a deserter from the rebel army, had just enlisted in the Navy, and at the time had on the rebel uniform.

I have the honor to enclose Mr. Russell's report.

I am, very respectfully, your obedient servant,

W. R. BROWNE,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

[Report of same date and like tenor, but omitting the last paragraph of above report, forwarded to the Secretary of the Navy.]

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Report of Acting Ensign Russell, U. S. Navy, commanding Expedition.

U. S. BARK RESTLESS,
St. Andrew's Bay, Fla., January 23, 1864.

SIR: I have the honor to report that, in obedience to your orders, I landed, accompanied by two men, and proceeded across the mainland to Ferry Point for the purpose of ascertaining the position of the schooner reported to be in Watson's Bayou. On my arrival there I found a yawl boat, with two men in her, on the lookout down East Bay. I took them prisoners, and found one of them to be the owner of the cargo on board the schooner and the other one of the crew. From them I learned that the captain, mate, and another of the crew were spying the position of the bark, preparatory to running the blockade. Keeping the two in custody, I proceeded to capture the other three, in which attempt I was successful. From them I learned the exact position of the schooner, and determined to capture her. Compelling the prisoners to pull me, I went on board, where I found two more men, and getting underway, proceeded from Watson's Bayou (where she was then lying) into East Bay. There being no wind, I was obliged to anchor until morning. At sunrise I again got underway and returned to the bark, where I arrived at 10:30 a. m.

The cargo of the schooner consisted of 57 large bales of cotton and 30 boxes of tobacco. I obtained the vessel's register, manifest, clearance, and other papers, and $10,000 in Confederate bonds. I learned from the captain and owner soon after their capture that it was their intention to run the blockade the first opportunity. I will here mention that Mr. George K. Saylor, the captain, and Mr. Henry McCauley, the owner of the schooner, as well as her entire crew, rendered me material assistance in bringing the schooner to this vessel. I can not close without recommending to your favorable notice John Oxford, seaman, and Andrew C. Jordan, landsman, who accompanied me on the expedition, and who, after a toilsome march through the woods during the day, were vigilant and active all night, thus materially aiding the successful accomplishment of my plans.

Respectfully, your obedient servant,

JAMES J. RUSSELL,
Acting Ensign.

Acting Master W. R. BROWNE,
Commanding U. S. Bark Restless.

Report of Acting Master Sherrill, U. S. Navy, commanding U. S. bark Roebuck, regarding the loss of the prize sloop Mary, en route to Key West.

U. S. BARK ROEBUCK,
Off Indian River Inlet, January 27, 1864.

SIR: I have to report the loss of the prize sloop *Mary* on the night of 22d instant under the following circumstances:

She sailed about dark under charge of Acting Ensign Pulsipher and prize crew for Key West. Mr. Pulsipher reports that about half an hour after sailing he discovered she was making water very fast, and immediately turned back, but soon filled, becoming unmanageable. Seeing the impossibility of fetching this ship, he let go both

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anchors, but the cable of one parting, drifted rapidly toward the beach, wind blowing on a strong breeze. When the launch reached the sloop she was near the breakers. The people were all taken off and brought on board this ship.

The sloop went well up on the beach, bursting out her sides and raising the deck. The cotton was nearly all saved and is now on board this vessel, though somewhat damaged.

Mr. Pulsipher has been very active and energetic, always willing and prompt in the performance of his duties, and I think well deserving of promotion.

No blame can attach to him for the loss of the *Mary*, as the leak was very sudden and beyond his control.

Eighty-six refugees are now on shore at Hutchinson's Island.

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

JOHN SHERRILL,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

P. S. 30th.—I shall send all the cargoes and prisoners by the *Hendrick Hudson* if possible.

Letter from Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Browne, U. S. Navy, commanding U. S. bark Restless, stating his inability to suspend the blockade.

U. S. FLAGSHIP SAN JACINTO,
Key West, January 28, 1864.

SIR: In reply to your communication of January 19, enclosing a letter to yourself from John T. Myrick (relative to a proposed plan for running a cargo of cotton out of St. Andrew's Bay, with a view to delivering it over to the blockading squadron there and afterwards, on proof of the owner's loyalty, applying to obtain it for their own benefit), I have to state that by a decision of the United States district judge at this place, "only the President, acting under authority of laws of Congress, could license such" an arrangement. The admiral of the fleet can not suspend the laws of Congress nor the blockade.

You can communicate this to the persons mentioned in your letter at your discretion.

Respectfully,

T. BAILEY,
Acty. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Acting Master WM. R. BROWNE, U. S. Navy,
Commanding U. S. bark Restless.

Report of Acting Master Murphy, U. S. Navy, regarding the capture of British steamer Rosita by army transport steamer Western Metropolis, January 28, 1864.

CHELSEA, MASS., *February 4, 1864.*

SIR: I submit to you a report of the capture of steamer *Rosita* with British colors flying, on the 28th day of January, 1864, by steamer

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Western Metropolis, bound from New Orleans to New York. The *Western Metropolis* not being an armed vessel, the captain requested the passengers to arm themselves to capture a blockade runner, or supposed to be, that she was in chase of right ahead, about 80 miles from Key West. After two or three hours' chase the prize ran down to us. Captain Hilton requested Acting Volunteer Lieutenant Lewis W. Pennington to go on board of her and capture her. I offered my services, which were accepted, to assist in her capture. In company with Lieutenant L. W. Pennington, First Lieutenant G. C. Steward, U. S. Army, second mate, and a boat's crew of 4 men, went on board and found that she was from Havana, bound to Nassau. By her papers she had liquors, cigars, and an assorted cargo. We convinced ourselves that she was a prize and took charge of her by sending the captain, officers, and crew on board the *Western Metropolis* and sending a hawser to her and taking her in tow into Key West. Captain Hilton requested us, after she was fast, to leave the steamer *Rosita* in charge of Mr. Cowan, second mate of *Western Metropolis*, and then come on board, which we did. The prize was left at Key West with a prize crew on board from the flagship.

Very respectfully, your obedient servant,

D. S. MURPHY,
Acting Master, U. S. Navy.

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

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the capture of British steamer Rosita by army transport steamer Western Metropolis, January 28, 1864.

U. S. FLAGSHIP SAN JACINTO,
Key West, January 29, 1864.

SIR: I have to report that the steamer *Western Metropolis* (in the service of the Quartermaster's Department of the Army) arrived here this morning with the steamer *Rosita*, which vessel she had captured as a prize while running from Havana to Mobile with an assorted cargo. The prize was turned over to me by the captors, and I have caused the steps necessary for her adjudication to be taken in the district court at this place. The *Western Metropolis* had only three muskets on board, but no ammunition for them, and the capture was mainly due to the address of Acting Volunteer Lieutenant Pennington, U. S. Navy, a passenger.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

This officer ought to receive an award of the court.

W.

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Order of Acting Rear-Admiral Bailey, U. S. Navy, to Commander Armstrong, U. S. Navy, commanding U. S. S. San Jacinto, regarding a temporary transfer of the flag to the U. S. ship Dale.

U. S. FLAGSHIP SAN JACINTO,
Key West, January 29, 1864.

SIR: Before leaving port you will be pleased to arrange with Commander Handy for the temporary transfer of my flag to the *Dale* during your absence. You will also send my barge and her crew on board the *Huntsville* for rations only, but without transferring them, and the *Dolphin* and her crew in like manner on board the *Dale*. If desired you can send the distinguishing pennants of the squadron to the *Dale*. On your return you will please resume the flag and other things above mentioned without further instructions from me.

Respectfully,

[T. BAILEY,]
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Commander J. F. ARMSTRONG, U. S. Navy,
Commanding Steamer San Jacinto.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the destruction of salt works in the vicinity of St. Joseph's Bay.

U. S. FLAGSHIP SAN JACINTO,
Key West, January 30, 1864.

SIR: It gives me pleasure to report, more, however, as an evidence of the zeal and efficiency manifested by this squadron than on account of the importance of the achievement,* that some salt works in the vicinity of St. Joseph's Bay have been destroyed by the bark *Pursuit*, under the command of Acting Volunteer Lieutenant Randall. One establishment consisting of 6 kettles of 150 gallons each and another consisting of 3 boilers set in masonry, together with all the buildings and apparatus attached, are reported as having been entirely demolished and rendered useless to the enemy.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Lieutenant-Commander Truxtun, U. S. Navy, commanding U. S. S. Tacony, to proceed to duty in the East Gulf Squadron.

NAVY DEPARTMENT, *February 1, 1864.*

SIR: As soon as the U. S. S. *Tacony* is ready for sea, proceed with her to Key West, Fla., and report to Acting Rear-Admiral Theodorus Bailey for duty in the Eastern Gulf Blockading Squadron.†

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Lieutenant-Commander W. T. TRUXTUN, U. S. Navy,
Commanding U. S. S. Tacony, Philadelphia.

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*See report of Randall, p. 618.

†See Series I, volume 9, p. 462.

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Report of Acting Master Burgess, U. S. Navy, commanding U. S. schooner Beauregard, regarding the capture of the British sloop Racer, of Nassau, New Providence.

U. S. SCHOONER BEAUREGARD,
Off Cape Canaveral, Fla., February 1, 1864.

SIR: I have the honor to make the following report: On the 31st day of January, 1864, while on a cruise, Cape Canaveral bearing S. W. by W., distant 15 miles, at 4 p. m. discovered a sail bearing W. N. W. and steaming S. E., and as the wind was light at the time, I furled my sails and sent an armed boat in pursuit, in charge of Acting Master's Mate H. B. Colby, who, after an exciting chase of four hours, overtook her close in to the breakers about 10 miles to the northward of Cape Canaveral. She proved to be the British sloop *Racer*, of Nassau, from New Smyrna, Fla., bound to Nassau with a cargo of cotton (20 bales). I therefore seized her as a prize of war and send her to Key West for adjudication.

I beg leave to mention Acting Master's Mate H. B. Colby, who has used unusual energy in assisting in the capture of this sloop, as also on former occasions. There were no other vessels in sight at the time of the capture.

I am, very respectfully, your obedient servant,

FRANCIS BURGESS,
Acting Master, Commanding.

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

Stations of vessels composing the East Gulf Blockading Squadron February 1, 1864.

Name.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lieut. L. N. Stodder.	East Pass, St. George's Sound.
Beauregard	Schooner.	Actg. Master F. Burgess	Between Jupiter Inlet and Cape Canaveral.
Clyde	Steamer	Actg. Vol. Lieut. Q. A. Hooper.	Key West, repairing. Ordered to lat. 25° 30′, between long. 83° and 85°.
Dale	Ordnance ship.	Comdr. R. Handy	Ordnance storeship at Key West.
De Soto	Steamer	Capt. G. H. Scott	Lat. 29° 30′, between long. 86° and 88°.
Eugenie	Schooner.	Actg. Master W. McClintock	Guard vessel at Key West.
Fort Henry	Steamer	Actg. Vol. Lieut. I. B. Baxter	Repairing at Key West.
Gem of the Sea	Bark	Actg. Vol. Lieut. C. H. Rockwell.	Charlotte Harbor.
Hendrick Hudson.	Steamer	Lieut. Comdr. C. J. McDougal.	Key West, repairing. Ordered to lat. 28°, between long. 78° and 80°.
Honeysuckle	do	Actg. Ensign C. Sears	On the ways repairing at Key West.
Honduras	do	Actg. Vol. Lieut. T. R. Harris	Supplying the blockading vessels.
Huntsville	do	Lieut. Comdr. R. Chandler	Repairing at Key West.
Jas. L. Davis	Bark	Actg. Master W. Fales	Tampa Bay.
J. S. Chambers	Schooner.	Actg. Master L. Nickerson	West Pass, St. George's Sound.
Marigold	Steamer	Actg. Master L. D. D. Voorhees.	Harbor duty at Key West.
Nita	do	Actg. Vol. Lieut. R. B. Smith	Off Suwanee River.
Pursuit	Bark	Actg. Vol. Lieut. W. P. Randall.	St. Joseph's Bay.
Restless	do	Actg. Master W. R. Browne	St. Andrew's Sound.
Roebuck	do	Actg. Master J. Sherrill	Off Indian River.
Sagamore	Steamer	Lieut. Comdr. C. E. Fleming	Cedar Keys.
San Jacinto	do	Comdr. J. F. Armstrong	Lat. 29°, between long. 85° 30′ and 87° 30′.
Somerset	do	Actg. Vol. Lieut. W. Budd	West Pass, St. George's Sound.
Stars and Stripes	do	Actg. Master C. L. Willcomb	Off St. Marks. Ordered to Key West.
Sunflower	do	Actg. Master E. Van Sice	Tampa Bay.
Tahoma	do	Lieut. Comdr. D. B. Harmony	Key West coaling. Ordered to St. Marks.
Tioga	do	Lieut. Comdr. E. Y. McCauley	From lat. 28° and long. 79° to lat. 26° long. 76°.
Wanderer	Schooner.	Actg. Master's Mate C. T. Somes.	In ordinary at Key West.

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Stations of vessels composing East Gulf Blockading Squadron February 1, 1864—Cont'd.

TENDERS.

Name.	Class.	Attached to—	Commanding officer.	Where stationed.
Annie	Schooner	Sagamore	Actg. Master J. S. Williams	Between Suwanee River and Crystal River.
Ariel	....do	San Jacinto	Actg. Master W. H. Harrison	Between Estero Bay and Cape Sable.
Carmita	Lighter	Storehouse		Harbor duty at Key West.
Fox	Schooner	San Jacinto	Actg. Master G. Ashbury	Between Aucilla River and Cedar Keys.
Julia	Sloop	Eugenie	Actg. Master's Mate G. H. Disley.	Guard vessel, Boca Chica.
Rosalie	....do	Gem of the Sea	Actg. Master P. F. Coffin	Charlotte Harbor.
Sea Bird	Schooner	San Jacinto	Actg. Master C. P. Clark	Between Crystal River and Tampa Bay.
Stonewall	....do	Sunflower	Actg. Master H. B. Carter	Between Tampa Bay and Charlotte Harbor.
Two Sisters	....do	San Jacinto	Actg. Master T. Chatfield	Between Cedar Keys and Anclote Keys.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Report of Acting Master Browne, U. S. Navy, transmitting copy of communication giving information of proposed Confederate movements.

U. S. BARK RESTLESS,
St. Andrew's Bay, Fla., February 3, 1864.

SIR: I have the honor to enclose a copy of a communication* received from Acting Volunteer Lieutenant W. Budd, commanding U. S. S. *Somerset.*

It is not unlikely that the enemy may attempt to build flatboats at the head of East Bay to attack us. I am unable to take the ship to that vicinity on account of shoal water. I hope you will be pleased to send me a Dahlgren boat howitzer (light), with field carriage attached, with which I will endeavor to prevent anything of the kind they may attempt.

Very respectfully, your obedient servant,

W. R. BROWNE,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

[Enclosure.]

U. S. BARK RESTLESS,
St. Andrew's Bay, Fla., February 2, 1864.

SIR: I return you my thanks for the information as contained in your letter of January 24, 1864, "that a body of local troops and guerrillas have gone to St. Andrew's to lead my men into an ambuscade," and will endeavor to prevent the successful issue of anything they may attempt.

Very respectfully, your obedient servant,

W. R. BROWNE,
Acting Master, Commanding.

Acting Volunteer Lieutenant W. BUDD,
Comdg. U. S. S. Somerset, West Pass, St. George's Sound.

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* Not found.

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Capture of the steamer Cumberland, February 5, 1864.

Report of Captain Scott, U. S. Navy, commanding U. S. S. De Soto.

U. S. S. DE SOTO,
Off Mobile, February 5, 1864.

SIR: I have the pleasure to inform you that I have been successful in capturing the steamer *Cumberland* on the morning of the 5th of February, in latitude 29° 40′ N., longitude 87° 30′ W., in attempting to run the blockade.

I can not give you any information regarding her cargo, as the weather will not permit. I believe her cargo consists chiefly of arms and ammunition. I have sent her in charge of Acting Master L. H. Partridge, with orders to Key West, who will give you all the information regarding her. She has for one article 100 barrels of gunpowder.

Very respectfully, your obedient servant,

G. H. SCOTT,
Captain.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockdg. Squadron.

Report of Acting Rear-Admiral Bailey, U. S. Navy, transmitting copy of circular.

U. S. FLAGSHIP DALE,
Key West, February 11, 1864.

SIR: It gives me unusual gratification to report the capture of the Anglo-rebel steamer *Cumberland* on the 5th instant by the U. S. S. *De Soto*, not only because she is so valuable a prize as to constitute a serious loss to those engaged in violating the blockade, but also because her cargo consisted largely of arms and munitions of war, and still more because it is confidently reported that she was intended to become a rebel privateer.

She arrived in Havana late in September last and commenced making extensive repairs, which did not appear to be at all necessary. Since that time I have received nine different dispatches from the U. S. vice-consul-general at Havana (Mr. Savage, whose untiring zeal in communicating valuable information has been of infinite service to me throughout the period of my command here), giving me the details of her movements and preparations. Early in December the reports of her intended operations assumed such tangible form that I issued the circular, of which the enclosed is a copy, for the information of this squadron and to insure extraordinary vigilance with a view to her capture. On the 31st of January she at last left Havana, but was driven into Mariel by one of our vessels, probably by the *San Jacinto*, which, together with the *De Soto*, had been hurried off from here on that day specially to intercept her. Again, on the 3d instant, she left Mariel for Mobile, and although she reports having passed within sight of the *San Jacinto* on the night of the 4th without being herself discovered, yet the distribution of our cruisers, which is made with a view to such a contingency, caused her to come within sight of the *De Soto* at daylight, and after a chase of less than two hours she was captured by that vessel.

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The *Cumberland* is a vessel of about 700 tons and is reported to be fast, although quite an old steamer. So soon as an order from the court can be obtained she will be sent north for sale, with a crew composed of men from this squadron whose terms of service have expired and who are here awaiting an opportunity to return home for their discharge.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East. Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

CIRCULAR.

No. 60.] KEY WEST, *December 10, 1863.*

Information has been received that the steamer *Cumberland*, now lying at Havana and intended as a rebel privateer, is ready for sea. A certain person is daily expected there from Nassau, on whose arrival she will sail. It is believed she will be under the command of Daniel Graham, formerly of New Orleans, who has a commission as a navy officer from the rebel Secretary of the Navy, and who has authority from the same source to appoint his subordinates for the present voyage. Her chief engineer will be a man named Armstrong. Daniel Golding, Luke Shaw, David Pennel, and one or two others are mentioned as officers and engineers.

Several men are engaged and their board is being paid for, but they think they are merely going on a blockade running trip. The object, however, is to go into Pensacola Bay and if possible to cut out a fine steamer or to destroy as many vessels as possible, and in case of their capture to produce their commissions and claim to be considered as prisoners of war. As, however, some other point of attack may be selected, exceeding vigilance is enjoined upon everyone connected with this squadron, not only to guard against surprise, but also to avoid any deception that may be attempted upon them. This circular will be read on the quarter-deck of every vessel in this squadron at general muster immediately on its receipt.

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Letter from the Secretary of the Navy to the Secretary of State, commending the zeal of the consul-general at Havana for information imparted.

NAVY DEPARTMENT, *February 20, 1864.*

SIR: Acting Rear-Admiral Theo. Bailey, at Key West, in announcing the recent capture of the Anglo-rebel steamer *Cumberland* by the U. S. S. *De Soto*, with a valuable cargo destined for the insurgents, says:

She arrived in Havana late in September last and commenced making extensive repairs, which did not appear to be at all necessary. Since that time I have received nine different dispatches from the U. S. vice-consul-general at Havana (Mr. Savage, whose untiring zeal in communicating valuable information has been of infinite service to me throughout the period of my command here) giving me the details of her movements and preparations.

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The Department takes pleasure in communicating to you this extract from Acting Rear-Admiral Bailey's dispatch, expressing his appreciation of the zeal and services of Mr. Savage.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

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

Report of Acting Master Burgess, U. S. Navy, commanding U. S. schooner Beauregard, regarding the capture of the boat Lydia, in Jupiter Narrows, Florida.

U. S. SCHOONER BEAUREGARD,
Off Jupiter Inlet, Fla., February 6, 1864.

SIR: I have the honor to make the following report: On the 4th instant at 10:30 a. m. I sent a boat inside of Jupiter Inlet in charge of Acting Master's Mate H. B. Colby, to examine Jupiter Narrows and vicinity for blockade runners, and at 9 p. m. same day, at Jupiter Narrows, discovered boat *Lydia*, of Nassau, New Providence, on her way down to the inlet from Sand Point, Florida, bound to Nassau with a cargo consisting of 2 bales cotton and 5 barrels turpentine; therefore she was seized as a prize of war by my officer, and brought to me at Jupiter Inlet, where she arrived this day (February 6). I shall send her to Key West for adjudication. There was no other United States vessel in sight at the time of the capture.

I am, very respectfully, your obedient servant,

FRANCIS BURGESS,
Acting Master, Commanding.

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

Order of the Secretary of the Navy to Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Vicksburg, to proceed to duty in the East Gulf Squadron.*

NAVY DEPARTMENT, *February 9, 1864.*

SIR: As soon as the U. S. S. *Vicksburg* is ready for sea, proceed with her to Key West, Fla., and report to Acting Rear-Admiral T. Bailey for duty in the East Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Lieutenant-Commander D. L. BRAINE,
Comdg. U. S. S. Vicksburg (3d rate), New York.

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*See Series I, vol. 9, p. 559.

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Boat expeditions from the U. S. bark Restless, for the destruction of salt works in St. Andrew's Bay, February 9 and 17, 1864.

Report of Acting Rear-Admiral Bailey, U. S. Navy, transmitting reports

No. 88.] U. S. FLAGSHIP DALE,
Key West, March 8, 1864.

SIR: I have the honor to enclose herewith the reports of Acting Volunteer Lieutenant W. R. Browne, giving the details of two expeditions lately sent from the U. S. bark *Restless* to destroy certain newly erected salt works, the property, as he states, of the rebel Government.

The object of the expedition was, in each instance, successfully accomplished.

I am, very respectfully, your obedient servant,

T. BAILEY,
Acty. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Browne, U. S. Navy, commanding U. S. bark Restless.

U. S. BARK RESTLESS,
St. Andrew's Bay, Fla., February 17, 1864.

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

Learning that the rebels had erected new Government salt works on West Bay, on the site of the old salt works destroyed by us in December, and that they had a force of 50 men armed and stationed there for protection, I fitted out the first cutter, manned with 13 men, under charge of Acting Ensign James J. Russell, with orders to proceed up the Gulf coast 20 miles, and march inland 7 miles to the salt works and attack them in the rear, while Acting Ensign Henry Eason with 10 men, in command of the second cutter, would proceed by the inside passage and attack them in the front at the same time.

The expedition was entirely successful, the works being abandoned upon the appearance of our men, Messrs. Russell's and Eason's party joining at the appointed time, and immediately proceeded in the destruction of everything connected with the manufactories, consisting of 26 sheet-iron boilers, averaging 881 gallons, and 19 kettles, averaging 200 gallons, making an aggregate of 26,706 gallons, which cost in Montgomery $5.50 per gallon. These boilers and kettles were cut up or broken to pieces, some 600 bushels of salt were thrown into the bay, all the chimneys and furnaces hauled down, and everything rendered completely useless for any further operations. Seven slaves fled to us for protection, and assisted in the destruction of this establishment, which had only been in operation ten days.

This work covered a space of half a square mile, the boilers and kettles alone costing $146,883.

Our party returned to the ship next day, bringing 7 contrabands and 6 shotguns. You will please find enclosed a drawing of the boilers and kettles.

Very respectfully, your obedient servant,

W. R. BROWNE,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

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Second report of Acting Master Browne, U. S. Navy, commanding U. S. bark Restless.

U. S. BARK RESTLESS,
St. Andrew's Bay, Fla., February 19, 1864.

SIR: I have the honor of making the following report:

Having gained information that a large barge would leave the Wetappo River on or about the 18th instant for East Bay, with all the material on board necessary for erecting a large salt work, and on her return intending to bring back a cargo of salt (her capacity 1,500 bushels), I fitted out the second cutter with 11 men, under charge of Acting Ensign Henry Eason, and gig with 7 men, under charge of Master's Mate F. Grant, to effect her capture on her passage down, and with orders if after waiting five days and not seeing the barge, to land and destroy all the salt works in the vicinity.

According to my instructions the boats left the ship at 8 p. m. the 17th instant, and proceeded to a bayou on the S. W. side of East Bay selected as a place of ambush and which the barge must necessarily pass. After lying in wait the appointed time and seeing no appearance of the barge, the men were landed and destroyed all the works at hand, 15 in number, among which were some of the largest Government salt works ever erected in Florida, the whole of which were successfully destroyed, consisting of 5 large steamboat boilers and 23 kettles, together with 16 log houses, 1 flatboat, a large quantity of salt, vats, tanks, and other materials connected with the manufacture of this article. After destroying the above they returned to the ship, bringing with them 6 contrabands found at this place.

Very respectfully, your obedient servant,

W. R. BROWNE,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. East Gulf Blockdg. Squadron, Key West, Fla.

Order of Acting Master Browne, U. S. Navy, to Acting Ensign Eason, U. S. Navy, to command expedition to East Bay to prevent the erection of salt works.

U. S. BARK RESTLESS,
St. Andrew's Bay, Fla., February 17, 1864.

SIR: You will proceed in the second cutter, with 10 men armed, to a bayou on the S. W. side of East Bay, which will be pointed out to you by Holcolm Stevens (who will accompany you), and lay in wait for a large barge which is to leave Chipola River for California Bayou some time this week laden with boilers and kettles, contrabands, and all the articles necessary for erecting an extensive salt work on East Bay. Mr. Grant will accompany you in the gig with 7 men armed, who will be under your orders.

Four days' rations will be served to you, and you will return to the ship when they are expended if not successful.

If you should be successful, you will use your best endeavor to bring the barge with her contents to this vessel as soon as possible. After having expended all your provisions you will return to the ship.

Should you hear big guns come to the bark as soon as possible. You will leave at 8 p. m. on the expedition.

Very respectfully, your obedient servant,

W. R. BROWNE,
Acting Master, Commanding.

Acting Ensign HENRY EASON.

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Abstract log U. S. bark Restless, Acting Volunteer Lieutenant Browne, U. S. Navy, commanding.

February 9, 1864.—St. Andrew's Bay, 4 to 8 a. m. Sent the first cutter with 13 men on an expedition in charge of Mr. Russell. 8 a. m. to 12 m. Sent the second cutter with 9 men on an expedition in charge of Mr. Eason.

February 10.—12 to 4 p. m. First and second cutters returned, bringing 7 contrabands from West Bay.

February 17.—At 7:20 p. m. Mr. Eason, in second cutter with 11 men, and Mr. Grant, in gig with 6 men, left for East Bay on an expedition.

Boat expeditions from the U. S. S. Tahoma for the destruction of salt works near St. Marks, Fla., February 17–19 and 26–27, 1864.

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

U. S. FLAGSHIP DALE,
Key West, March 6, 1864.

SIR: I have the honor to report that two expeditions have recently been fitted out from the U. S. S. *Tahoma* for the destruction of extensive salt works, the property of the rebel Government, in the neighborhood of St. Marks, Fla.

The first expedition left the ship on the morning of the 17th of February in two detachments. One under command of Acting Master E. C. Weeks and the other in charge of Acting Ensign J. G. Koehler. The salt works being some 7 miles in extent, the first detachment commenced at one end of the line, the other at the other. A day and a night of unremitting labor was spent in the work of destruction, when the expedition returned safely to the vessel, having marched through swamps and dense woods a distance of 45 miles and successfully accomplished the object of the undertaking.

On the 27th, a week later, a second expedition was planned and carried through with equal success, the object being to destroy some Government works at Goose Creek, some 10 miles distant. The party was, in this case also, in charge of Acting Master Weeks, and the works to be destroyed were under the protection of a rebel cavalry company, whose pickets the expedition succeeded in eluding. Twelve prisoners were brought off, one the captain of an infantry company raised for coast service.

The works destroyed by these two expeditions produced for the Confederates 2,500 bushels of salt per diem. I enclose herewith Lieutenant-Commander Harmony's list forwarded to me of the articles captured and destroyed.

Very respectfully, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

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[Enclosures.]

List of Government property destroyed and captured belonging to the rebel Government by boats' crew and refugees on the 17th, 18th, and 19th February, 1864.

390 salt kettles, average capacity 100 gallons.
52 sheet-iron boilers, average capacity 900 gallons.
170 furnaces, made of brick and stone.
150 pumps, wells, and aqueducts.
55 storehouses, used for storage, salt, etc.
165 houses and shanties.
60 sheds and stables.
6,000 bushels of salt in barrels, a large number of axes, shovels, and hoes.
1 carpenter's shop, with tools, etc.
1 fishing house.
600 bushels of corn.
350 cords of wood.

CAPTURED.

5 large wagons.
18 mules and sets of harness.
2,500 pounds of bacon.
2 fine horses, saddles, and bridles, about 1,000 head of cattle, and—
1 prisoner, G. R. Paul, Government agent.

All the articles captured I gave to the refugees, as they were of no use to us. The estimate value of the above property to the rebels can not be less than $2,000,000. That is the value put upon it by the most intelligent refugees.

List of articles and property destroyed on Goose Creek by boat's crew from the U. S. S. Tahoma, February 26 and 27, 1864.

2,000 bushels of salt in barrels and bins.
3 corn cribs, containing about 1,000 bushels.
Large quantity of hay and fodder.
Blacksmith's shop and tools.
Carpenter's shop and tools.
About 100 store and other houses, stables, etc.
165 kettles and pans, average capacity 100 gallons.
43 large boilers of about 800 gallons capacity each.
98 well constructed brick furnaces.
9 wagons and carts.
20 sets mule harness.

Report of Lieutenant-Commander Harmony, U. S. Navy, commanding U. S. S. Tahoma, regarding first expedition under command of Acting Master Weeks, U. S. Navy.

U. S. GUNBOAT TAHOMA,
St. Marks [Apalachee] Bay, February 21, 1864.

SIR: I have the honor to report the result of an expedition, sent by me on the 17th instant to destroy some salt works, about 40 miles to the eastward. On the morning of the 16th I sent Mr. Weeks, the executive officer, on shore to confer with the leading men among the refugees, and find out whether they would assist me if I wished them to do so. The same evening the boat returned with a note from him saying that the refugees to the number of 96 had expressed a desire to go with him, requesting me to send rations for two days for 100 men, and, if possible, some fine powder for shotguns (the only arms those men on shore have). The next morning (17th) I sent two boats in charge of Acting Ensign J. Green Koehler, with 20 armed men, and all the

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tools I had on board to destroy the kettles, boilers, etc., used in making salt; also sent the rations and 5 pounds of priming powder. Acting Master Weeks was to have met the boats at the mouth of the Warrior River. It had been blowing a stiff gale from the north during the night, and was still blowing very fresh when I sent the boats off; the wind had blown the water from the mouth of the river, and they were unable to get closer to the beach than within 4 miles (the boats being unable to get in). Mr. Weeks, with 8 men from this ship, and the 96 refugees, then pushed on for the works, reaching there Friday morning at early daylight, having marched fully 45 miles. They all set to work at once, working all that day and night until Saturday morning, destroying everything that could in any way be used at the salt works. Mr. Koehler, in the meanwhile (with commendable energy), under sail, ran down about 35 miles farther to the eastward, determined to find a landing, and then, with the thermometer down to 29° waded with his boat's crew several hundred yards to the shore. In his boat were all the provisions, etc., I had sent on shore. He commenced destroying on the eastern end of the long line of works, which extended about 7 miles, working up to where the other party were employed. After effectually destroying everything they could lay hands upon, the party started to return at about 10 a. m., Saturday, marching all night, arriving here this morning at about 9 o'clock, having marched over 80 miles by forced marches, and rowed some 30 miles. This includes going and returning, in a direct road. I suppose the place they went to was not over 30 miles, but the swamps they were compelled to cross, and rivers to head, increased the distance from 10 to 15 miles each way. Not an article was lost, and no one was injured except a refugee, whose gun accidentally going off put a couple of buckshot in his leg. He is not seriously hurt, I am happy to say. I append herewith a list of articles destroyed and captured.

In conclusion, I can not speak in too high terms of Acting Master E. C. Weeks, who commanded the expedition. This officer performed the duty assigned him with alacrity and cheerfulness. I take great pleasure in bringing him to your notice as an officer of courage and skill, and most heartily recommend him for promotion. He has been in the Navy since the war commenced, and has seen much hard service; was honorably mentioned in action with Forts St. Philip and Jackson.

Acting Ensign Koehler also deserves much credit for zeal and energy. Second Assistant Engineer J. L. Vanclain volunteered for the affair and rendered good service. The men all behaved admirably, and express the greatest anxiety to go again. All of them have sore feet, and I will have to let them lay by for a few days, when I shall send them over to some salt works about 10 miles from here. Those works we destroyed, and those I intend destroying, have been in full operation for several months past, and ought to have been destroyed long ago. The commanding officer of the *Stars and Stripes* knew of them, but made no effort to do anything, although some of them were within plain view, and he could get his ship within 4 miles of them.

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

D. B. HARMONY,
Lieutenant-Commander.

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

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Report of Lieutenant-Commander Harmony, U. S. Navy, commanding U. S. S. Tahoma, regarding expedition to Goose Creek, under command of Acting Master Weeks, U. S. Navy.

U. S. S. TAHOMA,
Off St. Marks, Fla., February 27, 1864.

SIR: I have the honor to inform you of the successful result of an expedition to Goose Creek to destroy a large number of salt works, which have been, as I am informed, in active operation for several months past.

From a man who came off from St. Marks about a week ago I thoroughly informed myself as to the locality and also the station of pickets, several of whom I had seen from the ship. I concluded from the information so obtained that I could send a force on a foggy night between the points without being observed, and that they might finish their work before any information could be sent to the cavalry company encamped some 6 miles back. This company numbered about 35 men.

Last night proving favorable, I dispatched three boats with Acting Master L. W. Hill, Acting Ensign Shaw, and Pilot W. Wells, all under command of Acting Master E. C. Weeks, executive officer, to attempt their destruction, directing him not to make the attempt if he was seen by the pickets on Shell Point, which he had to pass within 1,000 yards. Fortunately he was not discovered, and pushed on to the scene of his work. Immediately on landing he took his whole force and surrounded the different houses, capturing all the people who were in them. He then threw out a number of pickets and commenced the work of destruction. Having heard from one of the negroes that there were 5 white men in some houses about 2 miles back, he sent Mr. Shaw with 6 men to capture them, which duty that officer performed.

After they had entirely destroyed everything that could be of any use, the party disembarked on their passage out of the creek. They were observed by the pickets, but fortunately when too late for them to do any injury. The boats arrived on board the ship at 1 o'clock, having been absent nineteen hours. They brought off 12 prisoners, one of whom is a captain of an infantry company raised for coast service, another a man who has been in the Army as a lieutenant, who lost his leg and was recently discharged; his wound has not yet healed. The latter and 2 other men, who are over 50 years of age and sick, I shall parole and send up to St. Marks to-morrow. They can be of no use to us, nor can they do us any injury in the rebel States. To keep them will be an unnecessary expense and trouble. The officers on the expedition deserve credit for the effectual manner in which they performed the work assigned them. I send herewith a list of articles destroyed. The effect of my work on the salt works to the eastward and those on Goose Creek will induce these people to believe that we are disposed to annoy them when we can get at them, notwithstanding their cavalry patrols. The prisoners inform me that the force along the coast has been increased where there are any works, and would have been in a day or two at the point we landed last night. They, however, had felt quite secure, as they supposed we knew of the cavalry company so near them. I have destroyed works so far at which 2,400 bushels were made daily, 1,500 at the first and 900 at the latter. This, at $12.50 a bushel, is quite an item. This is the price at which

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it is sold for at the works, which fact I discovered by overhauling their account books.

Every man who is engaged in making salt is exempt from military service if he makes 20 bushels daily, which the Government takes at the market price, $12.50. Hence, all who are captured are legitimate prisoners of war, as they are aiding and abetting the enemy. The boats brought off 2 contrabands.

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

D. B. HARMONY,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral T. BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Chandler, U. S. Navy, commanding U. S. S. Huntsville, to proceed to Havana, Cuba, and place that vessel in dry dock.

U. S. FLAGSHIP DALE,
Key West, February 12, 1864.

SIR: You will proceed to Havana with the vessel under your command for the purpose (if possible) of putting her upon the dry dock and making such repairs upon the pintles and gudgeons of her rudder as may be required. Fleet Engineer Zeller will go with you to advise concerning the repairs needed and to superintend the work. You will consult with the U. S. vice-consul-general before taking any steps whatever, in order to avoid any cause of complaint for a breach of formality, and you will return here without unnecessary delay.

Respectfully,

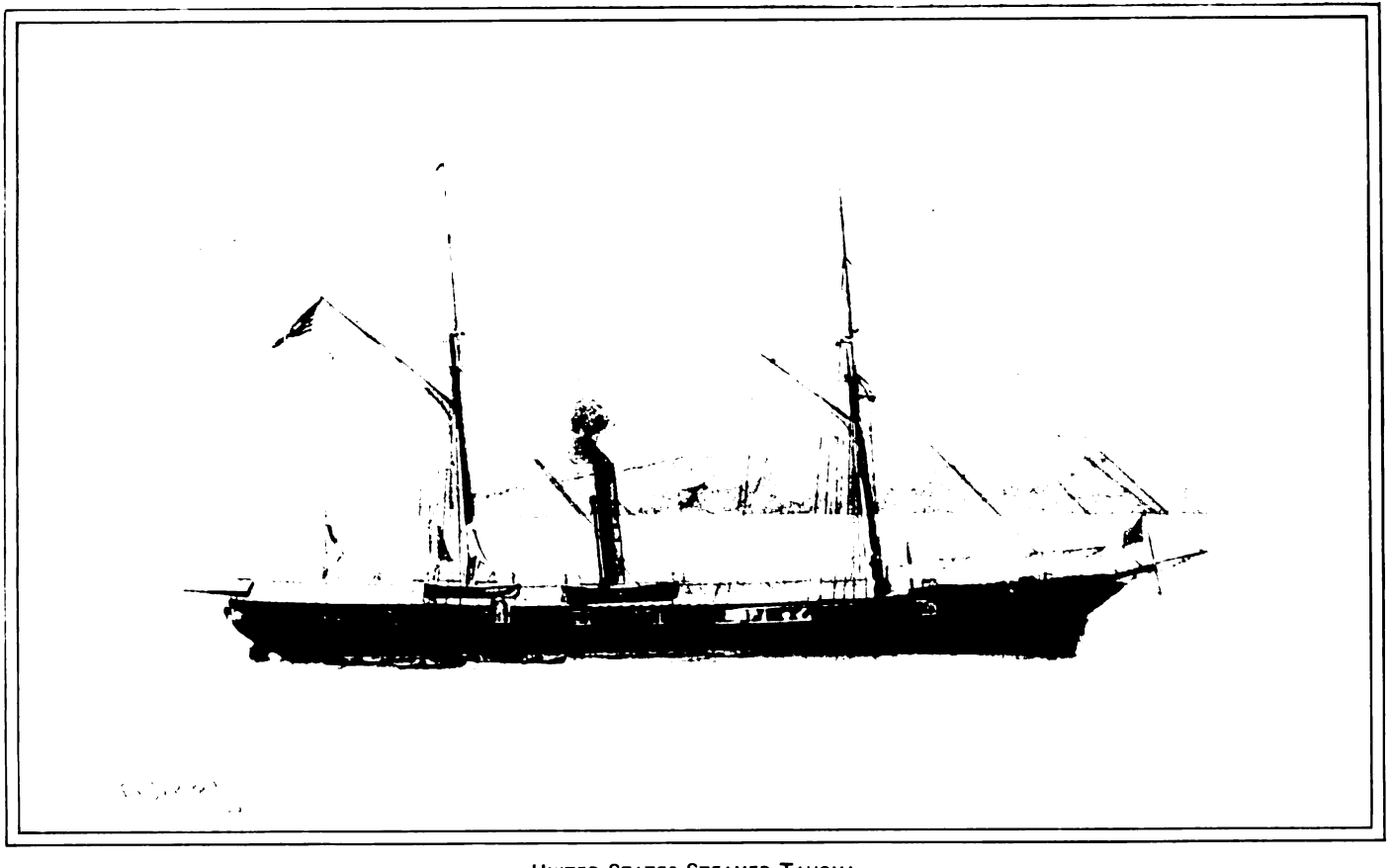
THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Lieutenant-Commander R. CHANDLER, U. S. Navy,
Commanding Steamer Huntsville.

Stations of vessels composing the East Gulf Blockading Squadron, February 15, 1864.

Vessel.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lieut. L. N. Stodder	At East Pass of St. George's Sound.
Beauregard	Schooner	Actg. Master F. Burgess	Key West for provision.
Clyde	Steamer	Actg. Vol. Lieut. Q. A. Hooper	Lat. 25° 30′, between long. 83° and 85°.
Dale	Ship	Comdr. Robert Handy	Ordnance ship at Key West.
De Soto	Steamer	Capt. G. H. Scott	Lat. 29° 30′, between long. 86° and 88°.
Eugenie	Schooner	Actg. Master W. McClintock	Guard vessel at Key West.
Fort Henry	Steamer	Actg. Vol. Lieut. I. B. Baxter	Repairing at Key West.
Gem of the Sea	Bark	Actg. Vol. Lieut. C. H. Rockwell	At Charlotte Harbor.
Hendrick Hudson	Steamer	Lieut. Comdr. C. J. McDougal	Lat. 28°, between long. 78° and 80°.
Honeysuckle	do	Actg. Ensign C. Sears	Repairing at Key West.
Honduras	do	Actg. Vol. Lieut. T. R. Harris	Do.
Huntsville	do	Lieut. Comdr. R. Chandler	On dry dock at Havana.
J. L. Davis	Bark	Actg. Master W. Fales	Tampa Bay.
J. S. Chambers	Schooner	Actg. Master L. Nickerson	West Pass, St. George's Sound.
Marigold	Steamer	Actg. Master L. D. D. Voorhees	Harbor duty at Key West.
Nita	Steamer	Actg. Vol. Lieut. R. B. Smith	Off Suwanee River.
Pursuit	Bark	Actg. Vol. Lieut. W. P. Randall	St Joseph's Bay.
Restless	do	Actg. Master W. R. Browne	St. Andrew's Sound.
Roebuck	do	Actg. Master John Sherrill	Off Indian River.

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UNITED STATES STEAMER TAHOMA.

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Stations of vessels composing East Gulf Blockading Squadron, February 15, 1864—Cont'd.

Vessel.	Class.	Commanding officer.	Where stationed.
Sagamore	Steamer	Lieut. Comdr. C. E. Fleming	Cedar Keys.
San Jacinto	do	Commander J. F. Armstrong	Lat. 29°, between long. 85° 30′ and 87° 30′.
Somerset	do	Actg. Vol. Lieut. Wm. Budd	West Pass of St. George's Sound.
Stars and Stripes	do	Actg. Master C. L. Willcomb	Key West, for repairs and court-martial.
Sunflower	do	Actg. Master E. Van Sice	Tampa Bay.
Tahoma	do	Lieut. Comdr. D. B. Harmony	Off St. Marks.
Tioga	do	Lieut. Comdr. E. Y. McCauley	Repairing at Key West.
Wanderer	Schooner	Actg. Master's Mate C. T. Somes.	In ordinary, at Key West.

TENDERS.

Name.	Class.	Attached to—	Commanding officer.	Where stationed.
Annie	Schooner.	Sagamore	Actg. Master J. S. Williams	Between Suwanee River and Crystal River.
Ariel	do	San Jacinto	Actg. Master W. H. Harrison	Between Estero Bay * and Cape Sable.
Carmita	do	Storehouse		Harbor lighter, at Key West.
Fox	do	San Jacinto	Actg. Master G. Ashbury	Between Aucilla River and Cedar Keys.
Julia	Sloop	Eugenie	Actg. Master's Mate R. Wisner.	Guard vessel, at Boca Chica.
Rosalie	do	Gem of the Sea	Actg. Master P. F. Coffin	Charlotte Harbor.
Sea Bird	Schooner.	San Jacinto	Actg. Master C. P. Clark	Between Crystal River and Tampa Bay.
Stonewall	do	Sunflower	Actg. Master H. B. Carter	Between Tampa Bay and Charlotte Harbor.
Two Sisters	do	San Jacinto	Actg. Master T. Chatfield	Between Cedar Keys and Anclote Keys.

*Estero River empties into Ostego Bay.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Bailey, U. S. Navy, requesting orders to participate in the attack upon Mobile.

U. S. FLAGSHIP SAN JACINTO,
Key West, February 18, 1864.

SIR: Judging from the many circumstances that have come to my knowledge that the time is not far distant when an attack will be made upon Mobile, I would esteem it a great favor if the Department would direct Rear-Admiral Farragut to send for me, with such of my squadron as may be available and adapted to that service, in time to participate in the affair. With the *San Jacinto*, *Tioga*, *Tahoma*, and *Sagamore* I feel confident that good service could be rendered, and I could readily provide for the duties of this squadron during my absence. May I request to be informed of your decision in this matter.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the departure of the U. S. steamers Huntsville and De Soto to Havana for repairs in dry dock.

No. 71.] U. S. FLAGSHIP SAN JACINTO,
Key West, February 25, 1864.

SIR: I have to inform the Department that I sent the *Huntsville* to Havana on the 12th for the purpose of going upon the dry dock and having such repairs put upon her bottom and rudder pintles as were needed. As this was accomplished without difficulty, I have now ordered the *De Soto* there to get a leak in her bottom stopped. The commanding officers of these vessels were instructed to draw upon the Navy Department for the amount of gold necessary to pay expenses; and there is reason to believe that it will be more than refunded to the Government through their increased speed when they again get to sea.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Nita, regarding the capture of floating cotton from burning steamer reported to be the Nan-Nan.

U. S. S. NITA,
Cedar Keys, Fla., February 26, 1864.

SIR: I have the honor to report that at daylight on the morning of February 24, while at anchor off the West Pass of the Suwanee River, I discovered a steamer in the East Pass bound out. I immediately started in pursuit, going around the intervening shoals with the ship and sending both my boats across. In the excitement she got ashore and threw overboard about 60 bales of cotton to lighten her. The tide was ebbing, and seeing escape impossible the officers and crew abandoned her at 7:20 a. m. At 7:25 I perceived that she was on fire, and in five minutes she was one solid sheet of flame from bow to stern. At 8 a. m. the boats arrived alongside her, but could not board on account of the intense heat. About the same time I anchored in 5½ feet water and recalled the boats and commenced collecting the floating cotton.

At 1 p. m. a boat from the *Sagamore* arrived alongside, and the officer in charge offered assistance. Considering the cotton all safe, being nearly all rafted together and anchored, and having anchored the steamer, I did not accept his offer. I waited only the ebb tide to tow the cotton alongside. At 5:45 p. m. the boats arrived alongside with the cotton. At 7:30 p. m. it was all on board and stowed. I am informed by a refugee that her name was *Nan-Nan*, and commanded by William (alias Barney) Pennington.

She came down to the West Pass three times, but finding it closely blockaded she returned and finally concluded to attempt the East Pass. On the 22d I saw her come down within about 2 miles of the mouth of

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the river, and after watching us for a few hours she returned again. She was armed with a 6-pounder fieldpiece and plenty of ammunition. A quantity of canister and shot was visible in the bottom of the vessel. I send you one of the canister. The barrels and rammers of a quantity of muskets were also taken from the wreck. I am informed that she fired on U. S. schooner *Sea Bird* a short time since. She was a side-wheel, walking beam, iron steamer, with 2 masts, 2 flagstaffs, and 1 smokestack; and her engine is marked "Morgan Iron Works, New York, 1860." The *Clyde* has remained to blockade the river during my absence. I shall return to-morrow. I have shipped the cotton by the schooner *Vapor* for $100, to be discharged within twenty-four hours after his reporting to the proper authority, unless he arrives on Sunday or a Sunday intervenes, or very stormy weather.

I have also to report that while running for the above steamer I got ashore twice, but can not perceive that the ship is injured at all, except that probably her copper paint is scraped off somewhat.

Very respectfully, your obedient servant,

R. B. SMITH,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral T. BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Report of Acting Master Sherrill, U. S. Navy, commanding U. S. bark Roebuck, regarding the capture of the sloop Two Brothers in Indian River.

U. S. BARK ROEBUCK,
Off Indian River Inlet, February 26, 1864.

SIR: I have to report the capture last night of the British sloop boat *Two Brothers*, D. Kerr, master, and 2 men, laden with 4 bags salt, 1 keg liquor, 4 boxes goods, and 1 keg nails, from Nassau, [New Providence], bound to Dixie, in Indian River, abreast Fort Capron, by the boats of this ship. An English jack was found on board.

The only papers discovered were a few bills, on the person of the master, probably pertaining to the cargo.

The vessel, being an open boat and no value, I shall destroy. The cargo and prisoners send by the *Union*, as I have one officer already away at Key West, and keep two in the river on picket. I have deemed it best not to send any one with this, but defer till the next prize goes.

I herewith enclose a communication* to the honorable Secretary of the Navy.

I remain, very respectfully, your obedient servant,

JOHN SHERRILL,
Acting Master, Commanding.

[Acting Rear-Admiral T. BAILEY,
Comdg. East Gulf Blockading Squadron, Key West.]

February 28.—I have also to report the capture last night, by the boats of this ship, of the schooner *Rebel*, L. J. Morgan, master, and 5 men with salt, liquors, boxes, and 1 bale cotton, in Indian River abreast Fort Capron.

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*Substantially a duplicate of this report.

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No papers or colors were discovered. The vessel is leaky and worthless and will be destroyed.

At the same time, the boats captured the sloop *Nina*, J. Work, master, and 4 men, with liquors, coffee, and boxes sundries. English colors found on board, but no papers.

Both vessels were bound to Sand Point, [Florida] from Nassau [New Providence].

I shall get them out of the river as soon as the bar permits, hoping to do so in time to send the cargoes by the *Union*.

J. S.

Order of Acting Master Browne, U. S. Navy, to Acting Ensign Eason, U. S. Navy, to assume command of boat expedition to East Bay for the capture of barge.

U. S. BARK RESTLESS,
St. Andrew's Bay, Florida, February 26, 1864.

SIR: You will proceed to-night at 5 p. m. with the second cutter, accompanied by Mr. Russell in the first cutter with 30 men, armed and provisioned for twenty-four hours, to East Bay, to the place of ambush, on the S. W. side of the bay. At 9 o'clock in the morning, if the barge is not seen on her way down toward California Bayou, proceed there and capture her, if there, and come to the ship with her. You must not land your men on any account, but come to the ship and be here before dark to-morrow night if possible.

Very respectfully,

W. R. BROWNE,
Acting Master, Commanding.

Acting Ensign HENRY EASON,
U. S. Bark Restless.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Commander Handy, U. S. Navy, for the delivery of howitzer for temporary use on prize steamer Cumberland.

U. S. FLAGSHIP SAN JACINTO,
Key West, February 26, 1864.

SIR: You will please deliver to the U. S. marshal (Mr. J. C. Clapp), or his order, one rifled 12-pounder howitzer with field carriage and implements for service on shipboard, together with 20 rounds of ammunition, for temporary use on board the prize steamer *Cumberland*, taking his receipt for the same.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Commander ROBERT HANDY, U. S. Navy,
Commanding Ordnance Ship Dale.

Letter from the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, regarding the wish of the latter to cooperate in the attack upon Mobile.

NAVY DEPARTMENT, *February 26, 1864.*

SIR: The Department has received your No. 70, dated the 18th instant, asking that Rear-Admiral Farragut may be instructed to send

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for you, with such of your squadron as may be available and adapted to such service, in time to participate in the attack on Mobile. I have advised Rear-Admiral Farragut of your wishes and authorized him to call upon you for such force as you can spare, should he deem it necessary.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Commdg. Eastern Gulf Blockdg. Squadron, Key West.

Capture of cotton in Suwanee River, February 26, 1864.

Report of Acting Volunteer Lieutenant Hooper, U. S. Navy, commanding U. S. S. Clyde.

U. S. S. CLYDE,
Key West, Fla., March 2, 1864.

SIR: I have the honor to report that at 9 o'clock on the morning of the 26th ultimo I sent two boats with armed crews (one in charge of W. B. Rankin, acting ensign, the other in charge of C. F. Palmer, acting master's mate) up the Suwanee River for the purpose of capturing a quantity of cotton which I learned was secreted about 10 miles up the river. At 10 o'clock on the morning of the 27th one of the boats returned with intelligence that they had got 67 bales of cotton on an old scow and wanted more assistance to tow it alongside the ship. I immediately sent all the available force I could and had it alongside, and at 7 p. m. had it stowed on board and brought to Key West for adjudication.

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

QUINCY A. HOOPER,
Acting Volunteer Lieutenant, Comdg. U. S. S. Clyde.

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

N. B.—There was no other vessel in sight at the time of the capture or entitled to share in prize money.

Respectfully,

Q. A. HOOPER,
Acting Volunteer Lieutenant, Commanding.

Detailed report of Acting Volunteer Lieutenant Hooper, U. S. Navy, commanding U. S. S. Clyde.

U. S. S. CLYDE,
Key West, March 2, 1864.

SIR: I have the honor to report that, in obedience to your orders of the 22d ultimo, I got underway at 4:30 p. m. and proceeded out the North West Passage, then stood W. N. W. till to the northward of Tortugas, then northerly till in 28° 40′ N. latitude, then east northerly till 5 o'clock p. m.; on the 24th came to anchor at Cedar Keys; at 5:30 got underway again for Suwanee River and came to anchor at 10 in

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2 fathoms water off the mouth of Suwanee River; 25th, at daylight, saw the U. S. S. *Nita* about 2 miles inshore; got underway and ran into 7 feet of water and anchored alongside of her. Captain Smith of the *Nita* reported that he had burned a steamer, *Nan-Nan*, and captured 55 bales of cotton the day previous, and that there were several bales that had gone adrift that he could not get. At 10 a. m. sent the first cutter with an armed crew in charge of Mr. Jones, acting ensign and executive officer, inside to see if he could pick up any more cotton or discover if there were any more vessels inside to run the blockade; at 2 p. m. Mr. Jones returned to the ship with 3 men he had captured inside, after chasing them about 2 miles and firing several shot at them. They reported that there were about 70 bales of cotton 6 or 7 miles up the river secreted in a creek. I immediately sent two boats with armed crews, one in charge of Mr. Jones, the other in charge of Mr. Dexter, master's mate, taking one of the prisoners as guide.

February 26, at 7 a. m., the boats returned and reported they had mistaken the river and could not find the cotton. At 9 a. m. sent the boats in again with fresh crews (the others being completely exhausted) in charge of Mr. Rankin, acting ensign, and Mr. Palmer, master's mate (the U. S. S. *Nita* underway, bound to Cedar Keys to land her cotton captured the day before). Boats gone all day.

February 27, at 10 a. m., Mr. Palmer returned to the ship, stating that Mr. Rankin had sent him back for more assistance; that they had found 67 bales of cotton up a creek about 10 miles from the vessel on an old scow; that they could not get the scow out on account of trees having been felled across the creek to stop up the passage; that they had rafted the cotton and had towed it down to the East Pass. I sent the boat right back again with a fresh crew; also, my other boat to assist in towing the cotton alongside, which they succeeded in doing by 5 o'clock p. m., and at 7 had the cotton in on deck and stowed. The U. S. S. *Nita* returned at 4 this p. m.

February 28, at 2 p. m., got underway; at 9 came to anchor at Cedar Keys.

February 29, took on board 30 tons of coal.

March 1, at 10 o'clock a. m., got underway, proceeded with all possible dispatch for Key West, where we came to anchor at 8 o'clock this p. m.

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

QUINCY A. HOOPER,
Acting Volunteer Lieutenant, Commanding U. S. S. Clyde.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

Report of Acting Ensign Rankin, U. S. Navy, commanding boat expedition from the U. S. S. Clyde.

U. S. S. CLYDE,
Off Suwanee River, Fla., February 27, 1864.

SIR: I have the honor to report that, in obedience to your orders, I proceeded yesterday with an armed boat's crew of five men, accompanied by a refugee as guide, up the Suwanee River for the purpose of discovering and capturing, if possible, a quantity of cotton, which

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was reported to be on board a flat and concealed in one of the creeks communicating with the river, and which was also reported to belong to the so-called Confederate States Government.

At a point which I judged to be about 10 miles from the river's mouth I entered a small creek, up which I proceeded about half a mile, where I discovered 67 bales of cotton.

It appearing to me inexpedient to remove the cotton in the flat, I proceeded to unload and float it down the creek to the Suwanee. Before getting all the cotton out of the creek I was reinforced by Acting Master's Mate Palmer, from this vessel, in charge of an armed boat's crew.

After forming the whole into a raft in the Suwanee, I proceeded to tow it down the river. At about 2 o'clock a. m. of this day I got out of the river. At daylight, finding myself farther from the ship than I anticipated, I dispatched Mr. Palmer in his boat to report to you and request you, if you thought proper, to send assistance, as my men were exhausted with the arduous labors they had performed during the previous twenty-four hours.

At about 9 a. m. the raft grounded on an oyster bar, soon after which the U. S. schooner *Annie* hove in sight, stood in as near as possible, and anchored. Leaving 2 men in charge of the cotton, I went on board the *Annie* for the purpose of getting assistance in case Mr. Palmer should fail to return to the ship and notify you. Acting Master Williams, commanding the *Annie*, stated that he was unable to take the cotton on board his vessel, but promised to remain where he could protect me until assistance came from you. He refreshed both me and my men with coffee and food and I returned to the raft. At about 1 o'clock p. m. the *Clyde* hove in sight, and soon after Acting Master's Mate Dexter arrived with a fresh crew and orders for me and my crew to return on board the *Clyde*. I accordingly reported on board about 2 o'clock p. m.

It gives me pleasure to state that Mr. Palmer and all the men placed under my command obeyed my orders promptly and labored with great zeal and energy to accomplish the object of the expedition.

While among the islands at the mouth of the river I discovered a boat with a number of men in it. Being unable to satisfy myself they were not enemies endeavoring to recapture the cotton I had taken, I ordered some rifles to be discharged at them, after which I heard no more from them.

Very respectfully,

W. B. RANKIN,
Acting Ensign, U. S. Navy.

Acting Volunteer Lieutenant Q. A. HOOPER,
Commanding U. S. S. Clyde.

Report of Acting Master Sherrill, U. S. Navy, commanding U. S. bark Roebuck, regarding the capture of the British sloop Nina, in Indian River.

U. S. BARK ROEBUCK,
Off Indian River Inlet, February 29, 1864.

SIR: I have the honor to report the capture, on the 27th instant, of the British sloop *Nina*, James Work, master, and crew of four men from Nassau, bound to Sand Point, by the boats of this ship, in Indian River, abreast Fort Capron, in the attempt to run in.

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Her cargo consists of liquors, coffee, and boxes sundries. English colors found on board, but no papers.

The vessel and cargo will be sent to Key West for adjudication.

I enclose herewith a complete list of the officers and crew of this ship at time of above capture.

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

JOHN SHERRILL,
Acting Master, Commanding.

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

Report of Acting Master Sherrill, U. S. Navy, commanding U. S. bark Roebuck, regarding the capture of the schooner Rebel, in Indian River.

U. S. BARK ROEBUCK,
Off Indian River Inlet, February 29, 1864.

SIR: I have the honor to report the capture, on the 27th instant, of the schooner *Rebel*, L. J. Morgan, master, and crew of five men, from Nassau, bound to Sand Point, by the boats of this ship in Indian River, abreast Fort Capron, in the attempt to run in. Her cargo consists of salt, liquors, boxes sundries, and 1 bale cotton.

No papers or colors were discovered. The vessel being in bad condition and leaky will be destroyed, the cargo sent to Key West.

I enclose herewith a complete list of the officers and crew of this ship at time of above capture.

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

JOHN SHERRILL,
Acting Master, Commanding.

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

Stations of vessels composing the East Gulf Blockading Squadron, March 1, 1864.

Vessel.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	East Pass of St. George's Sound.
Beauregard	Schooner	Actg. Master F. Burgess	Between Jupiter Inlet and Cape Canaveral.
Clyde	Steamer	Actg. Vol. Lt. Q. A. Hooper	Lat. 25° 30′, between Long. 83° and 85°.
Dale	Ship	Commander R. Handy	Ordnance ship at Key West.
De Soto	Steamer	Capt. G. H. Scott	On dry dock at Havana.
Eugenie	Schooner	Actg. Master Wm. McClintock	Guard vessel at Key West.
Fort Henry	Steamer	Actg. Vol. Lt. I. B. Baxter	Repairing at Key West.
Gem of the Sea	Bark	Actg. Vol. Lt. C. H. Rockwell	Charlotte Harbor.
Hendrick Hudson	Steamer	Lt. Comdr. C. J. McDougal	Repairing at Key West.
Honeysuckle	do	Actg. Ens. C. Sears	Lat. 26°, between Long. 84° and 86°.
Honduras	do	Actg. Vol. Lt. T. R. Harris	Supplying the squadron.
Huntsville	do	Lt. Comdr. R. Chandler	Lat. 29° 30′, between Long. 86° and 88°.
J. L. Davis	Bark	Actg. Master W. Fales	Tampa Bay.
J. S. Chambers	Schooner	Actg. Master L. Nickerson	West Pass, St. George's Sound.
Marigold	Steamer	Actg. Master L. D. D. Voorhees	Harbor duty at Key West.
Nita	do	Actg. Vol. Lt. R. B. Smith	Off Suwanee River.
Pursuit	Bark	Actg. Vol. Lt. W. P. Randall	St. Joseph's Bay.
Restless	do	Actg. Vol. Lt. W. R. Browne	St. Andrew's Sound.
Roebuck	do	Actg. Master J. Sherrill	Off Indian River.

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Stations of vessels composing East Gulf Blockading Squadron, March 1, 1864.—Continued.

Vessel.	Class.	Commanding officer.	Where stationed.
Sagamore	Steamer	Lt. Comdr. C. E. Fleming	Cedar Keys.
San Jacinto	do	Comdr. J. F. Armstrong	Under sailing orders, Key West.
Somerset	do	Actg. Vol. Lt. Wm. Budd	West Pass, St. George's Sound.
Stars and Stripes	do	Actg. Master W. G. Wright	Waiting for repairs at Key West.
Sunflower	do	Actg. Master E. Van Sice	Tampa Bay.
Tahoma	do	Lt. Comdr. D. B. Harmony	Off St. Marks.
Tioga	do	Lt. Comdr. E. Y. McCauley	Repairing at Key West.
Wanderer	Schooner	Actg. Master's Mate C. T. Somes.	In ordinary at Key West.

TENDERS.

Name.	Class.	Attached to.	Commanding officer.	Where stationed.
Annie	Schooner.	Tahoma	Actg. Master J. S. Williams	Off Ocklockonee River.
Ariel	do	San Jacinto	Actg. Master W. H. Harrison	Between Sanibel Island and Cape Sable.
Carmita	Lighter	Storehouse		Harbor duty at Key West.
Fox	Schooner.	San Jacinto	Actg. Master Geo. Ashbury	Between Aucilla River and Cedar Keys.
Julia	Sloop	Eugenie	Actg. Master's Mate F. H. Dyer.	Guard vessel at Boca Chica.
Rosalie	do	Gem of the Sea	Actg. Master P. F. Coffin	Charlotte Harbor.
Sea Bird	Schooner.	San Jacinto	Actg. Master C. P. Clark	Between Crystal River and Tampa Bay.
Stonewall	do	Sunflower	Actg. Master H. B. Carter	Between Tampa Bay and Charlotte Harbor.
Two Sisters	do	San Jacinto	Actg. Master T. Chatfield	Between Cedar Keys and Anclote Keys.

Respectfully,

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding blockade running in Ocklockonee River.

No. 83.] U. S. FLAGSHIP SAN JACINTO,
Key West, March 2, 1864.

SIR: Your letter of February 13, enclosing the copy of one from the U. S. minister at Paris, relative to blockade running at the Ocklockonee River, has been received, and I have sent an additional tender (the *Annie*) to attend specially to that portion of the coast. Blockading vessels have been constantly stationed off St. Marks and at the East Pass of St. George's Sound, and from the time of my having assumed command of this squadron the attention of both has been directed to the Ocklockonee River, in consequence of which (as will be seen by a reference to my reports) repeated boat expeditions have been sent there, resulting sometimes in captures and sometimes in the destruction of salt works, not without frequent little skirmishes with the enemy. By my direction, also, boats have been sent up this river, in common with most of the other rivers on the coast of Florida, by night, with a view to shifting the stakes which mark out the channels, in order that blockade runners might be deceived and run ashore, where they would be at the mercy of our boats. I am, therefore, disposed to think that the amount of blockade running in this region has been overestimated; but with the schooner *Annie* cruising permanently at the mouth of the

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river, there will be very little more of it in future. It is but a short time since the steamer *Laura* and a schooner loaded with cotton were captured in this vicinity.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Sherrill, U. S. Navy, commanding U. S. bark Roebuck, regarding the capture of British schooner Lauretta, from Nassau, New Providence.

U. S. BARK ROEBUCK,
Off Indian River Inlet, March 1, 1864.

SIR: I have the honor to acknowledge the receipt of your general order of February 10 and circulars of February 15, 16, and 20.

No men "formerly belonging to the *Amanda*" have at any time been transferred to this ship.

I enclose herewith usual monthly reports.

I have to report the capture this p. m. by this ship of the British schooner *Lauretta*, of and from Nassau, $8\frac{38}{100}$ tons, John Johnston, master, and 2 men, laden with 52 bags salt, 2 miles from Indian River Inlet, in the attempt to run in.

A British register and colors found on board.

The U. S. schooner *Beauregard* was in sight at time of capture.

I send the vessel to Key West for adjudication in charge of Acting Master's Mate Cleaveland [F.] Dunderdale and prize crew of men.

I also send the cargoes of the *Two Brothers*, *Rebel*, and *Nina* in this vessel.

The prisoners will be sent by the *Union*.

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

JOHN SHERRILL,
Acting Master, Commanding.

Acting Rear-Admiral T. BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West.

Report of Acting Master Browne, U. S. Navy, commanding U. S. bark Restless, requesting instructions regarding furnishing supplies to refugees and the enlistment of ex-Confederates.

U. S. BARK RESTLESS,
St. Andrews Bay, Florida, March 1, 1864.

SIR: I take the liberty to send to Key West for your disposal refugees and contrabands as per enclosed list. * * *

Refugees and contrabands, including women and children, are daily arriving at this place, frequently in a destitute and suffering condition. A few fish are caught here; but little else can be obtained to supply life. I have, in a number of instances, issued half rations to these persons to keep them from starvation, and also in some cases issued a few articles of clothing and small stores to relieve actual suffering. I have

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the honor to ask whether I am justified in this practice and authorized to continue it. I have several times enlisted men who have been in the rebel service, after taking the oath promulgated by the President. I have the honor to ask whether I shall continue to do so when satisfied that such persons are trustworthy and fit for the service.

I am, very respectfully, your obedient servant,

W. R. BROWNE.

Acting Rear-Admiral T. BAILEY.

Report of Acting Master Browne, U. S. Navy, commanding U. S. bark Restless, requesting instructions regarding the case of two deserters.

U. S. BARK RESTLESS,
St. Andrew's Bay, Florida, March 2, 1864.

SIR: I have the honor to transmit herewith a letter written by Charles Parker and Augustus Stevens, two deserters from the rebel Army, who deserted from one of the rebel companies stationed at St. Andrew's last year and came off to the *Roebuck* and enlisted in that vessel and deserted from her and were conscripted into the rebel service again shortly after they left the *Roebuck*, and were serving in Robinson's company when I arrived here. I am well satisfied that they have long ago repented of having left our service, and have done all they could to induce Robinson's company to desert and come to us.

The mothers of each are good Union women and solely dependent upon them for support. I have learned from refugees and deserters who have since come off that this was their motive and object in leaving. Mrs. Parker is one of the strongest Union women in Florida, and from time to time has given us valuable information. The other, Stevens's mother, is too old and feeble to take care of herself, but a good and true Union woman.

Parker and Stevens are now secreted in the woods and have been there three weeks with 42 other deserters from Robinson's company, and immediately sent their muskets and cartridge boxes to me, afraid to come themselves, fearful they would have been treated as deserters, which would most assuredly have been the case, and they would have been sent to Key West for your disposal.

At present it is next to an impossibility to capture them, as their place of concealment affords a surveillance of the ships and plenty of time to secrete themselves in some of the impenetrable swamps or morasses on the approach of our boats.

Mrs. Parker handed me the enclosed letter, through Acting Ensign Henry Eason, who saw her on East Bay the 27th instant. I therefore transmit Parker's and Stevens's muskets and await your answer as to what steps I shall take in the matter.

Very respectfully,

W. R. BROWNE,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral T. BAILEY.

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Report of Acting Master Williams, U. S. Navy, commanding U. S. schooner Annie, regarding the destruction of a fine schooner in Deadman's Bay, Florida.

U. S. SCHOONER ANNIE,
Deadman's Bay, Florida, March 2, 1864.

SIR: I herewith respectfully submit the following report of the destruction of a fine schooner at this place:

I came to anchor at 9 a. m., with a strong norther blowing, distant about 5 miles from land, and at 11 a. m. made a small boat standing out for us. Set English colors at masthead. At 12 the boat put back and I gave chase with the schooner, setting the American ensign. At 12:30 p. m. made a schooner inside the reefs and stood for her until 1:10 p. m., when we anchored in 6 feet of water (having gained rapidly on the small boat), manned our boat with 5 men in charge of Master's Mate James T. Bowling to board the schooner. At 1:45 the chased boat was seen to go on board and after stopping about ten minutes were seen to fire the schooner and leave. At 2 our boat boarded the schooner and found her to be a new schooner of about 80 tons (lying ashore) and loaded with an assorted cargo, amongst which was a large quantity of ammunition. Our boat remained on board but a short time, as the fire was making great headway, and in about three minutes after their leaving a heavy explosion took place blowing out her decks. At 3:30 boat returned on board, and at 4 a small skiff was seen coming off with a white flag flying. At 4:15 the skiff came alongside and contained 1 man, calling himself Allen A. Stephens, and wished ammunition, saying he belonged to a company of 20 men about to rise against the rebel Government. I allowed the man Stephens to go on shore again and told him I would report the case up the coast. Stephens says the schooner burned arrived here on the 29th ultimo.

I am, respectfully, your obedient servant,

JAMES S. WILLIAMS,
Acting Master, Commanding.

Lieutenant-Commander DAVID B. HARMONY,
Commanding U. S. S. Tahoma.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Commander Armstrong, U. S. Navy, commanding U. S. S. San Jacinto, regarding the cruising ground of that vessel.

U. S. FLAGSHIP SAN JACINTO,
Key West, March 2, 1864.

SIR: So soon as the vessel under your command can be got ready for sea, you will proceed to cruise on the parallel of 25° north latitude, between the meridians of 82° and 85° west longitude. The *Clyde* is on the parallel of 25° 30′, between the meridians of 83° and 85°, and the *Honeysuckle* is in latitude 26°, between 84° and 86° west longitude. Both these vessels resort to the Tortugas for coal or to escape bad weather.

You will be pleased to return here by the 17th or 18th instant.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Commander JAMES F. ARMSTRONG, U. S. Navy,
Commanding Steamer San Jacinto.

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Report of Acting Rear-Admiral Bailey, U. S. Navy, giving list of tenders employed in the East Gulf Squadron.

U. S. FLAGSHIP DALE,
Key West, March 8, 1864.

SIR: In reply to your letter of February 21, I have to inform you as follows:

The tender referred to, when captured, was called the *Anna*, but she has, by some inadvertence, been always called the *Annie* since being taken into the service of the Government, and I am of opinion that it would be more convenient to preserve the name of *Annie*.

List of tenders in this squadron.

Vessel.	Class.	Armament.	Tonnage.
		Howitzers.	*Tons.*
Annie	Schooner	1	27
Ariel	do	1	19
Fox	do	2	80
Rosalie	Sloop	1	28
Sea Bird	Schooner	1	57
Stonewall	do	1	(1)
Two Sisters	do	1	54

[1] Not known.

Besides these, the sloop boat *Julia*, of 10 tons, without armament (other than small arms), is used as a guard vessel on the inside of this island, to overhaul all fishing boats and sponging vessels. She has one officer and half a dozen men on board.

The *Carmita*, of 56 tons, is dismasted, is without armament or crew of any sort, and is attached to the storehouse at this place simply as a lighter.

Neither of these two vessels should be entered on the Navy Register.

The schooner *Ezilda*, formerly one of the tenders of this squadron, was formally surveyed, condemned, stripped of everything useful to us, and finally sold at public auction.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blckdg. Squadron.

Mr. JOHN W. HOGG,
Navy Department.

Report of Commander Armstrong, U. S. Navy, commanding U. S. S. San Jacinto, regarding the capture of a schooner, formerly the Lealtad, carrying cotton.

U. S. S. SAN JACINTO,
At Sea, Lat. 24° 54′, Long. 83° 20′, March 11, 1864.

SIR: I have the honor to report the capture by this ship of a schooner loaded with cotton. The account of the capture is as follows:

At noon this day a sail was seen and chase given. At 2 p. m. we came up with and boarded a schooner having no papers and loaded with 132 bales of cotton and 2 barrels of turpentine. Her master, Edward J. Norville, a citizen of Maryland, acknowledged having run the blockade at Mobile on the 2d of March.

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The schooner has no name at present, but was formerly called the *Lealtad*. The master admits having thrown overboard a Confederate pass and papers after passing the blockade at Mobile. She is a small schooner of about 40 tons. Her crew consists of a master, 6 men, and a passenger who is owner of the vessel and cargo.

I have taken out the passenger and four of the crew, and send in the master and two men. I send her in charge of Acting Ensign Charles Cunningham, to Key West for adjudication. There was no other vessel within signal distance at the time of capture, Tortugas bearing by compass S. E. by E., distant 31 miles.

I enclose prize list of officers and men entitled to share in the capture.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,
Commander, Commanding.

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

Report of Acting Master Burgess, U. S. Navy, commanding U. S. schooner Beauregard, regarding the capture of the British schooner Hannah, from Nassau, New Providence.

U. S. SCHOONER BEAUREGARD,
Off Mosquito Inlet, Fla., March 11, 1864.

SIR: I have the honor to make the following report: On the 11th instant, while lying at Mosquito Inlet, where I had anchored, having been carried to the northward by the late southerly winds, at 10 a. m. discovered a small vessel in the offing bearing E. S. E. and steering by the wind to the southward and westward. I immediately got underway and gave chase. At 12:30 p. m. I boarded the stranger, who proved to be the British sloop *Hannah*, of Nassau, New Providence, from Green Turtle Cay, bound to Key West. The *Hannah* cleared from Nassau on the 5th of February (over five weeks ago) with 1 bale cotton cloth, which the captain reports he hove overboard, and as she had no colors, and the captain could not account for being so far out of the regular course for Key West to my satisfaction, I seized her as a prize of war and send her to Key West for adjudication. There was no other vessel in sight at the time of the capture.

I am, very respectfully, your obedient servant,

FRAS. BURGESS,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Report of Acting Master Burgess, U. S. Navy, commanding U. S. schooner Beauregard, regarding the capture of the British schooner Linda, of Nassau, New Providence.

U. S. SCHOONER BEAUREGARD,
Off Mosquito Inlet, Fla., March 11, 1864.

SIR: I have the honor to make the following report: On the 11th instant, while lying at Mosquito Inlet, having been carried to the north-

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ward by the late southerly winds, at 5:30 a. m. discovered a schooner trying to get in at the inlet. I immediately sent a boat in charge of Acting Ensign H. B. Colby to capture her. There was also a boat sent from the U. S. schooner *Norfolk Packet** for the same purpose at the same time, but as they were unacquainted with the channel, Mr. Colby took the lead, but by time the boats arrived at the inlet the schooner had already turned the point and was sailing up the river with a fair wind and tide. Therefore Mr. Colby, being in the head boat, ran his boat on shore and, with his men well armed, jumped on shore and ran up the bank of the river and headed the schooner off, and after firing several musket shots, some of which went through her sails, she lowered her sails and the boat from the *Norfolk Packet* boarded her. She proved to be the British schooner *Linda*, of Nassau, New Providence, from Nassau, bound to New Smyrna, Fla., with a cargo consisting of salt, liquors, coffee, and dry goods. I therefore seized her as a prize of war and send her to Key West for adjudication.

I am, very respectfully, your obedient servant,

FRAS. BURGESS,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Stations of vessels composing the East Gulf Blockading Squadron, March 15, 1864.

Name.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	East Pass, St. George's Sound.
Beauregard	Schooner	Actg. Master F. Burgess	Between Jupiter Inlet and Cape Canaveral.
Clyde	Steamer	Actg. Vol. Lt. Q. A. Hooper	Latitude 25° 30′, between longitude 83° and 85°.
Dale	Ship	Commander R. Handy	Ordnance storeship at Key West.
De Soto	Steamer	Captain G. H. Scott	From latitude 26° and longitude 75° to latitude 28° and longitude 79°.
Eugenie	Schooner	Actg. Master W. McClintock	Guard vessel at Key West.
Fort Henry	Steamer	Actg. Vol. Lt. I. B. Baxter	Repairing at Key West.
Gem of the Sea	Bark	Actg. Vol. Lt. C. H. Rockwell	Charlotte Harbor.
Hendrick Hudson	Steamer	Lt. Comdr. C. J. McDougal	Latitude 27°, between longitude 84° and 86°.
Honduras	do	Actg. Vol. Lt. T. R. Harris	Supplying squadron.
Honeysuckle	do	Actg. Ensign C. Sears	Latitude 26°, between longitude 84° and 86°.
Huntsville	do	Lt. Comdr. R. Chandler	Latitude 29° 30′, between longitude 86° and 88°.
J. L. Davis	Bark	Actg. Master W. Fales	Tampa Bay.
J. S. Chambers	Schooner	Actg. Master L. Nickerson	West Pass, St. George's Sound.
Marigold	Steamer	Actg. Vol. Lt. L. D. D. Voorhees	Harbor duty at Key West.
Nita	do	Actg. Vol. Lt. R. B. Smith	Off Suwanee River.
Pursuit	Bark	Actg. Vol. Lt. W. P. Randall	St. Joseph's Bay.
Restless	do	Actg. Vol. Lt. W. R. Browne	St. Andrew's Sound.
Roebuck	do	Actg. Master J. Sherrill	Off Indian River.
Sagamore	Steamer	Lt. Comdr. C. E. Fleming	Cedar Keys.
San Jacinto	do	Comdr. J. F. Armstrong	Latitude 25°, between longitude 82° and 85°.
Somerset	do	Actg. Vol. Lt. W. Budd	West Pass, St. George's Sound.
Stars and Stripes	do	Actg. Master W. G. Wright	Repairing at Key West.
Sunflower	do	Actg. Master E. Van Sice	Tampa Bay.
Tahoma	do	Lt. Comdr. D. B. Harmony	Off St. Marks.
Tioga	do	Lt. Comdr. E. Y. McCauley	From latitude 26° and longitude 76° to latitude 28° and longitude 79°.
Wanderer	Schooner	Actg. Master's Mate C. T. Somes.	In ordinary at Key West.

*See Series I, vol. 15, pp. 361, 362.

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Stations of vessels composing East Gulf Blockading Squadron, March 15, 1864—Cont'd.

TENDERS.

Name.	Class.	Attached to—	Commanding officer.	Where stationed.
Annie	Schooner.	Tahoma	Actg. Master J. S. Williams	Ocklockonee River.
Ariel	do	San Jacinto	Actg. Master W. H. Harrison	Between Estero Bay and Cape Sable.
Fox	do	do	Actg. Master G. Ashbury	Between Aucilla River and Cedar Keys.
Rosalie	Sloop	Gem of the Sea	Actg. Master P. F. Coffin	Charlotte Harbor.
Sea Bird	Schooner.	San Jacinto	Actg. Master C. P. Clark	Between Crystal River and Tampa Bay.
Stonewall	do	Sunflower	Actg. Master H. B. Carter	Between Tampa Bay and Charlotte Harbor.
Two Sisters	do	San Jacinto	Actg. Master T. Chatfield	Between Cedar Keys and Anclote Keys.

The lighter *Carmita* and sloop boat *Julia* are dropped from the squadron list, as they ought not really to have been placed there in the first instance.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Healy, U. S. Navy, to assume command of U. S. schooner Beauregard.

U. S. FLAGSHIP SAN JACINTO,
Key West, March 20, 1864.

SIR: Your orders of March 7 are hereby revoked, and you will relieve Acting Master Burgess in command of the schooner *Beauregard.*

Your attention is called to the 20th article of the Revised Regulations for the government of this squadron.

Respectfully, THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Acting Master EDW. C. HEALY, U. S. Navy.

Report of Acting Ensign Sears, U. S. Navy, commanding U. S. S. Honeysuckle, regarding the capture of the sloop Florida.

U. S. S. HONEYSUCKLE,
At Sea, Lat. 25° 28', Long. 83° 54', March 20, 1864.

SIR: I beg to report to you the capture of the sloop *Florida* by this vessel under the following circumstances. No other vessel in sight at the time:

March 20, 5 p. m., made a sail to the windward, bearing E. S. E.; went in chase. At 6 p. m. came up with and boarded her; she proved to be the Confederate sloop *Florida*, from Havana, bound "nowhere in particular," as the captain said. No papers found; general cargo consisting of powder, shot, nails, coffee, etc. The crew consisted of two men who, by their own confession, are old blockade runners. We took the vessel in tow as a prize. Acting Master's Mate Oliver S. Brock

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took charge with a prize crew with orders to proceed to Key West and deliver the vessel up to the U. S. prize commissioners.

Very respectfully, your obedient servant,

CYRUS SEARS,
Acting Ensign, Commanding.

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

Reports of Lieutenant-Commander McCauley, U. S. Navy, commanding U. S. S. Tioga, regarding the capture of the sloop Swallow, from Combahee River, South Carolina.

U. S. S. TIOGA,
Off Elbow [Cay] Light, March 20, 1864.

ADMIRAL: This morning while lying off Elbow [Cay] light, in latitude 26° 33′ N., longitude 76° 25′ W., this vessel overhauled and captured the sloop *Swallow*, from the Combahee River, S. C., bound to Nassau, New Providence. We found on board of her 180 bales cotton, 80 barrels rosin, and 25 boxes tobacco. She had also on board an old set of Confederate colors. No papers were found. I have sent the prize to Boston in charge of Acting Ensign Bingham and four men. You will see that of the men sent, the time of three will be out within thirty days. Also find enclosed description of prisoners taken in prize.

I am, very respectfully, your most obedient servant,

E. Y. MCCAULEY,
Lieutenant-Commander, U. S. Navy, Comdg. U. S. S. Tioga.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. East Gulf Blockdg. Squadron, Key West, Fla.

U. S. S. TIOGA,
Off Elbow Cay, Bahama Banks, March 21, 1864.

ADMIRAL: Yesterday afternoon I sent to market the first invoice of this year's crop from your plantation in these arables, consisting of 180 bales cotton, 80 barrels rosin (Confed. "rawsom"), 25 boxes tobacco, making about the most valuable prize the "Tidy" has yet captured. It was done up in a sloop [*Swallow*] of about 100 tons, from Combahee River, South Carolina, bound to Nassau. A dozen Confederacies were on board, of whom the captain and one man were sent north for the usual general good. They had been out nine days and had on board at the time of capture half peck black beans, half peck moldy bread, and a very little coffee, so that the beggars should be grateful to us for our trouble, as they might have starved before getting in. I sent her north in charge of Ensign Bingham and four men whose time will be out next month, taking care to advise commander navy yard and Secretary of Navy as you directed, but told Mr. B. to try and bring me back four men with longer terms from receiving ship if he could do it by coaxing, etc. I think I did right in sending her to Boston, as there was no necessity of her paying a tax to our loving friends—lawyers and marshals and company—at Key West, and the sloop herself will bring $2,000 for the Quincy trade at Boston.

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The *Tioga* is much improved by your attentions to her last time at Key West. She used to steam 7 knots without the blower; she now makes nearly 9. I have not had a chance to try her full speed save that we overhauled the *Oriental* the other day, hand over fist.

The sloop had a large set of Confederate colors on board, so that she won't be "Don José'd" by the land sharks of Yankeeville.

I believe the young man Temple don't share in this prize; will you please present him with my regards, etc.

It has blackened up and barometer falling low, heavy squalls of wind and rain, and we are using the blower (*Honi soit qui mal y pense*) to get on the Great Bank to receive hospitably the equinox visit. Bless us, how the little darling does roll! She'd make a fine pendulum to time fuzes with. Three sharp rolls to the second!

I write this to send by any accidental schooner we may board en route to Key West. The official communication I will hand you.

With kind greeting to all your staff family,

I am, very respectfully, your obedient servant,

ED. Y. MCCAULEY.

Report of Lieutenant-Commander McDougal, U. S. Navy, commanding U. S. S. Hendrick Hudson, regarding the sinking of the schooner Wild Pigeon, blockade runner.

U. S. S. HENDRICK HUDSON,
Key West, April 14, 1864.

SIR: I have to report that on the morning of the 21st ultimo, just before daylight, a schooner was discovered about 2 miles distant from us. Running down for her immediately, and maneuvering to speak and ascertain her character, her captain suddenly luffed across my bows, and in spite of all I could do to prevent it, by backing and using the helm, I struck the schooner directly amidships, sinking her in about three minutes. All the crew were saved excepting one man, who, in a fright, jumped overboard and drowned before I could lower a boat to pick him up. In the collision the stem of this vessel was slightly damaged. I learned the following particulars concerning the schooner from the captain and crew: Schooner *Wild Pigeon*, 37 tons, from Havana, bound to any Confederate port on the Florida coast. Assorted cargo, rebel papers, and a rebel flag on board. As all on board claimed to be foreigners, I put them ashore about 40 miles from Tampa, first searching them and taking all their money with the exception of the amount allowed by the court, and recommended them to seek the protection of their respective consuls. The damage done my stem made it imperative on me to go to the nearest place for repairs, which was Tampa Bay, and after concluding the work I again went to sea. One of the blockade runners being a carpenter, I retained him to assist in the work, and brought him to this place, as a witness in the case. The money taken from the prisoners, which consisted of $726, Confederate money, 4 doubloons, 1 half, 1 quarter, and 1 eighth doubloon, and $3.18 in silver, I have turned over to the prize commissioner and taken his receipt for the same. I will also add that three of

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the men taken were captured in endeavoring to run the blockade in the *Laura*, and that this was at least their second attempt.

I am, respectfully, your obedient servant,

CHARLES J. McDOUGAL,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

[Report of same date and like tenor to the Secretary of the Navy.]

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Fleming, U. S. Navy, commanding U. S. S. Sagamore, in reference to a suggested expedition to Suwanee River for the capture of cotton.

U. S. FLAGSHIP SAN JACINTO,
Key West, March 24, 1864.

SIR: Alex. Odum, a refugee sent down here from the *Nita*, professes to be the owner of Clay Landing, together with a large tract of land thereabouts; to be a pilot for the Suwanee River; to know where some 300 bales of cotton are stowed in that vicinity, and to be able and anxious to conduct a force up the river for its capture, and at the same time to bring away his family and effects.

He represents that the place is wholly without military guard, but, on the other hand, it is understood here from different sources that the rebel troops are returning to their former stations as coast guard.

I send the man back to you by the *Honduras* that you may judge of the probable feasibility of such an undertaking, and if confident of success that you may attempt it with the combined force of the *Sagamore* and *Nita*. Should you deem it expedient to make the attempt, you are hereby authorized to enter Odum on your books as pilot, at $60 a month, from this date until his return to Key West.

The difficulties that occur to me, and against which you will have to guard, are as follows: We have no assurance of Odum's fidelity, beyond his having taken the oath of allegiance. The banks of the Suwanee may be again well guarded, and an ambush attempted upon our party; or, if not, the cotton might be burned on our approach. If a boat expedition were sent up by night, the distance and the current would probably keep them en route until daylight, or later, when our men would be too much fatigued either to resist a considerable force or to carry off the cotton before such a force could be gathered in from the neighborhood. It might, perhaps, be possible to conceal our party throughout the day in the vicinity, and to make the descent with the men refreshed at daylight the next morning.

You will exercise a sound discretion in this matter, after getting all the information possible. One of the tenders can, if necessary, continue the blockade of Cedar Keys during your absence.

Respectfully,

T. BAILEY,
Acty. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

Lieutenant-Commander CHARLES E. FLEMING, U. S. Navy,
Commanding Gunboat Sagamore.

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Letter from Acting Rear-Admiral Bailey, U. S. Navy, to Rear-Admiral Farragut, U. S. Navy.

U. S. FLAGSHIP SAN JACINTO,
Key West, March 24, 1864.

MY DEAR ADMIRAL: Your letter of the 14th instant and the one by the *Bermuda* without date are received. The extraordinary expedition of General Gillmore to East Florida, without intimation or informing us or General Banks, has met the fate of other ill-contrived enterprises. The troops have been whipped. With the 1,500 men which you tell me could have been spared from Pensacola with the necessary transports under the protection of our gunboats, a landing could have been made at St. Marks, Tallahassee captured, and such a diversion contrived as to have made success to Gillmore's column more than probable.

A refugee from the enemy's lines informs me that the first intimation they had of the expedition was through the columns of the New York Times, which induced Beauregard to dispatch 9,000 men from Savannah by the Florida Railroad to the assistance of General Fin[e]gan.

When I heard of Gillmore's landing at Jacksonville I proposed to General Woodbury to make a diversion in his favor, but he had no transport and no troops to spare. My vessels were at the time cruising, repairing, or so situated on blockade that to withdraw them would open the ports; anyhow, the information reached me so late that it would have been of no avail.

I reciprocate with you in perfectly ignoring personal interests or private feeling, but going in with heart and soul for the good of the service and the perpetuation of the nation in its entirety.

Nothing will please me more than to hoist once more the square red flag and lead the van of your squadron into Mobile Bay, to the capture of forts Morgan and Gaines, as well as the city. Put me down for two chances, as the jackass said to the monkey at the lion's ball. I appreciate your kind invitation to join you when the big fight is to come off, and will be ready with the *San Jacinto* and what gunboats may be in hand at the time you notify me, unless the *Georgia* and *Florida*, rebel privateers which have escaped from France, shall be at the time menacing commerce in my neighborhood or some unforeseen danger on my station shall prevent.

I enclose herewith the names and draft of the suitable vessels to take with me, if within reach and available at the time you make the call.

If they can not be spared, I will be obliged to you for a gunboat, as you suggest.

I can make no suggestions without consultation and knowing what tools we shall have to work with, but when you get the necessary troops to land, cut off and isolate Fort Morgan, and afterwards Fort Gaines. I am subject to your call, or even without the latter.

Trusting that your health and usefulness may be preserved to the country for many years,

I remain, your friend and obedient servant,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

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Report of Acting Master Van Sice, U. S. Navy, commanding U. S. S. Sunflower, regarding the capture of the sloop Josephine (formerly Kate Dale).

U. S. S. SUNFLOWER,
Tampa Bay, March 28, 1864.

SIR: I have the honor to report the capture of the sloop *Josephine* (formerly the *Kate Dale*), with 7 bales of cotton (6 sea island and 1 upland), from Tampa, bound to Havana, in Sarasota Sound, on the 24th instant. The particulars are as follows: Having learned that she was about ready to start from Tampa, I sent an expedition to Sarasota, consisting of the schooner *Stonewall*, Acting Master H. B. Carter; the armed cutter of this vessel, and the armed launch of the bark *J. L. Davis*, the boats going inside, under command of Acting Ensign George C. Campbell, and the schooner outside, both to meet at Sarasota, the object being to intercept and capture the sloop and to make a reconnoissance for salt works. She was taken as above by the armed boats of the *Stonewall* and this vessel, the launch of the bark *J. L. Davis* being in signal distance at the time of capture. I beg to enclose herewith the report of Acting Master H. B. Carter, and at the same time wish to commend the zeal and vigilance displayed by Acting Master H. B. Carter and Acting Ensign George C. Campbell in accomplishing the most important object of the expedition.

Before the boats got to her the captain and pilot got ashore and escaped. The three persons found on board I send down. They were interested in the cotton and acted very well at the time of the capture, having prevented the captain from setting fire to her, although the kindling wood was already laid and they had plenty of time to have set her on fire and made their escape before the boats got to her.

Very respectfully, your obedient servant,

EDWARD VAN SICE,
Acting Master, Commanding.

Acting Rear-Admiral T. BAILEY,
Commanding Eastern Gulf Blockdg. Squadron, Key West, Fla.

Report of Acting Master Carter, U. S. Navy, commanding U. S. schooner Stonewall, regarding expedition in Sarasota Bay and capture of the sloop Josephine, from Tampa.

U. S. SCHOONER STONEWALL,
Tampa Bay, March 28, 1864.

SIR: I have the honor to submit the following report: At 10 a. m., 23d instant, got underway and stood out the S. W. Channel. At 1:15 p. m. passed Longboat Inlet. In consequence of the heavy sea on the bar, could not communicate with the boats, but sighted them. Stood on down the coast, wind N. N. W. At 4:30 p. m. came to anchor outside the bar at Sarasota Inlet. At 4 p. m. the launch and cutter came out of New Cut [Pass] and stood for the schooner, wind E. Communicated with Acting Ensign G. C. Campbell; gave him orders to go inside and camp; through the night fresh breezes from east.

Thursday, March 24, at 8:30 a. m., boats stood out the channel to sound; found plenty of water for the schooner. Got underway and

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stood in, and anchored abreast the fish houses. Acting Ensign G. C. Campbell, the pilot, and myself went in the boat to sound up the bay; found plenty of water. Went back to the schooner and got underway. Gave orders to Acting Ensign G. C. Campbell in the launch to go ashore at the fish houses to camp—would set signal when wanted launch. When abreast of Whittaker's house, owing to the tide falling, schooner grounded. Blowing fresh from S. E., but no sea on. At 12:30 p. m. lookout reported a sloop standing down the bay. At once started two boats in chase, in charge of Acting Master's Mate John A. Fleming, of this vessel. At 1:15 p. m. made signal for launch. At 2 p. m. launch got alongside; sent her in chase of the sloop when Acting Ensign G. C. Campbell spoke the sloop; found that Acting Master's Mate John A. Fleming had taken her. She proved to be the sloop *Josephine*, from Tampa for Havana, with 7 bales of cotton. The captain and pilot escaped by jumping overboard, taking the spyglass and rebel flag, leaving 3 men on board. At 4:30 p. m. launch returned to the schooner. At 5 p. m. the prize anchored close to schooner; left Acting Master's Mate John A. Fleming and cutter's crew in charge of prize; through the night strong breezes from S. E. Friday, March 25, at 2:30 a. m. schooner floated; ran out a kedge, hauled her into 2 fathom's of water, and came to anchor. At 9 a. m. wind shifted to W. S. W., with heavy rain. At 11:30 a. m. weather clearing; Acting Ensign G. C. Campbell in the launch and myself in the cutter, proceeded to land. At 11:45 a. m. landed under cover of howitzer, threw out pickets, and reconnoitered about 2 miles in the rear of Whittaker's house. Seeing nothing suspicious, returned to the boats and proceeded to the schooner. At 2:40 p. m. got underway with boats in tow and came to anchor abreast fish houses, the prize astern; sent the launch ashore to camp; through the night fresh breezes from west. Saturday, March 26, at 4:15 a. m., wind shifted to N. W., blowing strong; got underway and stood down close to the bar; came to anchor; through the night strong breeze from north. Sunday, March 27, at daylight moderating; sent word to Acting Ensign G. C. Campbell to have all ready to start up the bay when the cutter returned; got underway, sent cutter ahead to sound, got halfway across the bar, when schooner grounded; ran out a kedge and hauled the schooner off; a sail in sight standing down the coast. At 11:30 a. m. spoke U. S. S. *Sunflower;* went on board and reported to Acting Master Ed. Van Sice. Expended three rounds of howitzer ammunition. I would beg leave to state that I received every assistance from Acting Ensign G. C. Campbell in forwarding the object of the expedition.

Very respectfully, you obedient servant,

H. B. CARTER,
Acting Master, Commanding U. S. S. Stonewall.

Acting Master ED. VAN SICE,
Commanding U. S. Sunflower.

Letter from the Assistant Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, regarding the prisoner, Pilot Edward J. Norville.

NAVY DEPARTMENT, *March 29, 1864.*

SIR: Lieutenant-Commander Mayo has called my attention to the case of Edward J. Norville, who, it is stated in the papers, was recently

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captured by the *San Jacinto.* He says Norville is a branch pilot for Mobile Bay, its approaches and confluents, and was captured in schooner *Ripple* by the *Kanawha*, but released, it is understood, on parole by Commander Gibson, of the *Potomac.* This man should be well taken care of and his release a second time guarded against.

Very respectfully, etc.,

G. V. Fox,
Assistant Secretary of Navy.

Acting Rear Admiral T. BAILEY,
Comdg. Eastern Gulf Blockading Squadron, Key West.

Stations of vessels composing the East Gulf Blockading Squadron, April 1, 1864.

Vessel.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	East Pass, St. George's Sound.
Beauregard	Schooner	Actg. Master E. C. Healy	Between Cape Canaveral and Jupiter Inlet.
Clyde	Steamer	Actg. Vol. Lt. Q. A. Hooper	On the ways at Key West.
Dale	Ship	Comdr. R. Handy	Ordnance storeship, Key West.
De Soto	Steamer	Capt. G. H. Scott	Latitude 28° 30′, between longitude 77° and 79°.
Eugenie	Schooner	Actg. Master W. McClintock	Guard vessel at Key West.
Fort Henry	Steamer	Actg. Vol. Lt. I. B. Baxter	Repairing at Key West.
Gem of the Sea	Bark	Actg. Vol. Lt. C. H. Rockwell	Charlotte Harbor.
Hendrick Hudson	Steamer	Lt. Comdr. C. J. McDougal	Latitude 27°, between longitude 84° and 86°.
Honduras	....do	Actg. Vol. Lt. T. R. Harris	Supplying the squadron.
Honeysuckle	....do	Actg. Ensign C. Sears	Repairing boilers at Key West.
Huntsville	....do	Lt. Comdr. R. Chandler	About sailing for latitude 28°, between longitude 76° and 78°.
J. L. Davis	Bark	Actg. Master W. Fales	Tampa Bay.
J. S. Chambers	Schooner	Actg. Master L. Nickerson	West Pass, St. George's Sound.
Marigold	Steamer	Actg. Master L. D. D. Voorhees	Gone to assistance of steamer Ericsson.
Nita	....do	Act. Vol. Lt. R. B. Smith	Repairing boilers at Key West.
Pursuit	Bark	Actg. Vol. Lt. W. P. Randall	St. Joseph's Bay.
Restless	.....do	Act. Vol. Lt. W. R. Browne	St. Andrew's Sound.
Roebuck	.....do	Actg. Master J. Sherrill	Off Indian River.
Sagamore	Steamer	Lt. Comdr. C. E. Fleming	Cedar Keys.
San Jacinto	.....do	Lt. Comdr. J. N. Quackenbush	At Key West.
Somerset	.....do	Act. Vol. Lt. W. Budd	West Pass, St. George's Sound.
Stars and Stripes	.....do	Actg. Master W. G. Wright	Repairing at Key West.
Sunflower	.....do	Actg. Master E. Van Sice	Tampa Bay.
Tahoma	.....do	Lt. Comdr. D. B. Harmony	Off St. Marks.
Tioga	.....do	Lt. Comdr. E. Y. McCauley	Lat. 27° 30′, between long. 75° and 77°.
Wanderer	Schooner	Actg. Master C. T. Somes	Hospital vessel, Key West.

TENDERS.

Name.	Class.	Attached to—	Commanding officer.	Where stationed.
Annie	Schooner	Tahoma	Actg. Master J. S. Williams	Ocklockonee River.
Ariel	...do	San Jacinto	Actg. Master J. J. Russell	Between Estero Bay and Cape Sable.
Fox	...do	.....do	Actg. Master C. T. Chase	Between Aucilla River and Cedar Keys.
Rosalie	Sloop	Gem of the Sea.	Actg. Master P. F Coffin	Charlotte Harbor
Sea Bird	Schooner	San Jacinto	Actg. Master C. P. Clark	Long 85°, between lat. 24° and 26°.
Stonewall	...do	Sunflower	Actg. Master H. B. Carter	Between Tampa Bay and Charlotte Harbor
Two Sisters	...do	San Jacinto	Actg. Master T. Chatfield	Between Cedar Keys and Tampa Bay

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Report of Lieutenant-Commander Fleming, U. S. Navy, commanding U. S. S. Sagamore, regarding boat expedition and chase and destruction of schooners.

U. S. S. SAGAMORE,
Off Cedar Keys, Fla., April 2, 1864.

SIR: I have the honor to report that on the morning of the 28th ultimo a schooner was discovered by our masthead lookout, bearing to the southward and eastward, and as she was in shoaler water than this vessel could run in I sent three boats to intercept her, as she was evidently bound in to one of the rivers that empty on this part of the coast. Toward night, two of the boats returned after an unsuccessful chase of five hours and a half, and as the weather looked threatening, with the barometer falling, I felt much concerned about the safety of the crew in the absent boat, and this was considerably increased by the state of the weather during that night, the next day, and the succeeding one, for it blew furiously, with heavy rain squalls and an ugly sea running.

On the morning of the 31st the boat returned to the ship, the crew having undergone severe suffering from hunger and exposure, but they did their duty nobly under all their trials, and moreover were successful in destroying two schooners (with their cargoes) attempting to run the blockade. The officer in charge of the boat, Acting Master's Mate Francisco Silva, is entitled to great credit for the skill, perseverance, and energy he displayed, and I take pleasure in commending him to your favorable notice. Please find enclosed herewith a copy of his report. The ship's papers of the schooner *Etta*, with some other articles, together with two men taken from her, I send to Key West by the steamer *Honduras*. One of the men (Thomas Martin), you will observe, has his name entered on the shipping articles as mate, but he says he did not serve in that capacity; the other one's name (William Kelly) does not appear there at all; they both claim to be British subjects.

Very respectfully, your obedient servant,

CHAS. E. FLEMING,
Lieutenant-Commander, Commanding.

Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

NOTE.—There were no means of ascertaining the name of the first schooner burned.

C. E. F.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding two expeditions in St. Andrew's Bay for the destruction of salt works, April 2 and 12, 1864.

No. 131.] U. S. FLAGSHIP SAN JACINTO,
Key West, April 21, 1864.

SIR: Acting Volunteer Lieutenant William R. Browne, commanding the bark *Restless* at St. Andrew's Sound, reports the result of two more expeditions, made under his orders, to harass the enemy in that vicinity.

The first consisted of 8 refugees, in a dugout canoe, who ascended the Wetappo River some 20 miles to White Bluffs [White's Bluff]

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and there destroyed about 2,000 bushels of salt, brought away the sacks, and captured a barge 36 feet long, 11 feet beam, and 3 feet deep, sloop rigged and decked, which he is fitting up with a howitzer for further operations. A heavy rain had fortunately driven the cavalry guard away from the place for shelter, so that no resistance was offered. Twenty-three refugees were brought off.

The other expedition consisted of 22 men in the boats of the *Restless*, who proceeded up East Bay during another heavy rain storm, which had again sent the guard to look for shelter. They succeeded in destroying two Government salt works, with 300 bushels of salt and about the same quantity of corn and meal, without opposition and brought off one contraband.

Acting Volunteer Lieutenant Browne reports that there are five companies of rebel troops in that vicinity to guard the salt works, and that these works are rebuilt as fast as he destroys them.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blckdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Volunteer Lieutenant Browne, U. S. Navy, commanding U. S. bark Restless, regarding the result of two expeditions in St. Andrew's Bay, April 2 and 12, 1864, for the destruction of salt works.

U. S. BARK RESTLESS,
St. Andrew's Bay, Fla., April 14, 1864.

SIR: I have the honor to make the following report: Ascertaining that a salt barge we have attempted to capture several times but failed—from our ignorance of her exact locality—was moored up the Wetappo River, near the Government salt house at White Bluffs, 61 miles from this ship, I determined to make another trial in hopes that by the assistance of some Union refugees, who knew the exact position and who volunteered to accompany us, we might accomplish our object this time. Accordingly I fitted out an expedition of refugees, 8 in number (3 of which had previously entered the service), deeming it more prudent to intrust it to them than to expose my own officers and men in an enemy's country so far from the vessel, where I was satisfied that at least one company of cavalry and one of infantry were to be either attacked or shunned, they serving as a guard at the salt house, in which were stored from 1,500 to 2,000 bushels of salt. Having provided the men with shotguns belonging to themselves, with the exception of 3 attached to this vessel, who were furnished with rifles, and taking the precaution to supply them also with 3 axes to cut away trees which were felled across the river at short distances for 5 or 6 miles below the barge, they proceeded on their mission on the evening of the 31st of March in a canoe or dugout we had previously captured. They did not arrive at the head of the Wetappo, where the barge lay, until the morning of the 2d, owing to the obstructions in the river, which had to be cleared in order to bring her out. Fortunately for our party, a heavy rain storm set in and the cavalry company had just left the premises for a place of more shelter from the storm and were absent the whole day, which enabled our party to empty all the salt from the storehouse in the river and bring off the sacks, which occupied nearly the whole day, not one person appearing to molest them.

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Having accomplished their object, they jumped into their bateau (which pulled 4 oars and is fast) and the remaining men in the barge, and proceeded on their way down, slowly poling and towing the barge down a very narrow and crooked river for more than 20 miles. On their way down they were detained in some places two hours by new obstructions occasioned by the heavy storm, but having picked up some 23 persons, men, women, and children (Union refugees) in their raid, they were enabled to surmount all difficulties and arrived safely in sight of the ship at sundown of the 4th. One of the party having previously landed and walked to the seabeach in sight of the ship, communicated the affair to me, when I immediately sent off the first and second cutter to their assistance. The wind being ahead, she was towed from Davis Point to the island abreast of the ship and anchored at midnight. The next morning I examined her and found her to be just such a vessel as we are in need of for this place, being obliged to go with the ship up the different arms of the bay when we want wood to cover our wooding party, as it has come to my knowledge that persons are secreted in the woods watching an opportunity to kill some of our men in retaliation for the injuries we have done them. She is nearly a new barge, 36 feet long, 3 feet deep, and 11 feet beam, built of 2-inch yellow-pine plank, and is perfectly tight, sloop rigged, and has an open hatch amidships 12 feet long, in which I have built a platform and laid a circle for our 12-pounder howitzer, which can be fired from almost any point of the compass. She has new lug mainsail, which I have altered to a boom mainsail, and have made a new mast and bowsprit and given her a jib. I have also built lee boards 4 feet wide and 5 feet deep, and think that she will work admirably. She will be ready by the 8th, and would be just the sort of craft for covering parties of men landing to destroy the extensive salt works which are constantly being put up on the numerous arms of this bay, her draft being only 13 inches, with 30 men provisioned for one week. I have further to report that boats are being built up the bay for the purpose of keeping deserters from coming to us. On the evening of the 12th I fitted out an expedition of 22 men to go up East Bay for the purpose of destroying some boats and 2 large Government salt works. They saw no boats, but learned they were in West Bay and that there were 5 companies of rebel soldiers—3 of cavalry, and 2 of infantry—there to protect them and the salt works (which are being put up as fast as we destroy them, the location being so good). The expedition proved a success as far as the salt works were concerned, and Acting Ensign Henry Eason deserves great credit for the manner in which he conducted the expedition. They succeeded in destroying two large Government works which employed a large number of hands. They also destroyed a storehouse containing 200 bushels corn, 300 bushels salt, and 50 bushels meal. One contraband joined the expedition and claimed our protection. They did this during a heavy rain storm without expending a single cartridge. I have also pleasure in speaking of Rodney H. Powers, surgeon's steward, and John Fort, yeoman, who took a very active part in the destruction of the salt works and storehouse.

Very respectfully, your obedient servant,

W. R. BROWNE,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

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Order of the Secretary of the Navy to Commander Shufeldt, U. S. Navy, commanding U. S. S. Proteus, to cruise between Bermuda and Nassau.

NAVY DEPARTMENT, *April 5, 1864.*

SIR: Proceed to sea with the U. S. S. *Proteus* and cruise between Bermuda and Nassau, New Providence, for the protection of our commerce and to intercept vessels engaged in violating the blockade, until your coal shall be nearly exhausted, and then proceed to Key West and report to Acting Rear-Admiral Theodorus Bailey for duty in the Eastern Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander R. W. SHUFELDT, U. S. Navy,
Commanding U. S. S. Proteus, New York.

Report of Acting Master Healy, U. S. Navy, commanding U. S. schooner Beauregard, regarding the capture of the British schooner Spunky.

U. S. SCHOONER BEAUREGARD,
St. Augustine, April 9, 1864.

SIR: I have the honor to make the following report. On the 7th, while cruising off Cape Canaveral, the cape then bearing south by west 14 miles distant, I discovered a small schooner to the northward and eastward. I immediately gave chase and at 9 p. m. came up with and boarded her. She proved to be the English schooner *Spunky*, of Nassau, New Providence, from Mosquito Inlet, bound to Green Turtle Cay, Bahamas, with a cargo consisting of 12 bales of cotton. I seized her as a prize and took her to St. Augustine for adjudication.

There were no vessels or boats in sight at the time of the capture.

I am, very respectfully, your obedient servant,

E. C. HEALY,
Acting Master, Commanding.

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

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, commanding U. S. S. Tioga, to cruise in search of the C. S. S. Florida.

U. S. FLAGSHIP SAN JACINTO,
Key West, April 9, 1864.

SIR: From information received there is reason to believe that a rebel privateer, supposed to be the *Florida*, is somewhere in this vicinity. You will therefore proceed to sea with all possible dispatch, and go first to the Double Headed Shot Cays, where you will endeavor to procure information; and failing that, you will cruise for about twenty-four hours between Salt Key [Cay Sal] Bank and the coast of Cuba, with a view to communicating with the *Pochatan* and getting later news from Havana. Should you learn nothing more from these sources,

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you will proceed to the northward, along the edges of the [Bahama] Banks and continue the search for her so long and so far as the information you may receive and a sound discretion will warrant you in so doing. When, in your opinion, the circumstances render a longer search not advisable, you will proceed to execute your previous orders.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Lieutenant-Commander EDW. Y. MCCAULEY, U. S. Navy,
Commanding Gunboat Tioga.

Orders of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Temple, U. S. Navy.

U. S. FLAGSHIP SAN JACINTO,
Key West, April 10, 1864.

SIR: You will assume command of the *San Jacinto* and proceed to sea with all dispatch for the purpose already explained to you.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Lieutenant-Commander WM. G. TEMPLE, U. S. Navy,
Fleet Captain East Gulf Blockading Squadron.

U. S. FLAGSHIP SAN JACINTO,
Key West, April 13, 1864.

SIR: You will resume your duties as captain of the fleet.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Lieutenant-Commander WM. G. TEMPLE, U. S. Navy,
Commanding Steamer San Jacinto.

Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Nita, regarding the capture of schooner Three Brothers.

U. S. S. NITA,
Cedar Keys, Fla., April 13, 1864.

SIR: I have the honor to report that at 4:30 p. m. of April 11, 1864, while running along St. Martin's Reef, I discovered a schooner at anchor near the mouth of the Homosassa River. At 5:45 p. m., being unable to steer directly for her on account of the intervening reef, sent both boats, in charge of Acting Ensign J. Hancock, to board her. At 6 p. m. we cleared the reef and steered directly for the schooner. At 6:30 p. m. the schooner made all sail and steered E. S. E. in toward, and afterward S. E. partly along, the land, the wind at the time being W. N. W. At 6:50 p. m., being in 5½ feet water, I fired two shells at the schooner, one of which struck very near her. At 7 p. m. we

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grounded in 5 feet water and fired another shell, the schooner being partly perceptible in the dark. 8:20 p. m., Mr. Hancock (in the cutter) hailed the schooner and ordered him to heave to. They not complying with the order, Mr. H. fired several volleys of musketry at them, which induced them to let go the anchor and haul down sails about 8:40 p. m., when he boarded and took possession of her as a prize. The gig reached her some time afterwards, having been detained by her leaky condition, several times having to stop to bail her out. At ten minutes past midnight the cutter returned, bringing three prisoners from the schooner (which proved to be the *Three Brothers*, from Havana, with an assorted cargo and three passengers). The captain and passengers had landed and taken with them a package, said to be a 6-pounder gun. One of the prisoners called himself Charles Mashon and conducted himself very badly, using the most insulting language, threatening the lives of officer and crew, cursing the Yankees and the President, etc. I put him in double irons and confined him below during the night. I send him, with two others, by the *Honduras*. He (Mashon) came on board the schooner from the shore for the purpose of piloting her into Bayport, [Fla.]. At 4:30 a. m. of 12th this ship floated, and at daylight I ran out into 9 feet of water. At same time discovered the prize, bearing S. E., about 12 miles from us, under all sail, standing toward us with a moderate easterly wind. At 10:15 a. m. she passed within hail and received orders to proceed to Cedar Keys, where we both arrived last evening.

No papers or colors have been found on board.

Very respectfully, your obedient servant,

R. B. SMITH,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

[Report of same date and like tenor to the Secretary of the Navy.]

Semimonthly report of the position of the vessels of the East Gulf Blockading Squadron, April 15, 1864.

Name.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	East Pass, St. George's Sound.
Beauregard	Schooner	Actg. Master E. C. Healy	Between Jupiter Inlet and Cape Canaveral.
Clyde	Steamer	Actg. Vol. Lt. Q. A. Hooper	Latitude 25° 30′, between longitude 83° and 85°.
Dale	Sloop of war.	Commander R. Handy	Ordnance storeship at Key West.
De Soto	Steamer	Captain G. H. Scott	Repairing and coaling at Key West.
Eugenie	Schooner	Actg. Master W. McClintock	Guard vessel at Key West.
Fort Henry	Steamer	Actg. Vol. Lt. I. B. Baxter	Fitting out at Key West.
Gem of the Sea	Bark	Actg. Vol. Lt. C. H. Rockwell	Charlotte Harbor.
Hendrick Hudson	Steamer	Lt. Comdr. C. J. McDougal	About sailing on a cruise from Key West.
Honduras	....do	Actg. Vol. Lt. T. R. Harris	Supplying the squadron.
Honeysuckle	....do	Actg. Ensign C. Sears	Latitude 26°, between longitude 84° and 86°.
Huntsville	....do	Lt. Comdr. R. Chandler	Latitude 28°, between longitude 76° and 78°.
J. L. Davis	Bark	Actg. Master W. Fales	Tampa Bay.
J. S. Chambers	Schooner	Actg. Master L. Nickerson	West Pass, St. George's Sound.
Marigold	Steamer	Actg. Master L. D. D. Voorhees	Harbor duty at Key West.
Nita	....do	Actg. Vol. Lt. R. B. Smith	Off Suwanee River.
Pursuit	Bark	Actg. Vol. Lt. W. P. Randall	St. Joseph's Bay.
Restless	....do	Actg. Vol. Lt. W. R. Browne	St. Andrew's Sound.
Roebuck	....do	Actg. Master J. Sherrill	Off Indian River.

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Semimonthly report of the position of the vessels of the East Gulf Blockading Squadron, April 15, 1864—Continued.

Name.	Class.	Commanding officer.	Where stationed.
Sagamore	Steamer	Lt. Comdr. C. E. Fleming	Cedar Keys.
San Jacinto	do	Lt. Comdr. J. N. Quackenbush.	Coaling at Key West.
Somerset	do	Actg. Vol. Lt. Wm. Budd	West Pass, St. George's Sound.
Stars and Stripes	do	Actg. Master W. G. Wright	Repairing at Key West.
Sunflower	do	Actg. Master E. Van Sice	Tampa Bay.
Tahoma	do	Lt. Comdr. D. B. Harmony	Off St. Marks.
Tioga	do	Lt. Comdr. E. Y. McCauley	Latitude 27° 30', between longitude 75° and 78°.
Wanderer	Schooner	Actg. Master's Mate C. T. Somes.	Hospital vessel at Key West.

TENDERS.

Name.	Class.	Attached to—	Commanding officer.	Where stationed.
Annie	Schooner	Tahoma	Actg. Master J. S. Williams.	Off Ocklockonee River.
Ariel	do	San Jacinto	Actg. Master J. J. Russell	Between Estero Bay and Cape Sable.
Fox	do	do	Actg. Master C. T. Chase	Between Aucilla River and Cedar Keys.
Rosalie	Sloop	Gem of the Sea	Actg. Master P. F. Coffin	Charlotte Harbor.
Sea Bird	Schooner	San Jacinto	Actg. Master C. P. Clark	Longitude 88°, between latitude 24° and 26°.
Stonewall	do	Sunflower	Actg. Master H. B. Carter	About to sail for Tampa Bay.
Two Sisters	do	San Jacinto	Actg. Master T. Chatfield	Between Cedar Keys and Anclote Keys.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Quackenbush, U. S. Navy, commanding U. S. S. San Jacinto, for cooperation with the army in the reinforcement of Fort Myers.

U. S. FLAGSHIP SAN JACINTO,
Key West, April 16, 1864.

SIR: The general commanding this district proposes sending reinforcements to Fort Myers in the steamer *Hussar*.

You will be pleased to have the two tenders, *Ariel* and *Two Sisters*, ready to start at a moment's notice, in tow of the *Hussar*, to accompany and assist the expedition, and you will direct the commanding officers of the tenders to cooperate with the army force sent up under the directions of the officer commanding the detachment. When their services are no longer required for transportation or defense of the post, they will proceed to cruise under their previous orders.

Respectfully,

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Lieutenant-Commander J. N. QUACKENBUSH, U. S. Navy,
Commanding Steamer San Jacinto.

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Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Rockwell, U. S. Navy, commanding U. S. bark Gem of the Sea, regarding measures for reinforcement of Fort Myers.

U. S. FLAGSHIP SAN JACINTO,
Key West, April 16, 1864.

SIR: Your communications by the tender schooner *Two Sisters* have been received, and your course in sending her down is approved.

You will be pleased at all times to render such assistance to the military force stationed at Fort Myers as they may require, and as may be consistent with your own duties.

The general commanding this district is about sending up reinforcements, which, it is hoped, will place the garrison at that place in a position to resist successfully any attempt of the enemy to disturb them.

Respectfully,

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Actg. Vol. Lieut. CHAS. H. ROCKWELL, U. S. Navy,
Commanding Bark Gem of the Sea.

Report of Acting Volunteer Lieutenant Browne, U. S. Navy, commanding U. S. bark Restless, regarding cruise in East Bay for the destruction of salt works.

U. S. BARK RESTLESS,
St. Andrew's Bay, Florida, April 22, 1864.

SIR: I have the honor to report that I fitted out the bark on the afternoon of the 17th for a cruise up East Bay to destroy salt works, which are constantly being put up as fast as opportunities occur after we demolish them. She was absent four days, and destroyed very large works, the only establishment in operation there. There are no other works on East Bay at present, and I hardly think they will attempt to make salt on this bay again, as they are aware of our having mounted a howitzer on the barge. There are some few small concerns in operation on West Bay, and I am only waiting an addition to those now there when I shall fit out another expedition, and am in hopes of making quite a formidable raid, one that will make it worth our while to report.

Very respectfully, your obedient servant,

W. R. BROWNE,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral T. BAILEY,
Commanding East Gulf Blockdg. Squadron, Key West, Fla.

Report of Acting Master Chase, U. S. Navy, commanding U. S. schooner Fox, regarding the chase and destruction of the schooner Good Hope near the mouth of the Homosassa River.

U. S. SCHOONER FOX,
Key West, Fla., April 23, 1864.

SIR: I have the honor to report that on the 18th instant, at 12 m., latitude 28° 34′ N., longitude 83° 10′ W., saw a topsail schooner stand-

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ing to the eastward. Made sail in chase, and when within about 2½ miles set our ensign and fired a gun. She set the English ensign, but did not come to.

I afterwards fired eight shot at her, but without effect. She crossed St. Martin's Reef and stood to the northward. Having run into as shoal water as I could, I sent the boat armed, Acting Ensign Jackson in charge, on the inside the reef while I went up outside.

At 5 p. m., finding she could not escape, the schooner was run ashore and abandoned near the mouth of the Homosassa River. Ensign Jackson boarded her, but as there were two armed rebel boats coming out of the river and it was near night, did not think it prudent to try to save her, but set fire to her, fore and aft, and returned to this vessel.

The schooner was the *Good Hope* of about 150 tons burden and laden with salt and a few dry goods.

I laid by until she was entirely consumed.

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

CHAS. T. CHASE,
Acting Master, Commanding.

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

Report of Acting Master Van Boskirk, U. S. Navy, regarding boat expedition from the U. S. bark Pursuit, for the destruction of salt works in St. Joseph's Bay.

U. S. BARK PURSUIT,
St. Joseph's Bay, Florida., April 18, 1864.

SIR: In obedience to your order of this date, I left the bark at 2 o'clock a. m. with the first and second cutters, manned with 22 armed men and with Acting Ensign S. G. Toothaker. Proceeded up St. Joseph's Bay and landed in the vicinity of [Cape] San Blas, about daylight. Left the boats properly manned, and with 18 men proceeded across the peninsula to the light-house. . Found no traces of anything except wild cattle. Proceeded up the beach some distance to avoid the dense swamps through which we struggled on our way over, and on returning found salt works, consisting of a boiler 30 feet long, about 3½ feet in diameter, of heavy wrought iron and divided into three sections, beneath which were three furnaces of brick and mortar. Here were also two shanties, with a quantity of provisions, also carpenter's tools, spyglass, wagon, and firewood. I ordered the destruction of said property and saw it accomplished, except a few articles which I thought might be serviceable on board, and accordingly brought with me to the bark.

As it was now getting late in the day, the men were much fatigued with the march, and I was expected on board, I thought it injudicious to proceed farther, therefore made my way back to the boats and returned to the bark, arriving about 2:30 o'clock p. m.

I desire to add that from observations made on the spot, my impressions are that other salt works may be found in that vicinity and easily destroyed.

Respectfully submitted.

JAMES VAN BOSKIRK,
Acting Master.

Act. Vol. Lieutenant WILLIAM P. RANDALL,
Commanding U. S. Bark Pursuit.

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Report of Acting Master Healy, U. S. Navy, commanding U. S. schooner Beauregard, regarding the capture of British schooner Oramoneta, of Nassau, New Providence.

U. S. SCHOONER BEAUREGARD,
St. Augustine, April 19, 1864.

SIR: I have the honor to make the following report: At 11 p. m. on the 18th instant I received information from some fishermen that there was a schooner inside the bar at Matanzas Inlet, some 20 miles to the southward of this place. I immediately dispatched the gig and cutter, in charge of Acting Ensign H. B. Colby and E. M. Clark, taking one of the fishermen as pilot. They proceeded to the inlet through the night and arrived there at daylight. Found the schooner attempting to get out over the bar, but a few musket shots from the boats brought her to. They boarded and captured her and brought her to St. Augustine for adjudication. She proved to be the English schooner *Oramoneta*, of Nassau, New Providence, from Green Turtle Cay, Bahamas, bound to [New] Smyrna, Fla. She had no cargo of any amount, only 50,000 percussion caps, a few sacks of salt, and one roll of bagging. There were no vessels or boats in sight at the time of the capture.

I am, very respectfully, your obedient servant,

E. C. HEALY,
Acting Master, Commanding.

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

Expedition for the capture of cotton in Suwanee River, April 21, 1864.

Report of Lieutenant-Commander Fleming, U. S. Navy, commanding U. S. S. Sagamore.

U. S. S. SAGAMORE,
Off Cedar Keys, Fla., May 5, 1864.

SIR: I have the honor to report that an expedition sent by me from this vessel on the 21st ultimo to Clay Landing, on the Suwanee River, has returned successful, having captured at that place and brought here 41 bales of sea-island cotton and 68 bales of upland, besides destroying upwards of 300 bales it was impossible to remove, as so much time would have been consumed in the attempt. The cotton not being immediately on the river and the enemy looked for at any moment, our party prudently retired, lest being taken at disadvantage in the narrow parts of the river below, they would, to secure their own safety, have been compelled to abandon the cotton they had already secured.

Acting Ensign C. Carven, the officer in charge, acted, I think, with discretion and promptitude, and the satisfactory manner in which the duty was performed will, I trust, entitle him and those who were with him to favorable notice.

Herewith enclosed please find copy of his report giving particulars.

Very respectfully, your obedient servant,

CHARLES E. FLEMING,
Lieutenant-Commander, Commanding.

Rear-Admiral THEODORUS BAILEY,
Commanding East Gulf Blockading Squadron.

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P. S.—I would respectfully request that a vessel may be placed at my disposal to transport the cotton to Key West; one drawing not over 11 feet water would be the most suitable.

C. E. F.

[Report of same date and like tenor to the Secretary of the Navy.]

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

U. S. GUNBOAT SAGAMORE,
Cedar Keys, Fla., April 26, 1864.

SIR: In obedience to your orders of the 21st instant, I left this vessel on that day at about 11 a. m. in the launch with the howitzer and crew of 15 men, having also in my command Acting Master's Mate F. Silva and 4 refugees (the latter to act as guides and using their own boat) on an expedition up the Suwanee River. I arrived at the mouth of the river about 4 p. m., proceeded up the same about 8 miles and encamped for three hours. I then continued 6 miles farther and reached Fowler's Bluff, where I landed the refugees and sent them to Clay Landing to reconnoiter. I then proceeded up some 3 miles, where, entering a bayou, I concealed the boats among the trees and remained during the day. At dark I stood up to Old Clay Landing (some 4 miles), which was formerly a rebel post. There were signs of a battery having been mounted. I landed in person and examined the place. Finding nothing worth capturing I stood up with boats, passing spiles across the river, with passage in center for vessels. Two miles farther I passed some 10 bales cotton which had been thrown in by the refugees of my party, who had landed below. One-half mile farther up I met the refugees floating down on bales [of] cotton. They told me the rebel agent at the landing had gone for assistance. I took them in the boats and started for the landing, with the intention of burning the cotton. I arrived at that place (situated some 35 or 40 miles from the mouth of the river) at about 1:30 a. m., on the 23d instant. Finding no one there I stationed pickets and rafted 100 bales of cotton belonging to the rebel Government, which I found stored in houses. The men being very much fatigued, and daylight near at hand, I set fire to from 300 to 500 bales cotton, which were stored in four houses, one of which was a steam cotton gin and press. I spared one empty storehouse, as I understood from the refugees it belonged to a sound Union man. I then manned the boats, took the raft in tow, and proceeded down the river. At daybreak, on nearing Old Clay Landing, I made preparations to repel an attack in case information had been conveyed to the enemy. Finding no one there, I directed Mr. Silva to go on shore and set fire to the barracks. Immediately on our getting well clear of the landing a magazine concealed in one of the buildings exploded, blowing it to atoms. I reached Fowler's Bluff about 9 a. m. I sent Mr. Silva and 4 men in the refugees' boat down to the mouth of the river to prevent cotton floating out to sea. I then landed to rest and refresh the men. I seized a lot of old rigging stored here (belonging to the blockade runner *Powerful*, which had been burned some time since off the mouth of the river) to secure my raft of cotton. At 10 a. m. I started down the river, picking up 9 bales of cotton lodged along the banks. I reached

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the mouth of the river at 7 p. m.; was there joined by Mr. Silva. Encamped for the night alongside of the bank. On the morning of the 24th I dropped down the East Pass, reaching the entrance of the pass at 11 a. m. Spent the balance of the day relashing and securing cotton. On the 25th I started for Cedar Keys. At dark encamped on a small key about 8 miles from the ship. This morning at 2:30 I got underway and reached Sea Horse Key at 7 a. m. I left cotton there secured to the wharf and came on board with all hands safe.

I beg leave to state that Acting Master's Mate Francisco Silva rendered the most valuable assistance in forwarding the object of the expedition; also the men under my command conducted themselves in their usual admirable manner.

Very respectfully, your obedient servant,

CHRISTOPHER CARVEN,
Acting Ensign, U. S. Navy.

Lieutenant-Commander CHARLES E. FLEMING,
Commanding U. S. Gunboat Sagamore.

Order of the Secretary of the Navy to Acting Master Rogers, U. S. Navy, commanding U. S. S. Merrimac, to proceed to duty in the East Gulf Blockading Squadron.

NAVY DEPARTMENT, *April 25, 1864.*

SIR: Proceed with the U. S. S. *Merrimac* to Key West and report to Acting Rear-Admiral Theo. Bailey. The *Merrimac* on arriving at Key West is to be turned over to the command of Acting Volunteer Lieutenant William Budd, concerning which transfer Acting Rear-Admiral Bailey has been instructed by the Department.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master W. P. ROGERS, U. S. Navy,
Commanding pro tem., U. S. S. Merrimac, New York.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Cheesman, U. S. Navy, commanding U. S. S. Magnolia, to proceed to duty in the East Gulf Blockading Squadron.

NAVY DEPARTMENT, *April 25, 1864.*

SIR: Proceed with the U. S. S. *Magnolia* to Key West, Fla., and report to Acting Rear-Admiral Theo. Bailey for duty in the East Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant W. S. CHEESMAN, U. S. Navy,
Commanding U. S. S. Magnolia, New York.

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Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Platt, U. S. Navy, to assume command of the U. S. S. Honduras.

U. S. FLAGSHIP SAN JACINTO,
Key West, April 28, 1864.

SIR: You are hereby detached from the *Huntsville*, and you will assume command of the steamer *Honduras*. Your attention is called to the 20th article of the rules and regulations of this squadron.

Respectfully,

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Acting Master JOHN H. PLATT, U. S. Navy.

Instructions for cruising from Acting Rear-Admiral Bailey, U. S. Navy, to Captain Greene, U. S. Navy, commanding U. S. S. San Jacinto, in view of reported movements of blockade runners from abroad.

U. S. FLAGSHIP SAN JACINTO,
Key West, April 28, 1864.

SIR: Information (apparently authentic) has been received here that the rebel Government had, in Bremen, two sailing ships under English colors, viz, the *Ernestine*, Captain Peter Williams, loaded with muskets, rifles, sabers, and ammunition; and the *Edinburg*, Captain J. Baldwin, loaded with tents and medicines. Also a schooner under Italian colors (name not given) loaded with opium, quinine, chloroform, and other medicines, together with dry goods and surgical and mathematical instruments. All these vessels were to have sailed between the 1st and 5th of April for Sisal, Yucatan, and arrangements were commenced by the rebel Government to obtain permission (from General Bazaine, commander in chief of the French forces in Mexico) to land these cargoes at Tampico, and to transport them thence by land to Texas. Such permission, if obtained, was to meet the vessels at Sisal, otherwise they were to take their cargoes to Nassau for shipment to Wilmington, N. C. The agents of the rebel Government to attend to these cargoes are Mr. Lafitte, at Sisal, and Mr. Heyliger, at Nassau, and the original cost of the cargoes is estimated at between $300,000 and $400,000.

So soon, therefore, as the vessel under your command can be got ready for sea, you will be pleased to proceed in her to latitude 21° 35′ N. and longitude 89° 35′ W., where you will anchor (in about 12 fathoms water) and lie with banked fires for the purpose of intercepting these vessels.

In making captures of vessels that you may encounter on the high seas, which may have violated the blockade instituted by the United States Government, or which may afford a reasonable ground of suspicion that they intend doing so, you will be governed by the circulars of the Department, dated May 14, 1862, and August 18, 1863, and by my General Order No. 2, dated January 1, 1863. Should a chase at any time carry you within sight of a neutral country, too much care can not be exercised to determine with accuracy not only your own position, but also that of the vessel chased at different stages of the

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operation, with a view to refuting any false allegations that may be subsequently made by our enemies of a violation of neutral territory.

You will please be as economical with coal as is consistent with an instant readiness to chase any vessel that may come in sight, in order that you may remain as long as possible at sea, and you will return to this port when in want of a further supply, or sooner, if the object of your cruise shall have been earlier completed.

You can, at your discretion, touch in at Sisal, or otherwise communicate with the United States consul there, taking special care to conceal the objects of your cruise and the movements of your vessel, either before resorting to your anchorage or at any other time.

The schooner *Sea Bird*, tender to the *San Jacinto*, sailed from here on the 31st of March, with orders to cruise on the meridian of 88° W. longitude, between the parallels of 24° and 26° N. latitude, with a view to intercepting vessels from Texas, bound to Havana. You are at liberty to take her from that station and to employ her in connection with the *San Jacinto* if you deem it expedient. She may have put in to Sisal, or elsewhere on the coast of Yucatan, for a supply of water.

In the event of your capturing any prizes, you will make such disposition of them as, in your opinion, will be for the best interests of the Government and all others concerned, having regard to the condition of the U. S. district court at this place.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Captain THEO. P. GREENE,
U. S. Navy, Commanding Steamer San Jacinto.

Report of Acting Ensign Sears, U. S. Navy, commanding U. S. S. Honeysuckle, regarding the capture of the British schooner Miriam, of Nassau, New Providence.

U. S. S. HONEYSUCKLE,
At Sea, Lat. 25° 25′, Long. 84° 30′, April 29, 1864.

SIR: I beg to report to you the capture of the English schooner *Miriam*, of Nassau, New Providence, by this vessel, under the following circumstances: April 27, 1864, latitude 23° 56′, longitude 83° 09′, boarded the schoooner *Miriam* from Havana, bound to New Orleans. The officer that boarded her reported the papers correct, but the cargo looked suspicious; allowed her to proceed on her voyage with the determination to watch her movements. Parted company and steered to the S. W. Lost sight of the schooner. At 4 p. m. steered N. W. by N. and at 6 p. m. sighted her again. At that time she was steering by the wind N. N. W. During the night we kept her in sight. April 28 watched her movements; found that at night all lights were concealed and a lookout was kept at the masthead during the day. April 29, at 10 a. m., took bearings of the *Miriam* and went in pursuit of a schooner bearing E. N. E. At 11 a. m. spoke the schooner; then went in pursuit of the *Miriam*, but could not find her on the bearings left; went in search, and at 1 p. m. saw her bearing W., which position she could not have obtained without altering her course after we lost sight of her. At 5 p. m. boarded her and examined the cargo; found that a great portion of the cargo was not on the manifest. I took the vessel in tow as a prize.

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Upon examining the baggage of the officers and crew we found a mail for the Confederate States. One of the men on board was recognized by one of the officers of this vessel as a resident of Savannah, Ga. One of the crew acknowledged that he belonged to that place, also, and that he ran the blockade in January, 1864. The captain had been captured by a boat's crew from the U. S. bark *Roebuck* at Indian River, Fla., while attempting to run the blockade.

The crew consisted of seven persons. There were no vessels in sight at time of capture.

Very respectfully, your obedient servant,

CYRUS SEARS,
Acting Ensign, Commanding U. S. S. Honeysuckle.

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

Cruising instructions from Acting Rear-Admiral Bailey, U. S. Navy, to Commander Shufeldt, U. S. Navy, commanding U. S. S. Proteus.

U. S. FLAGSHIP SAN JACINTO,
Key West, April 30, 1864.

SIR: So soon as the vessel under your command can be got ready for sea, you will proceed to cruise at your discretion (to the northward of 28° latitude and to the eastward of 79° longitude), for the purpose of intercepting and capturing any vessels that you may encounter on the high seas which may have violated the blockade instituted by the United States Government, or which may afford a reasonable ground of suspicion that they intend doing so. The *Tioga* will sail in a few days with similar orders, to cruise to the southward of 28° latitude.

Before proceeding to your station you are at liberty to touch in either at Havana or Matanzas for information that may be useful to you in the performance of this duty.

In making captures you will be governed by the circulars of the Department, dated May 14, 1862, and August 18, 1863, and by my General Order No. 2, dated January 1, 1863, and should a chase at any time carry you within sight of a neutral country too much care can not be exercised to determine with accuracy not only your own position, but also that of the vessel chased, at different stages of the operation, with a view to refuting any false allegations that may be subsequently made by our enemies of a violation of neutral territory. In the event of your capturing any prizes, you will send them to Boston for adjudication, taking every precaution to insure the return of your officers and men to this place, and as early as possible.

You will return here when necessary for a further supply of coal.

You are authorized to employ a pilot by the month, with the usual allowances. The rates of pay prescribed by the Department for pilots are $60, $80, or $100 per month, and should you be obliged to make the payments in gold it should be at an equivalent for one of the above rates of pay computed in greenbacks.

Respectfully,

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Commander R. W. SHUFELDT, U. S. Navy,
Commanding Steamer Proteus.

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Order from Acting Rear-Admiral Bailey, U. S. Navy, to Commander Shufeldt, U. S. Navy, commanding U. S. S. Proteus, modifying his cruising instructions.

U. S. FLAGSHIP SAN JACINTO,
Key West, April 30, 1864.

SIR: Your cruising orders of this date are so far modified that you can cruise anywhere on the Bahama Banks, or to the northward or eastward of them, as far as Crooked Island Passage (which is the limit of my command), as, in your opinion, will best conduce to the objects in view.

Respectfully, THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Commander R. W. SHUFELDT, U. S. Navy,
Commanding Steamer Proteus.

Stations of vessels composing the East Gulf Blockading Squadron, May 1, 1864.

Name.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	East Pass, St. George's Sound.
Beauregard	Schooner	Actg. Master E. C. Healy	Between Jupiter Inlet and Cape Canaveral.
Clyde	Steamer	Actg. Vol. Lt. Q. A. Hooper	Repairing at Key West.
Dale	Ship	Comdr. R. Handy	Ordnance storeship, Key West.
De Soto	Steamer	Capt. G. H. Scott	Lat. 29° 30′, between long. 86° and 88° W.
Eugenie	Schooner	Actg. Master W. McClintock	Guard vessel at Key West.
Fort Henry	Ferryboat	Actg. Vol. Lt. I. B. Baxter	Fitting out at Key West.
Gem of the Sea	Bark	Actg. Vol. Lt. C. H. Rockwell	Charlotte Harbor.
Hendrick Hudson	Steamer	Lt. Comdr. C. J. McDougal	Lat. 29° N., between long. 85° 30′ and 87° 30′ W.
Honduras	do	Actg. Master J. H. Platt	Coaling at Key West.
Honeysuckle	do	Actg. Ensign C. Sears	Do.
Huntsville	do	Lt. Comdr. R. Chandler	Repairing at Key West.
J. L. Davis	Bark	Actg. Master W. Fales	Tampa Bay.
J. S. Chambers	Schooner	Actg. Master L. Nickerson	West Pass, St. George's Sound.
Marigold	Steamer	Actg. Master L. D. D. Voorhees	Harbor duty, Key West.
Nita	do	Actg. Vol. Lt. R. B. Smith	Off Suwanee River.
Proteus	do	Comdr. R. W. Shufeldt	Off N. E. Providence Channel.
Pursuit	Bark	Actg. Vol. Lt. W. P. Randall	St. Joseph's Bay.
Restless	do	Actg. Vol. Lt. W. R. Browne	St. Andrew's Sound.
Roebuck	do	Actg. Master John Sherrill	Off Indian River.
Sagamore	Steamer	Lt. Comdr. C. E. Fleming	Cedar Keys.
San Jacinto	do	Capt. T. P. Greene	Campeche Banks.
Somerset	Ferryboat	Actg. Vol. Lt. W. Budd	West Pass, St. George's Sound.
Stars and Stripes	Steamer	Actg. Master W. G. Wright	Fitting out at Key West.
Sunflower	do	Actg. Master E. Van Sice	Tampa Bay.
Tahoma	do	Lt. Comdr. D. B. Harmony	Off St. Marks.
Tioga	do	Lt. Comdr. E. Y. McCauley	Coaling at Key West.
Wanderer	Schooner	Actg. Master Mate C. T. Somes	Hospital vessel at Key West.

TENDERS.

Name.	Class.	Attached to—	Commanding officer.	Where stationed.
Annie	Schooner	Tahoma	Actg. Master J. S. Williams	Ocklockonee River.
Ariel	do	San Jacinto	Actg. Master J. J. Russell	Caloosahatchee River.
Fox	do	do	Actg. Master C. T. Chase	Between St. Marks and Cedar Keys.
Rosalie	Sloop	Gem of the Sea	Actg. Master P. F. Coffin	Charlotte Harbor.
Sea Bird	Schooner	San Jacinto	Actg. Master C. P. Clark	Long. 88° W., between lat. 24° and 26° N.
Stonewall	do	Sunflower	Actg. Master H. B. Carter	Between Tampa Bay and Charlotte Harbor.
Two Sisters	do	San Jacinto	Actg. Master T. Chatfield	Between Cedar Keys and Tampa Bay.

Respectfully, T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Letter from Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, to Acting Rear-Admiral Bailey, U. S. Navy, regarding the dispatching of U. S. storeship National Guard to Key West for supplies.

FLAGSHIP POWHATAN,
Cape Haytien, May 1, 1864.

MY DEAR ADMIRAL: I send the storeship *National Guard* with this to you at Key West for the provisions and stores for my squadron during the summer and hurricane months, which you were kind enough to promise me when I had last the pleasure of seeing you.

With best regards, very truly, yours,

J. L. LARDNER.

Rear-Admiral T. BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Reports of Acting Master Chase, U. S. Navy, commanding U. S. schooner Fox, regarding the capture of sloop Oscar, with cargo of cotton.

U. S. SCHOONER (TENDER) FOX,
At Sea, May 1, 1864.

SIR: I have the honor to report to the Department that this day, latitude 26° 05′, longitude 83° 20′ W., Cape Romano, Florida, bearing E. by S., distant 85 miles, after a short chase, I boarded and took possession, as a prize to the United States, of the sloop *Oscar*, with a cargo of 93 bales cotton.

She had no papers or flag that I could find. The captain, Samuel Waters, says they were thrown overboard, but informs me that she was from St. Marks, Fla., bound to Havana, and had a Confederate register and clearance.

Very respectfully, your obedient servant,

CHAS. T. CHASE,
Acting Master, Commanding.

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

U. S. SCHOONER (TENDER) FOX,
Key West, May 3, 1864.

SIR: I have the honor to report that this vessel left this port on the 28th of April on a cruise.

Having light northerly winds, I determined to make the longitude of 84° W., and then stand to the northward, as the best track for blockade runners.

On May 1, at daylight, latitude 26° 05′, longitude 83° 20′, saw a sail to the westward and after a short chase came up with her. On boarding her I found her to be the sloop *Oscar*, with a cargo of 93 bales of cotton. She had neither papers nor flag; the captain said they were thrown overboard, but by whom he did not know. He informed me that the *Oscar* was from St. Marks, bound to Havana, and that she had a Confederate license and clearance.

I took possession of her as a prize and sent her to this port in charge of Acting Ensign Jackson, with 6 men, as Mr. Jackson was

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the only officer I had on board. She was leaking badly and had no boat. I thought it best to accompany her in.

Very respectfully, your obedient servant,

CHAS. T. CHASE,
Acting Master, Commanding.

Acting Rear-Admiral T. BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West.

Occupation of Tampa, Fla., by combined forces, May 4–7, 1864.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Platt, U. S. Navy, commanding U. S. S. Honduras, to cooperate with Brigadier-General Woodbury, U. S. Army.

U. S. FLAGSHIP DALE,
Key West, May 2, 1864.

SIR: At the request of Brigadier-General D. P. Woodbury, commanding this district, the vessel under your command has been placed at his disposal for the purpose of carrying out an expedition planned by him against the enemy. You will therefore receive him on board, together with such officers and men as he may direct, and place yourself and vessel under his orders until you return to this place.

Respectfully,

THEODORUS BAILEY,
Acty. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Acting Master JOHN H. PLATT, U. S. Navy,
Commanding Steamer Honduras.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to commanding officers of four naval vessels for cooperation with the army force.

U. S. FLAGSHIP DALE,
Key West, May 2, 1864.

GENTLEMEN: On the presentation of this order to you by Brigadier-General D. P. Woodbury, commanding this district, you will place yourselves under his orders for the purpose of cooperating in an expedition planned by him against the enemy, and you will remain with the expedition so long as he may direct.

On being released by him, you will resume your duties as directed in your previous orders.

Respectfully,

THEODORUS BAILEY,
Acty. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Acting Master J. J. RUSSELL,
Commanding Schooner Ariel.
Acting Master P. F. COFFIN,
Commanding Sloop Rosalie.
Acting Master H. B. CARTER,
Commanding Schooner Stonewall.
Acting Master T. CHATFIELD,
Commanding Schooner Two Sisters.

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Report of Acting Master Van Sice, U. S. Navy, commanding U. S. S. Sunflower, regarding cooperation extended by that vessel.

U. S. S. SUNFLOWER,
Tampa Bay, May 8, 1864.

SIR: I have the honor to report that on the arrival of the steamer *Honduras* on the 4th instant, with General Woodbury and troops on board, for the purpose of making a raid on Tampa, in obedience to your circular, I immediately took steps to cooperate with the naval force here under my command. On the afternoon of the 4th instant I went up to Tampa with Captain Bowers, U. S. Army, to communicate, to ascertain the strength of the place, returning the same night. On the 5th instant, after transferring two companies of the colored troops to the bark *J. L. Davis*, I took her in tow and towed her up to Gadsden's Point, the *Honduras* with the balance of the troops coming up in the afternoon. I then organized a naval party (consisting of 54 men from the three vessels, Acting Ensign J. H. Cox, of the *J. L. Davis*, Acting Master's Mate W. J. Crosby, of the *Honduras*, and Acting Master's Mate S. E. Willits, of this vessel, all under command of Acting Master William Fales) to land with the troops and assist in the capture of the place. After getting them all on board the *Honduras* we proceeded up the bay as far as practicable and succeeded in landing all before daylight. A 7 a. m. the place was taken possession of, capturing some 40 prisoners, the naval force capturing about one-half, which were turned over to the army, and a few minutes after 7 the Stars and Stripes were hoisted in the town by the navy.

I have also to report the capture of the sloop smack *Neptune* and a quantity of cotton, estimated at about 55 bales, by the naval force. Before closing this report I desire to make mention of the cheerful and assiduous cooperation of Acting Masters William Fales and J. H. Platt. Acting Master Fales led his party into the town on the double quick, capturing several prisoners, wounding 2 who were trying to get away.

Acting Master Fales speaks in high terms of praise of the conduct of Acting Master's Mate S. E. Willits, and also says that both officers and men behaved very well.

Very respectfully, your obedient servant,

EDWD. VAN SICE,
Acting Master, Commanding.

Acting Rear-Admiral T. BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

Letter from Brigadier-General Woodbury, U. S. Army, to Acting Rear-Admiral Bailey, U. S. Navy, acknowledging the efficient cooperation of the latter.

HEADQUARTERS DISTRICT, KEY WEST AND TORTUGAS,
Key West, May 12, 1864.

ADMIRAL: I wish to acknowledge the important service you have rendered to the army department by placing the gunboat *Honduras* in my charge, and by your special and general instructions to the commanding officers of your squadron to assist and cooperate in any military operations, when requested to do so, so far as may be compatible with their more appropriate duties.

Captain Platt, of the *Honduras*, Captain Van Sice, of the *Sunflower*, and Captain Fales, of the bark *James L. Davis*, with their officers and

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men, cooperated very zealously and effectively in the recent capture of Tampa.

To Captain Platt, of the *Honduras*, I am under personal and official obligations. I had occasion to notice his knowledge of his profession. I think him worthy of filling a more important command.

Respectfully,

D. P. WOODBURY,
Brigadier-General.

Rear-Admiral THEODORUS BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

Report of Acting Volunteer Lieutenant Browne, U. S. Navy, commanding U. S. bark Restless, regarding expedition in search of blockade runners in West Bay.

U. S. BARK RESTLESS,
St. Andrew's Bay, Florida, May 6, 1864.

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

Having learned from refugees that a sloop-rigged boat, with a crew of 10 men and 2 officers, had run the blockade at Mobile and had captured a smack from our forces at East Pass, which they destroyed, the crew of which made their escape after being captured, and were accompanied by two of the sloop's crew, the remainder of which hauled the sloop across into West Bay with the assistance of the salt makers and their ox teams, I fitted out my first cutter and 17 men, under charge of Acting Ensign Thomas Tierney, and gave him orders to search all the bayous in West Bay. The cutter left the ship on the 4th instant, and after searching all the bayous as directed without seeing any signs of the sloop, but ascertained she had been hauled to Marianna on ox carts, after which they made preparations to return to the ship.

It is my melancholy duty to report an accident which happened on the cutter when about ready to start, by which Edward Delaman, ordinary seaman, lost his life by the accidental discharge of a firearm he was moving from one part of the boat to another, catching the hammer afoul of an oar, discharging the piece and lodging the contents in his right breast, passing through his lungs and out his back. He expired a moment or two afterwards. The cutter immediately returned to the ship, arriving about 6 o'clock on the night of the 6th instant.

I enclose Acting Assistant Surgeon L. F. Morse's report. He will be buried on Hurricane Island.

Very respectfully, your obedient servant,

W. R. BROWNE,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral T. BAILEY,
Commanding East Gulf Blockading Squadron.

Report of Acting Master Van Sice, U. S. Navy, regarding the capture of sloop Neptune, by the U. S. vessels Sunflower, Honduras, and J. L. Davis.

U. S. S. SUNFLOWER,
Tampa Bay, May 8, 1864.

SIR: I have the honor to report the capture of the sloop smack *Neptune* and a quantity of cotton estimated at about 55 bales, by the above

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steamer under my command, the bark *J. L. Davis*, Acting Master William Fales, commanding, and the steamer *Honduras*, Acting Master J. H. Platt, commanding, on the morning of the 6th instant at Tampa.

Very respectfully, your obedient servant,

EDWARD VAN SICE,
Acting Master, Commanding.

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

Instructions from the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, regarding the disposition of persons captured on blockade runners.

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.

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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 Navy.

Acting Rear-Admiral T. BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

Expedition from the U. S. S. Somerset to Apalachicola, May 12, 1864, by which the capture of the U. S. S. Adela was prevented.

Report of Acting Rear-Admiral Bailey, U. S. Navy, transmitting reports of Acting Volunteer Lieutenant Budd, U. S. Navy.

No. 159.] U. S. FLAGSHIP DALE,
Key West, May 28, 1864.

SIR: I enclose herewith copies of reports from Acting Volunteer Lieutenant W. Budd, commanding the U. S. S. *Somerset*, detailing the particulars of an expedition by which he succeeded in completely thwarting the designs of an armed force of the enemy led by officers of the rebel Navy who had made every preparation to attempt the capture of the U. S. S. *Adela*, but who were altogether forestalled by the action of Captain Budd, which turned the tables upon them, capturing their boats, rifles, cutlasses, ammunition, grappling irons, medicines, signal flags, haversacks, and 6 of their 7 boats, together with 7 prisoners, viz:

Andrew McCormick, sergeant, Company F, Bonaud's battalion.
Napoleon Terry, private, Company F, Bonaud's battalion.
Louis Gay, private, Company F, Bonaud's battalion.
Joseph Sire, captain afterguard, rebel steamer *Chattahoochee.*
Thomas McLean, citizen of Apalachicola, scout for party.
Anthony Murray, citizen of Apalachicola, scout for party.
James Anderson, citizen of Apalachicola, scout for party.

I send these prisoners north by the *Bermuda*, to be delivered to the the commandant of the navy yard at Philadelphia.

I enclose also certain papers, the property of Passed Midshipman S. P. Blanc, rebel Navy. One of them, a communication from the rebel Secretary Mallory, shows that they have adopted our system of drafting men from the Army into the Navy.

Very respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Report of Acting Volunteer Lieutenant Budd, U. S. Navy, commanding U. S. S. Somerset.

U. S. S. SOMERSET,
West Pass, St. George's Sound, May 16, 1864.

SIR: I have the honor to report that on the night of the 12th instant I sent the light-draft boats of this vessel and of the U. S. schooner *Chambers* to land a detachment of troops under command of Lieutenant [Thomas] Hunter, One hundred and tenth New York Volunteers, a few miles below the town of Apalachicola. After landing the troops, the officer in charge of the boats (Acting Ensign E. H. Smith) was instructed to proceed slowly alongshore, so as to be in communication with them during their march and approach to the town, in the rear of which the whole force was to arrive at daybreak. Taking two launches from this ship, I arrived in front of the place about the same time, and discovered a force of about 70 or 80 of the enemy attempting to embark in boats from the upper end of the wharves. The rapid approach of the first launch caused them to abandon that project and retreat through the town, which movement was hastened by a couple of shells from our howitzer. They passed within a short distance of a portion of our troops under Lieutenant Hunter, who unfortunately thought that they were part of his command, and permitted them to gain time and escape by the up-river road without molestation.

We followed them about 2 miles, but the density of the undergrowth and number of paths leading through the woods in all directions rendering any further pursuit unwise and futile, we returned to the boats.

Ascertaining that the commanding officer of the expedition (George W. Gift, lieutenant, C. S. Navy) was in the sound with about 30 men, I dispatched boats and troops after him, but the swiftness of his boat and the approach of night enabled him to escape, having been chased by our first launch, under command of Acting Ensign C. H. Brantingham, who captured one of his small boats and three of his party.

The forces of the enemy consisted of about 100 men, commanded by the following officers:

Lieutenant Commanding George W. Gift, C. S. Navy.
Passed Midshipman S. P. Blanc, C. S. Navy.
Passed Midshipman H. L. Vaughan, C. S. Navy.
Passed Midshipman G. W. Sparks, C. S. Navy.
Passed Midshipman W. S. Hogue, C. S. Navy.
Passed Midshipman J. T. Scharf, C. S. Navy.
Assistant Paymaster M. L. Sothoron, C. S. Navy.
Assistant Surgeon M. Ford, C. S. Navy.
First Assistant Engineer L. Campbell, C. S. Navy.
Third Assistant Engineer A. De Blanc, C. S. Navy.
Master's Mate C. Frazee, C. S. Navy.

Volunteers on the expedition.

Colonel D. P. Holland, aid to governor of Florida.
Surgeon [E. D.] Cherry, First Georgia Regulars.
A. G. Sparks, signal officer.
Captain [James R.] Blount, Bonaud's battalion.

Their object was the capture of the U. S. S. *Adela*, intending, in the event of being successful, to carry her into Mobile or burn her.

Their boats were fitted completely with muffled oars, paddles, grapnels, and incendiary materials, and they had been lurking in the vicinity of the U. S. S. *Adela* for a day or two previous to their dispersion by the force under my command.

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We captured six of their boats (all they had except one), 4 prisoners, a quantity of small arms (rifles, cutlasses, etc.), 1,000 rounds of ammunition, all their compasses, signal flags, blankets, haversacks, medical stores, etc.

They abandoned everything and ran like sheep, without firing a shot. Had it not been for the unfortunate mistake of the officer in command of our troops, we should have captured or destroyed the entire force.

Very respectfully, your obedient servant,

W. BUDD,
Acting Volunteer Lieutenant, Commanding U. S. S. Somerset.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding East Gulf Blockading Squadron.

Additional report of Acting Volunteer Lieutenant Budd, U. S. Navy commanding U. S. S. Somerset, regarding prisoners.

U. S. S. SOMERSET,
West Pass, St. George's Sound, May 21, 1864.

SIR: I send down by the U. S. S. *Honduras*, as prisoners, Thomas McLean, citizen of Apalachicola; Anthony Murray, citizen of Apalachicola; James Anderson, citizen of Apalachicola.

These men were engaged in active cooperation with the enemy when captured. McLean enacted the rôle of a scout or spy. Mistaking our troops for those of the enemy, he gave them information respecting my force and position in front of the town on the morning of the 13th instant. Murray and Anderson were acting as scouts for Gift, keeping open his communications, and supplying him with provisions when he was absent from the main body of his command. When taken they were carrying soldiers from the islands back to the main.

Heretofore all of them have enjoyed immunity from us as citizens. Their local knowledge makes them dangerous to us and very useful to the enemy. For the latter they act as scouts, spies, and pilots, and in this case they were caught in the act. They pretend to have been forced into Gift's service, but I know them well and earnestly request that they will not be permitted to return to Apalachicola.

Very respectfully, your obedient servant,

W. BUDD,
Acting Volunteer Lieutenant, Commanding U. S. S. Somerset.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding East Gulf Blockading Squadron.

List of prisoners captured.

Andrew McCormick, sergeant, Company F, Bonaud's battalion.
Napoleon Terry, private, Company F, Bonaud's battalion.
Louis Gay, private, Company F, Bonaud's battalion.
Joseph Sire, captain afterguard, C. S. S. *Chattahoochee.*

The last-named of the above evidently intended to desert, and lingered behind for us to capture him.

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The boats (having first appraised them) and medical stores I have turned over to the officer in command of the United States troops on St. Vincents, and have taken his receipt for the same. The balance of the captured articles have been put into the different departments of this ship for use and issue.

I enclose diary of Passed Midshipman S. P. Blanc, C. S. Navy (who was second in command), and other papers.

Very respectfully, your obedient servant,

W. BUDD,
Acting Volunteer Lieutenant, Comdg. U. S. S. Somerset.

[Enclosure.]

S. P. BLANC'S DIARY, C. S. S. CHATTAHOOCHEE.

Memoranda.

May 3, 1864.—Left the ship at noon, bound on an expedition against the Yankees in Apalachicola Bay [St. George's Sound]. Took with us 2 launches, pulling 14 oars each; 2 yawls, pulling 4 oars each; 2 cutters, 4 oars each; and 1 metallic boat, 4 oars. In all, 7 boats. Officers on the expedition:

Lieutenant Commanding Geo. W. Gift.
Passed Midshipman S. P. Blanc.
Passed Midshipman H. L. Vaughan.
Passed Midshipman G. W. Sparks.
Passed Midshipman W. S. Hogue.
Passed Midshipman J. T. Scharf.
Assistant Paymaster M. L. Sothoron.
Assistant Surgeon M. Ford.
Third Assistant Engineer A. De Blanc.
Master's Mate C. Frazee.
Master's Mate W. A. Collier.

List of men.

H. F. Oliver, gunner's mate.
Frank Klein, boatswain's mate.
W. S. Sealy, boatswain's mate.
Lewis Bell, quartermaster.
P. H. Cain, fireman.
G. G. Crawford, fireman.
S. G. Curry, ordinary seaman.
B. T. Conant, ordinary seaman.
J. H. Purvey, ordinary seaman.
R. W. Condell, coxswain.
L. Thomson, quartermaster.
L. Oats, fireman.
James Murphy, fireman.
C. J. Peterson, ordinary seaman.
Cain Mahoney, ordinary seaman
Thomas Carter, coxswain.
Jos. Blanca, quarter gunner.
Saml. Cooley, ordinary seaman.
Wm. Brown, ordinary seaman.
Thomas Cornforth, quartermaster.
James Calhoun, fireman.
Ed. Malone, fireman.
Wm. Earnshaw, ordinary seaman.
S. Ady, captain afterguard.
J. Block, seaman.
G. W. Bradley, ordinary seaman.
S. Jefferson, quartermaster.
H. Conant, ordinary seaman.
Wm. Kain, fireman.
J. S. Briggs, ordinary seaman.
Frank Phillips, ship's steward.
Jos. Sire, captain afterguard.
M. Downey, ordinary seaman.
George Taylor, seaman.
S. Bartlett, ordinary seaman.
W. G. Tucker, landsman.
James Taylor, fireman.
E. F. Labatut, ordinary seaman.
J. Flynn, fireman.
G. Peters, coxswain.
Jos. C. Dayman, gunner's mate.
George Moody, ordinary seaman.
J. H. Wilder, landsman.
M. Kearney, fireman.
R. L. Hill, seaman.
E. Hoencke, ordinary seaman.
C. E. Bazzil, ship's corporal.
—— Millingen, ——
Benj. Sharit, ——

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Armed all the men with rifles, cutlasses, and bayonets. Gave pistols to the following officers: S. P. Blanc, G. W. Sparks, W. S. Hogue, J. T. Scharf, C. Frazee, M. L. Sothoron, M. Ford, and A. De Blanc. Started on steamer *Mariana* and expect to be in Chattahoochee tomorrow morning. On the 2d sent steamer *Swan* to Chattahoochee with fifteen days' provisions for 100 men, Mr. Collier in charge.

May 4.—Arrived in Chattahoochee at 7:30 this morning. Mr. Vaughan came on board with 16 men from the First Georgia Regulars, First Florida Battalion, Second Florida Battalion, and Fifth Georgia Cavalry. The following are their names and rates of shipping:

Rates.

1. R. G. May, landsman.
2. Pat McCann, landsman.
3. J. F. Ship, landsman.
4. George Stewart, second-class fireman.
5. W. H. McKenney, landsman.
6. T. R. Whitcomb, landsman.
7. M. H. Steele, landsman.
8. H. D. Elliot, landsman.
9. Frank Medavis, landsman.

FIRST GEORGIA.

10. Thomas Joiner, landsman.

FIRST FLORIDA BATTALION.

11. S. A. G. Horne, landsman.
12. F. Bauldree, landsman.
13. Hamilton Monk, landsman.
14. G. Hollinsworth, landsman.

FIFTH GEORGIA CAVALRY.

15. W. H. Pond, landsman.

SECOND FLORIDA BATTALION.

16. W. N. Aldredge, landsman.

FIRST FLORIDA BATTALION.

17. C. C. Johns, landsman.

Ten men from Colonel Magill's command were added to our number, and several officers volunteered their services. Mr. Collier took charge of one pistol.

Surgeon Cherry, of First Georgia Regulars, and Colonel D. P. Holland, aid to Governor of Florida, were those who volunteered. Mr. James Griffin also joined us. Signal Officer A. G. Sparks and L. Campbell, first assistant engineer, reported in obedience to orders. Organized the crews of the several boats, seven in number:

	Men.	Officers.
Launch No. 1, in charge George W. Gift	19	2
Launch No. 2, in charge S. P. Blanc	18	2
First cutter, in charge H. L. Vaughan	10	2
Second cutter, in charge G. W. Sparks	8	3
Third cutter, in charge W. S. Hogue	8	2
Fourth cutter, in charge C. Frazee	6	1
Gig, in charge Surgeon M. Ford	4	2
Total number of men	73	.....
Total number of officers	.....	14
Volunteers not detailed	3	.....
Total number on expedition	90	.....

Left Chattahoochee at 10:40; issued to the men 2,780 cartridges for rifles. Arrived at Rico's [Rickoe's] Bluff, received 13 men on board as guard to prevent communication with Apalachicola. Captain Blount, in command of Fort [Battery] Cobb, volunteered on the expedition and will reinforce us with a considerable number of his com-

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mand. Issued a pistol to Signal Officer A. G. Sparks. Arrived at Fort Cobb at dark.

* * * * * * *

	Number.		Number.
Officers from [C. S. S.] Chattahoochee	11	Issued pistols to—Continued.	
Men from the same	50	W. S. Hogue	1
Volunteers from Chattahoochee	2	J. T. Scharf	1
Officers from other stations	1	W. A. Collier	1
Officers from the Army	4	C. Frazee	1
Men from the Army	16	A. De Blanc	1
Men from the Army as volunteers	10	L. Campbell	1
Issued pistols to:		M. Ford	1
S. P. Blanc	1	A. G. Sparks	1
H. L. Vaughan		M. L. Sothoron	1
G. W. Sparks	1		

Letter of commendation from Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Budd, U. S. Navy, commanding U. S. S. Somerset.

[U. S. S. FLAGSHIP] DALE,
May 31, 1864.

SIR: I am much gratified with the zeal you have displayed and the good judgment you have shown in the affair at Apalachicola, by which you so completely frustrated the plans of the rebels. It was this zeal in Lieutenant-Commander McCauley when he commanded the *Fort Henry* that made that vessel the terror of the coast for 50 miles, and the *Somerset*, her sister ship, bids fair to obtain under your command a like enviable reputation. I forwarded your report to the Secretary of the Navy, with commendation.

We are very much in need of two things that you have, I believe, in your power to supply—contrabands and yellow-pine timber. I wish you would forward to this port as many able-bodied negroes as you can obtain, and put upon the schooner that I send up with coal as much yellow pine as you can collect. There is the greatest scarcity of this article both here and at the North.

Very respectfully,

T. BAILEY,
Comdg. East Gulf Blockdg. Squadron.

Acting Volunteer Lieutenant W. BUDD.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Sherrill, U. S. Navy, to assume command of U. S. S. Stars and Stripes.

U. S. FLAGSHIP DALE,
Key West, May 12, 1864.

SIR: You will be pleased to turn over the command of the *Roebuck* to Acting Master William L. Martine, after which you will return to this place by the earliest opportunity and report to me for the command of the steamer *Stars and Stripes*.

Respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Acting Master JOHN SHERRILL, U. S. Navy,
Commanding Bark Roebuck.

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Report of Acting Master Healy, U. S. Navy, commanding U. S. schooner Beauregard, regarding the capture of the British sloop Resolute, of Nassau, New Providence.

U. S. SCHOONER BEAUREGARD,
Off Indian River, Florida, May 13, 1864.

SIR: I have the honor to report that, on the 12th instant, Cape Canaveral bearing S. S. E., distant 10 miles, I discovered a small sail at anchor near the beach. As soon as they saw us they got underway and stood from us, but a shot from the Parrott brought her to. On boarding her I find her to be the English sloop *Resolute*, of Nassau, from Green Turtle Cay. The captain reports that he was not bound anywhere in particular. She has no cargo on board. The said sloop being at anchor so near this coast looks suspicious; therefore I seize her as a prize and take her to Key West for adjudication. There was no other vessel or boats in sight at time of capture.

Very respectfully, your obedient servant,

EDWARD C. HEALY,
Acting Master, Commanding.

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

Report of Acting Rear-Admiral Bailey, U. S. Navy, requesting information regarding apportionment of prizes captured by the U. S. supply steamer Union.

No. 154.] U. S. FLAGSHIP DALE,
Key West, May 14, 1864.

SIR: While engaged in the duty of communicating with and supplying the vessels of this squadron under orders from me, a copy of which is herewith enclosed, the U. S. supply steamer *Union* captured on the 14th of January, near Tampa Bay and within the limits of my squadron, the Confederate steamer *Mayflower*, with 75 bales of cotton. Subsequently, on the 26th of April, while engaged on similar duty and acting under similar orders, the *Union* captured between Tampa Bay and Charlotte Harbor, within the limits of this squadron, the schooner *O. K.*, engaged in an attempt to run the blockade. Both of these vessels have been condemned.

I would request that the Fourth Auditor be instructed to apportion to me the amount allowed by law to the commanding officer of a squadron in such cases.

Very respectfully,

THEODORUS BAILEY,
Acty. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Stations of vessels of the East Gulf Blockading Squadron, May 15, 1864.

Vessel.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	East Pass, St. George's Sound.
Beauregard	Schooner	Actg. Master E. C. Healy	Between Cape Canaveral and Jupiter Inlet.
Clyde	Steamer	Actg. Vol. Lt. Q. A. Hooper	Between lat. 25° and 26° and between long. 83° and 86°.
Dale	Ship	Comdr. R. Handy	Ordnance storeship, Key West.
De Soto	Steamer	Capt. G. H. Scott	Lat. 29° 30′, between long. 86° and 88°.
Eugenie	Schooner	Actg. Master W. McClintock	Guard vessel, Key West.
Fort Henry	Ferryboat	Actg. Vol. Lt. I. B. Baxter	Key West, under orders to East Pass, St. George's Sound.
Gem of the Sea	Bark	Actg. Vol. Lt. C. H. Rockwell	Charlotte Harbor.
Hendrick Hudson	Steamer	Lt. Comdr. C. J. McDougal	Lat. 29°, between long. 83° 30′ and 87° 30′.
Honduras	do	Actg. Master J. H. Platt	Key West, taking in supplies for squadron.
Honeysuckle	Steam tug	Actg. Ensign C. Sears	Dispatch vessel, Key West.
Huntsville	Steamer	Lt. Comdr. R. Chandler	On dry dock at Havana.
Jas. L. Davis	Bark	Actg. Master W. Fales	Tampa Bay.
Jas. S. Chambers	Schooner	Actg. Master L. Nickerson	West Pass, St. George's Sound.
Marigold	Steamer	Actg. Master L. D. D. Voorhees	Harbor duty, Key West.
Nita	do	Actg. Vol. Lt. R. B. Smith	Off Suwanee River.
Proteus	do	Comdr. R. W. Shufeldt	Cruising to northward and eastward of Bahamas.
Pursuit	Bark	Act. Vol. Lt. W. P. Randall	St. Joseph's Bay.
Restless	do	Actg. Vol. Lt. W. R. Browne	St. Andrew's Bay.
Roebuck	do	Actg. Master J. Sherrill	Off Indian River.
Sagamore	Gunboat	Lt. Comdr. C. E. Fleming	Cedar Keys.
San Jacinto	Steamer	Capt. T. P. Greene	Campeche Banks.
Somerset	Ferryboat	Actg. Vol. Lt. W. Budd	West Pass, St. George's Sound.
Stars and Stripes	Steamer	Actg. Master W. G. Wright	On dry dock at Havana.
Sunflower	Steam tug	Actg. Master E. Van Sice	Tampa Bay.
Tahoma	Gunboat	Lt. Comdr. D. B. Harmony	Off St. Marks.
Tioga	do	Lt. Comdr. E. Y. McCauley	Cruising to northward and eastward of Bahamas.
Wanderer	Schooner	Actg. Master's Mate C. T. Somes.	Hospital vessel, Key West.

TENDERS.

Name.	Class.	Attached to—	Commanding officer.	Where stationed.
Annie	Schooner.	Tahoma	Actg. Master J. S. Williams.	Ocklockonee River.
Ariel	do	San Jacinto	Actg. Master T. J. Russell	Between Estero Bay and Cape Sable.
Fox	do	do	Actg. Master C. T. Chase	Between St. Marks and Cedar Keys.
Rosalie	Sloop	Gem of the Sea.	Actg. Master P. F. Coffin	Charlotte Harbor
Sea Bird	Schooner.	San Jacinto	Actg. Master C. P. Clark	Key West, repairing foremast.
Stonewall	do	Sunflower	Actg. Master H. B. Carter	Between Tampa Bay and Charlotte Harbor.
Two Sisters	do	San Jacinto	Actg. Master T. Chatfield	Between Cedar Keys and Tampa Bay.

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Report of Acting Volunteer Lieutenant Woods, U. S. Navy, commanding U. S. mortar schooner Sea Foam, regarding the rescue of the crew of the sloop Anna Eliza, May 14, 1864.

U. S. MORTAR BRIG SEA FOAM,
Brooklyn, Navy Yard, May 18, 1864.

SIR: I respectfully beg leave to submit to you the following report:

On the 14th instant, at 11:30 a. m., in latitude 34° 35′ N., longitude 74° 55′ W., fell in with a vessel water-logged and dismasted, the English flag flying on the stump of her mast, union down. After

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some difficulty (the weather being very rough), the sea making a clean breach over her, I succeeded in rescuing the crew, seven in all. Her captain reports her to be the sloop *Anna Eliza*, of Nassau, New Providence, bound from Santee River, South Carolina, to Nassau, with a cargo of 10,000 gallons spirits of turpentine. Nothing saved from the wreck.

Very respectfully, your obedient servant,

D. C. WOODS,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary Navy.

Order of the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, regarding the disposition of persons captured on blockade-running vessels.

NAVY DEPARTMENT, *May 19, 1864.*

SIR: On the 9th instant instructions were sent to you relative to the disposing of blockade runners. As the forts North are sometimes very crowded, they can not accommodate conveniently this class of persons, and they are kept for some time on board the receivings ships, which is not desirable. A short time since the Secretary of War stated, in reply to an enquiry from this Department, that he knew of no place except the Tortugas, where there were ample accommodations for the blockade runners. Should, therefore, a large class of these persons come into your hands it would be well to send the most notorious ones, citizens of the United States, to the Tortugas.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Acting Rear-Admiral T. BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West.

Order of the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, regarding the use of prize vessels as coal hulks.

NAVY DEPARTMENT, *May 21, 1864.*

SIR: Your No. 138, in reference to the want of vessels for coal hulks, has been received.

There are no old vessels that can be sent to you for that purpose. You are authorized to purchase prize vessels that may be suitable at Key West, or, if you think it more economical and more to the interest of the Government, you can purchase at Havana for gold, as you suggest. If they can be obtained at Key West it is perhaps more advisable to do so, as the Department has refrained so far from resorting to a foreign port for the purchase of vessels of any description for the naval service.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Acting Rear-Admiral THEO. BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

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Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander McDougal, U. S. Navy, to proceed to St. George's Sound, in view of the reported capture of the U. S. S. Somerset.

U. S. FLAGSHIP DALE,
Key West, May 21, 1864.

SIR: So soon as the *Hendrick Hudson* is ready for sea, you will proceed with that vessel under your command to the West Pass and East Pass, St. George's Sound, and inform yourself as to the truth or falsity of the report in the rebel papers of the capture of the *Somerset*. Should that vessel have been captured, you will proceed to St. Marks and communicate with the U. S. S. *Tahoma*, and with the *Tahoma* and *Fort Henry* you will endeavor to effect a recapture of the *Somerset*. The expedition will, in case of the cooperation of the *Tahoma*, be under the command of Lieutenant-Commander Harmony.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Lieutenant-Commander C. J. MCDOUGAL.

Order of the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, for a court of enquiry to investigate cause of complaint made by the Spanish Minister.

NAVY DEPARTMENT, *May 23, 1864.*

SIR: A complaint has been made to the Department of State by Mr. Tassara, the minister of Spain—

That on the morning of the 9th or 10th of April last, the United States Navy steamer *Marigold*, mail steamer from Key West, after annoying and menacing the English merchant vessel *Belle*, coming from Matamoras, just as she was entering the port of Havana, fired a cannon shot at her at 500 yards' distance from the Morro Castle.

Be pleased to convene a court of enquiry for the purpose of a thorough investigation of the grounds of the complaint made by Mr. Tassara, direct the court to report the facts ascertained, with its opinion, and transmit the record to the Department as early as practicable.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral T. BAILEY,
Comdg. Eastern Gulf Blockdg. Squadron, Key West.

Order of Acting Volunteer Lieutenant Browne, U. S. Navy, to Acting Ensign Eason, U. S. Navy, regarding cooperative movement in St. Andrew's Bay.

U. S. BARK RESTLESS,
St. Andrew's Bay, Fla., May 23, 1864.

SIR: You will proceed this 2 p. m., in the barge *Wartappo* and second cutter, with 25 men, to the appointed place and cover the landing or retreat, if necessary, of Captain Woods' men; but on no account will you detail more than 5 men to accompany him on his march to Howard's store.

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You must remain in charge of the howitzer in person on board the barge, keeping men enough to work the gun. Be cautious in approaching the shore before landing the troops. It would be wise to send 2 pickets three-fourths of a mile ahead of the main body in case of approaching cavalry or infantry. Do not send any of your men on shore unless Captain Woods requests you to do so, and then on no account send more than 5 at once.

Very respectfully,

W. R. BROWNE,
Acting Volunteer Lieutenant, Commanding.

Acting Ensign HENRY EASON,
In Charge of Wartappo.

Report of Acting Ensign Eason, U. S. Navy, regarding cooperative movements in St. Andrew's Bay.

U. S. BARK RESTLESS, *May 26, 1864.*

SIR: In obedience to your orders of the 23d instant, I proceeded to the mouth of Bayou George [Goose Bayou?] with Lieutenant Mercer and a detachment of 34 of the Second Florida Cavalry, at which place I arrived in the morning of the 24th, landed the soldiers, and reconnoitered the barge [bayou] with the second cutter, but saw no boats of any account, they having been destroyed by the rebels. I destroyed Captain Robinson's picket house, and at the head of North Bay, a new log house. On the afternoon of the 24th we proceeded down the bay and when off Alligator Bay [Bayou] I heard a bugee [bugle?]. We stood inshore and landed all the soldiers and 10 of my men to capture a squad of cavalry, as we supposed, but learned there were none. Being near the numerous salt works, I destroyed 11 works, containing, as near as I can recollect, about 60 kettles. I should think by the fires that 200 works still remain on the bay. I also learned from good authority that the salt makers have a large quantity of new boilers on hand to replace the broken ones as soon as possible after we left the bay. I also learned that all the rebel troops had been ordered to the Army of Tennessee.

We left North Bay on the morning of the 25th and arrived at the *Restless* the same evening.

Very respectfully, your obedient servant,

H. EASON,
Acting Ensign, U. S. Navy.

Acting Volunteer Lieutenant W. R. BROWNE,
Comdg. U. S. Bark Restless, St. Andrew's Bay, Fla.

Report of Acting Ensign Eason, U. S. Navy, regarding attempted expedition from the U. S. bark Restless, for the destruction of salt works in East Bay.

U. S. BARK RESTLESS,
St. Andrew's Bay, Fla., May 28, 1864.

SIR: In obedience to your orders of the 27th, I proceeded up East Bay to destroy the salt works in operation there. When opposite a

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house known as the Parker house, a company of cavalry fired upon the scow and cutter. I had my men ready and returned their fire instantly. In fifteen minutes we drove them to the woods; then one man came down to the beach showing a flag of truce. I fired a shell at him. I thought it prudent to return to the bark, and when near the Johnson place they showed themselves again—also another flag—two men in dark clothes. I threw another shell in the center of them, which made them scatter in all directions. They first fired upon me when the boats were within 60 yards of the beach.

The crews of both boats behaved beautifully. No casualties on our side. We fired 50 rounds from the rifles and 4 from the howitzer.

Your obedient servant,

H. EASON,
Acting Ensign, U. S. Navy.

W. R. BROWNE, Esq.,
Acty. Volunteer Lieutenant, Comdg. U. S. Bark Restless.

P. S.—Since my arrival I learned that they intended to decoy us with a flag of truce and capture us.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Sherrill, U. S. Navy, to assume command of the U. S. S. Stars and Stripes.

U. S. FLAGSHIP DALE,
Key West, May 27, 1864.

SIR: In pursuance of the orders heretofore given you, and bearing date May 12, 1864, you will assume command of the U. S. S. *Stars and Stripes.*

Your attention is called to the twentieth article of the regulations for this squadron, dated August 12, 1863.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Acting Master JOHN SHERRILL, U. S. Navy.

Order of the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, for the appraisement of powder taken from the prize steamer Cumberland.

NAVY DEPARTMENT, *May 27, 1864.*

SIR: The Department is informed by a letter received from Prize Commissioners Carpenter and Welch, of Key West, that there is a quantity of powder in the army magazine at Key West, which was landed from the prize steamer *Cumberland*, which they say is reported to be of the best quality, and in their opinions is suitable for naval purposes.

You are desired to have same examined, and if found to be as represented cause it to be taken for the use of the Navy, upon the report of a board of appraisers appointed to appraise the same.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral T. BAILEY,
Key West, Fla.

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Order of Acting Rear-Admiral Bailey, U. S. Navy, to Commander Shufeldt, U. S. Navy, commanding U. S. S. Proteus, to cruise in search of the C. S. S. Florida.

U. S. FLAGSHIP DALE,
Key West, May 28, 1864.

SIR: As soon as the *Proteus*, under your command, is ready for sea, you will proceed off Cardenas and from thence through Nicholas Channels on the north side of Cuba to Cape Haitien, communicating with some one of Admiral Lardner's squadron, and informing them of the privateer *Florida's* having sailed from St. Pierre, Martinique, on the 9th instant. After performing this service, you will proceed to the northward of Martinello [Matanilla] Reef, or to such other point as in your judgment, from the information you may gather, will best effect the main object of your cruise, which is, first, to capture, if possible, the rebel steamer *Florida*, and, second, to intercept the commerce of blockade running between the enemy's ports and the Bahama Islands.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Commander R. W. SHUFELDT,
Commanding U. S. S. Proteus.

Capture and destruction of sloop General Finegan (Madge), May 28, 1864, during expedition to Homosassa River.

Report of Acting Master Russell, U. S. Navy, commanding U. S. schooner Ariel.

U. S. S. ARIEL,
Key West, June 13, 1864.

SIR: I have the honor to report that in obedience to orders I proceeded to cruise between Tampa Bay and Homosassa River. On May 25, in Clearwater Harbor, boarded an army boat containing 10 men belonging to the Second Florida Regiment, under the command of Sergeant M. M. Edwards, who was under orders to proceed to various places on the coast to protect and bring off several refugee families. Wishing to acquaint myself with some of the prominent localities of my cruising ground, I embraced the opportunity of so doing by accompanying the detachment. We landed at Clearwater and learned that the rebels were obstructing the Homosassa River. I determined to proceed there, and at my request the sergeant accompanied me (as it did not conflict with his orders). On May 27, off Anclote Keys, spoke the schooner *Two Sisters*. Informing Acting Master Chatfield where I was going, he kindly lent me the assistance of Acting Ensign Montague, 6 men, and his boat to assist me. I proceeded across St. Martin's reef, on my way, leaving the *Two Sisters* at Chassahowitzka beacon.

On May 28, at 5:20 a. m., made a small sloop under sail, standing inside of an island to the northward of Chassahowitzka River. I sent two boats to intercept the sloop, which they succeeded in doing, but not until the crew had set fire to her and escaped; but the fire was promptly extinguished by Acting Ensign Montague before it had done any damage whatever.

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The sloop proved to be the *General Finegan* (*Madge*), from Crystal River to Havana. The cargo consisted of 5 bales (2,028 pounds) of sea-island cotton and 2 barrels of turpentine. The sloop's papers, a small mail for Havana, a rebel flag, and several other articles, of which I enclose a list, were found on board. The *Two Sisters* being only 15 miles distant, I sent the sloop in charge of two men to remain there until I returned.

On May 28, at 5 p. m., arrived at the mouth of the Homosassa River and anchored. At 8 p. m. I went up the river with 3 boats and 25 men to reconnoiter and find the channel; succeeding in doing so. On the 29th, at daybreak, I got underway with the *Ariel* for Tiger Tail Island, which is situated about 10 miles from the mouth of the river. When within about 2 miles of that place, a rebel flag was observed flying. I sent the army boat ahead to reconnoiter, while I followed slowly with the schooner. When the boat was within about 600 or 700 yards of where the flag was flying, two boats containing about 8 or 10 men each, pulled off in great haste. The army boats pursued them and fired at them, when they ran their boats on the beach and escaped to the woods; we obtained the boats.

Landing on the island I took possession of the rebel flag, a small quantity of ammunition, a small brass one-pounder, and some other articles, of which I enclose a list. About 100 yards from where the rebels had been was the residence of Ex-Senator D. L. Yulee, which was unoccupied at the time.

I found about 150 piles, intended for the obstruction of the river. They were about 12 or 15 feet long, and sharp at one end. There were also a quantity of them at a point about 2 miles from the mouth of the river.

I set fire to them all, also to the buildings where the rebel flag was flying. But, sir, I have to add that the flames spreading rapidly, communicated themselves to Mr. Yulee's residence, and it was burned to the ground.

I got underway and proceeded to rejoin the *Two Sisters*, meeting her on May 31, off Bayport beacon.

Acting Master Chatfield informed me that the prize sloop he had considered unseaworthy, and she was leaking badly, so he took the cargo out and sank her.

I took the cargo from the *Two Sisters* and bring it to this place for adjudication.

On my way down I stopped at several places to gather up refugee families and their effects, who were on their way to Fort Myers. I omitted to mention that on my way to Homosassa River, several refugees who intended going to Fort Myers willingly joined me in the expedition.

The officers and men whom I had the honor to command deserve great praise for their energy and efficiency.

Acting Volunteer Lieutenant Rockwell, sent on board for passage to Key West; Acting Master's Mate W. H. Howard, and Acting Master's Mate C. A. Edgcomb (under arrest). I also bring the mails from Tampa and Charlotte Harbor.

Respectfully, your obedient servant,

JAMES J. RUSSELL,
Acting Master, Commanding Schooner Ariel.

Captain THEODORE P. GREENE,
Commanding Flagship San Jacinto.

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Letter from the prize commissioner at Key West to the Secretary of the Navy, requesting instructions regarding the disposition of contraband articles.

OFFICE OF THE PRIZE COMMISSIONER,
Key West, Fla., June 15, 1864.

SIR: I have the honor to inform you that the U. S. schooner *Ariel*, Acting Master J. J. Russell commanding, arrived at this port on the 13th instant, and reports that on May 28, being near the entrance to the Homosassa River, a rebel sloop was discovered lying aground on a shoal, and before the *Ariel* could get near her the crew set her on fire and left in three boats for the shore, but the *Ariel* soon boarded her and extinguished the fire and took out the cargo, consisting of 5 bales of cotton and 2 barrels of turpentine. The vessel was found to be very old and unseaworthy, and it was decided to destroy her.

On the 29th day of May the *Ariel* went on an expedition up the Homosassa River, as far as Tiger Tail Island, where they surprised a party of rebels, who ran away and left the following articles, viz: 1 1-pounder and carriage, 280 rifle musket cartridges, 700 percussion caps, 3 bags shot, 1 small bale army blankets, 1 bale wool, 5 kegs nails, one-half box tobacco, one-half barrel sirup, and 1 yawl boat.

They also took from the house of David L. Yulee a large quantity of letters, and before they left the place they destroyed the preparations in course of construction to obstruct the river, and they also had the pleasure to see the house burned to the ground.

Will you have the goodness to give instructions as to the disposition of the articles which are contraband; they have been put in store and will await your order.

I have also to report the capture by the U. S. supply steamer *Union*, on the 10th day of June, of the sloop *Caroline*, of Nassau, with no cargo on board. She was captured one-quarter of a mile from Jupiter Inlet and brought here.

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

R. W. WELCH,
Prize Commissioner.

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

Report of Captain Greene, U. S. Navy, commanding U. S. S. San Jacinto.

U. S. S. SAN JACINTO,
Key West, Fla., June 18, 1864.

SIR: I would most respectfully report that on the morning of the 28th May, 1864, the schooner *Ariel*, tender to this ship, when cruising to the northward of the Chassahowitzka River, Florida, fell in with and captured the sloop *General Finegan* from Crystal River, bound to Havana. The crew abandoned the sloop and escaped, setting her on fire. The fire was extinguished before it had damaged vessel or cargo.

The cargo consisted of 5 bales of sea-island cotton, 2 barrels turpentine, and several small articles, all of which were taken on board the tender, brought to this place, and delivered to the prize commissioner. The sloop being considered unseaworthy, was destroyed.

There was no vessel in sight at the time of the capture. The cotton

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on its arrival here was repacked, making 7 bales and 2 bags. I herewith enclose a prize list of this ship.

Very respectfully, your obedient servant,

THEO. P. GREENE,
Captain.

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

Report of Acting Master Chase, U. S. Navy, commanding U. S. schooner Fox, regarding the destruction of salt works between Suwanee River and St. Marks, Fla., May 28, 1864.

U. S. SCHOONER (TENDER) FOX,
Key West, Fla., June 23, 1864.

SIR: I have the honor to report that in cruising off the coast, between the Suwanee River and St. Marks, I had observed numerous large fires on the shore and had no doubt but that they were salt works.

On the 28th May I sent a boat from this vessel with an armed crew, Acting Ensign Jackson in charge, to reconnoiter the shore, and if practicable, to destroy the works. The persons employed at the place fled at the sight of the boat. Mr. Jackson landed with 8 men and destroyed 25 salt kettles of a capacity of 150 gallons each, with all the pumps, tools, and 100 bushels of clean salt. On the 5th instant I landed a party about 10 miles above Deadman's Bay and destroyed another of these works, with 27 kettles of about 200 gallons capacity each (these were new kettles, and finely porcelained or cemented inside), and burned all the houses, five in number, with a large quantity of tools, carts, etc.

On the 8th instant sent a boat (armed), Acting Ensign Jackson in charge, up the Suwanee River 20 miles to Clay Landing, and captured 10 bales cotton; brought it down and landed it on one of the keys at the mouth of the river, where I think it will be perfectly safe until I return.

Very respectfully, your obedient servant,

CHARLES T. CHASE,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY, U. S. Navy,
Comdg. East Gulf Blockdg. Squadron, Key West, Fla.

Order of the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, regarding the question of prizes captured by U. S. supply steamer Union.

NAVY DEPARTMENT, *May 30, 1864.*

SIR: You are informed, in reply to your letter of the 14th instant, that the supply steamer *Union* is not attached to a squadron, and that the commanding officers of either of the squadrons are not entitled to share in captures made by her, even though such captures may have been made within the limits of their squadrons.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral T. BAILEY,
Commanding Eastern Gulf Blockading Squadron.

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Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, regarding the capture of Confederate sloop Fortunate coming out of Indian River.

U. S. S. BERMUDA,
Hampton Roads, June 3, 1864.

SIR: I have the honor to report to the Department the capture of the rebel sloop *Fortunate*, of 4 tons burden, loaded with 5 bales of sea-island cotton, under the following circumstances:

On Monday, May 30, at 2 p. m., in latitude 27° 53′ N., longitude 79° 51′ W., being 35 miles from Indian River, Florida, I sighted a small sail, stood for her, and on boarding I found her with no flag or papers of any kind. She had on board at the time of capture three men, two of whom profess to own cargo and vessel, the other acting as cook. On questioning the men they acknowledged to having run the blockade out of Indian River, Florida, and that it was their intention to reach Nassau, if possible. Their names are James A. Russell, native of North Carolina; George Harrison, native of West Indies, and William Shaw, native of England.

The sea being very rough at the time, I was forced to transfer the cargo to this vessel; after doing so I took the sloop in tow, but she, leaking very badly at the time, soon filled and I was forced to cast her off.

The men I have brought north; also the cotton, which I shall send to the prize commissioner at Philadelphia for adjudication.

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

J. W. SMITH,
Acting Volunteer Lieutenant, Commanding.

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

Stations of vessels composing the East Gulf Blockading Squadron.

KEY WEST, *June 1, 1864.*

Name.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	West Pass, St. George's Sound.
Beauregard	Schooner	Actg. Master E. C. Healy	Sent north.
Clyde	Steamer	Actg. Vol. Lt. Q. A. Hooper	Off Suwanee River.
Dale	Ship	Commander R. Handy	Ordnance ship, Key West.
De Soto	Steamer	Captain G. H. Scott	Latitude 29° 30′ N., between longitude 86° and 88° W.
Eugenie	Schooner	Actg. Master W. McClintock	Guard schooner, Key West.
Fort Henry	Steamer	Actg. Vol. Lt. I. B. Baxter	East Pass, St. George's Sound.
Gem of the Sea	Bark	Actg. Vol. Lt. C. H. Rockwell	Charlotte Harbor.
Hendrick Hudson	Steamer	Lt. Comdr. C. J. McDougal	At Key West, returned May 28 from a cruise.
Honduras	do	Actg. Master J. H. Platt	Loading at Key West with stores for squadron.
Honeysuckle	do	Actg. Ensign C. Sears	Gone to supply San Jacinto with coal, etc.
Huntsville	do	Lt. Comdr. R. Chandler	At Key West.
J. L. Davis	Bark	Actg. Master W. Fales	Tampa Bay.
J. S. Chambers	Schooner	Actg. Master L. Nickerson	Cedar Keys.
Marigold	Steamer	Actg. Master L. D. D. Voorhees.	Harbor duty, Key West.
Nita	do	Actg. Vol. Lt. R. B. Smith	Ordered to Key West and on her way.
Proteus	do	Commander R. W. Shufeldt	Gone in search of Florida, Bahama Banks.
Pursuit	Bark	Actg. Vol. Lt. W. P. Randall	St. Joseph's Bay.
Restless	do	Actg. Vol. Lt. W. R. Browne	St. Andrew's Sound.
Roebuck	do	Actg. Master W. L. Martine	Off Indian River Inlet.

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

Name.	Class.	Commanding officer.	Where stationed.
Sagamore	Steamer	Lt. Comdr. C. E. Fleming	Ordered to Key West for repairs.
San Jacinto	do	Capt. T. P. Greene	Campeche Banks.
Somerset	do	Actg. Vol. Lt. W. Budd	West Pass, St George's Sound.
Stars and Stripes	do	Actg. Master J. Sherrill	Key West, preparing for sea.
Sunflower	do	Actg. Master E. Van Sice	Tampa Bay.
Tahoma	do	Lt. Comdr. D. B. Harmony	St. Marks.
Tioga	do	Lt. Comdr. E. Y. McCauley	Key West, returned May 28.
Wanderer	Schooner.	Actg. Master C. T. Somes	Key West.

TENDERS.

Name.	Class.	Attached to—	Commanding officer.	Where stationed.
Annie	Schooner	Tahoma	Actg. Master J. S. Williams.	Ocklockonee River.
Ariel	do	San Jacinto	Actg. Master J. J. Russell	Between Homosassa River and Tampa.
Fox	do	do	Actg. Master C. T. Chase	Between St. Marks and Cedar Keys.
Rosalie	Sloop	Gem of the Sea.	Actg. Master P. S. Coffin	Charlotte Harbor.
Sea Bird	Schooner	San Jacinto	Actg. Master C. P. Clark	Off coast of Cuba 20 miles, bet. 83° and 85° long. W.
Stonewall	do	Sunflower	Actg. Master H. B. Carter	Between Tampa Bay and Charlotte Harbor.
Two Sisters	do	San Jacinto	Actg. Master T. Chatfield	Between Cedar Keys and Tampa Bay.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Clark, U. S. Navy, to assume command of the U. S. schooner Wanderer.

[U. S. S.] DALE, *June 2*, [*1864*].

SIR: You are hereby detached from the U. S. bark *Restless*, and you will assume command of the U. S. schooner *Wanderer*.

Acting Master's Mate C. T. Somes will turn over to you all unexecuted orders, and you will take charge of all stores, mathematical instruments, etc., giving him receipts and holding yourself accountable therefor.

Very respectfully, etc.,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Acting Master SAMUEL B. CLARK, U. S. Navy,
Key West.

Report of Acting Master Van Sice, U. S. Navy, commanding U. S. S. Sunflower, regarding the destruction of salt works in Tampa Bay.

U. S. S. SUNFLOWER,
Tampa Bay, June 7, 1864.

SIR: Having ascertained the locality of some salt works on the bay belonging to a Mr. Hooker, I went up abreast of the place with the

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steamer on the 2d instant, sent three armed boats ashore in charge of Acting Master William Fales, and entirely destroyed the works, which were very fine ones, consisting of four very large kettles and large furnaces; also destroyed a quantity of salt. On the approach of the boats the men employed at the works all left but one.

Very respectfully, your obedient servant,

EDW. VAN SICE,
Acting Master, Commanding.

Acting Rear-Admiral T. BAILEY,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

[Telegram.]

NAVY DEPARTMENT, *June 7, 1864.*

Send the *Iuka*, Lieutenant [William C.] Rogers, directly to Key West, to report to Acting Rear-Admiral Bailey.

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Captain Scott, U. S. Navy, commanding U. S. S. De Soto, to proceed to Portsmouth, N. H., for repairs to that vesseel.

U. S. FLAGSHIP DALE,
Key West, June 9, 1864.

SIR: A medical survey having recommended that the *De Soto* be sent north for sanitary considerations, you will, as soon as she is ready for sea, proceed to Portsmouth, N. H., and report on arrival to the honorable Secretary of the Navy.

The track you will pursue on your return north will be from Matanilla Rocks, cutting diagonally the cruising ground to the northward of Bahama Banks, or on a line from said rocks to latitude 27° 30′ N., and longitude 76° 45′ W., intercepting the course of the blockade runners between Nassau and Wilmington.

On arriving at Portsmouth, you will use your best endeavors to have the *De Soto* cleaned, disinfected, and repaired, so as to enable her to return to the squadron as soon as possible.

I am, very respectfully, your obedient servant,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Captain GUSTAVUS H. SCOTT, U. S. Navy,
Commanding U. S. S. De Soto.

Report of Commander Shufeldt, U. S. Navy, commanding U. S. S. Proteus, of the capture by that vessel of the British schooner R. S. Hood.

U. S. S. PROTEUS,
At Sea, Lat. 28° 02′ N., Long. 77° W., June 9, 1864.

SIR: I have the honor to report to you that I have captured and sent to Key West the British schooner *R. S. Hood*, of and from Nassau, and purporting to be bound to New York in ballast.

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I took ner because she was steering with a free wind, a course which would have taken her to some Confederate port, and because she had on board no clearance or proper crew list. At the time of capture, Man-of-War Cay, Little Bahama Bank, bore S. ¾ E. 82 miles.

The proper prize list is herewith enclosed.

Very respectfully,

R. W. SHUFELDT,
Commander.

Hon. SECRETARY OF THE NAVY,
Washington.

Report of Acting Master Coffin, U. S. Navy, commanding U. S. tender Rosalie, regarding the capture of the steamer Emma.

TENDER ROSALIE,
Charlotte Harbor, Fla., June 11, 1864.

SIR: I have the honor to report to you the capture and detention of the steamer *Emma*, under the following circumstances:

On the morning of the 9th instant, while coming up the coast, I discovered said steamer within half a mile of the beach, near the mouth of Malco Inlet [Marco Pass], at anchor.

I hauled on the wind and commenced beating toward her, and in about an hour after I discovered her I perceived her to commence firing up, and she was shortly underway and started up the coast to the northward, keeping close inshore and apparently trying to outrun and keep to windward of me.

I soon worked near enough to have her within range of my gun, whereupon I fired a shell toward her, after which she bore down toward me with the American ensign flying.

Upon boarding her I found her to have on board a man whose name was not on the crew list, also one man short.

The captain's excuse for being with his steamer in such a position not being satisfactory to me, I took charge of her and carried her to Charlotte Harbor, where I delivered her over to Acting Volunteer Lieutenant C. H. Rockwell, commanding U. S. bark *Gem of the Sea*, for his investigation, as the *Rosalie* is a tender to that bark.

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

PETER F. COFFIN,
Acting Master, Commanding Tender Rosalie.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Volunteer Lieutenant Rockwell, U. S. Navy, commanding U. S. bark Gem of the Sea, regarding the result of an examination of the papers of captured steamer Emma.

U. S. BARK GEM OF THE SEA,
Charlotte Harbor, Fla., June 11, 1864.

SIR: In connection with the enclosed report, I have the honor to report to you that on investigation of the papers and search of the steamer *Emma* I find:

1st. She was captured at an entrance in the coast where three vessels ran the blockade together less than a month ago. These three

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vessels were captured by the army forces at Fort Myers, after they had got in.

2d. On board the steamer is one Holmes, who is not on any of her papers, and who was captain of the largest of the three vessels spoken of above as having run the blockade.

3d. Her manifest says her lading is ballast, stores, and fuel. She has no ballast on board.

4th. There is on board several tons of fine blacksmith's coal, for which the captain says he paid $20 a ton, the whole costing over $300, and which is not mentioned in her manifest. The captain says this is fuel, and then acknowledges that the steamer's furnaces can burn nothing but wood. This coal is contraband of war, and, I am told, is worth $500 a ton in the so-called Southern Confederacy.

5th. Those on board the steamer have endeavored to throw overboard, surreptitiously, portions of this coal since her capture on two occasions, until prevented by the prize crew.

6th. The real fuel on board of her, i. e., wood, was barely sufficient to reach Sanibel Harbor with, and it was necessary to cut more in order to reach this harbor.

7th. Though cleared for New Orleans via Pensacola, they had barely wood enough to enable them to reach the point where captured and proceed inside, where fuel could be easily obtained.

8th. The enemy are known to have been in communication with that portion of the coast where she was captured quite recently, and it is probable they are still.

9th. The statements and explanations of the captain are very contradictory in their character.

10th. Her "shipping articles" are not endorsed by the collector of the port cleared from (Key West).

11th. Two men called for by the crew list are not on board. The man Holmes had just been taken to Key West as a prisoner, and had taken the oath of allegiance there.

12th. Three different times after she was captured she was discovered to be on fire, and her crew, on being requested to assist in extinguishing the flames, would not do so until obliged to do so by the officer in charge.

The above are the principal facts in the case, and I have deemed it my duty to detain and send her in. Their actions have been very suspicious, and I think there is no doubt of an intention of running in for a cargo.

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

C. H. ROCKWELL,
Acty. Vol. Lieut., U. S. Navy, Comdg. U. S. bark Gem of the Sea.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Fleming, U. S. Navy, commanding U. S. S. Sagamore, transmitting report regarding expedition for the seizure of cotton in Suwanee River.

U. S. S. SAGAMORE,
Off Cedar Keys, Fla., June 12, 1864.

SIR: I have the honor to report that on the 6th instant I sent the launch from this vessel, and two boats from the steamer *Clyde*, with

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24 men and 4 officers, on an expedition up the Suwanee River to seize some cotton I had been informed the rebels were making use of for the purpose of constructing breastworks on that river. On the 7th the expedition reached the place, about 38 miles up, in the vicinity of Clay Landing, and succeeded in capturing 100 bales, mostly sea-island cotton, which had been brought to this place.

In conclusion, permit me to say that Acting Ensign L. R. Chester, the officer in charge of the expedition, conducted it in a manner to be commended, returning his force with no casualties and not an article missing, and the behavior of the officers and men who accompanied him was as usual everything that could be desired.

Enclosed herewith please find copy of Acting Ensign Chester's report.

Very respectfully, your obedient servant,

[CHARLES E. FLEMING,]
Lieutenant-Commander, Commanding.

Rear-Admiral THEODORUS BAILEY,
Commanding East Gulf Blockading Squadron.

[Report of same date and like tenor to the Secretary of the Navy.]

[Enclosure.]

U. S. S. SAGAMORE,
Cedar Keys, Fla., June 12, 1864.

SIR: In obedience to your orders of June 6, I proceeded with Acting Master's Mate F. Silva on an expedition up the Suwanee River to seize some cotton belonging to the rebels, supposed to be in that vicinity.

Our launch, howitzer, and 12 men, two boats from the U. S. S. *Clyde*, with Acting Ensign H. Jones, Acting Master's Mate C. F. Palmer, and 12 men, formed the expedition. We were joined while on our way toward the river by 7 refugees in their own boat.

At 5 p. m. on the 7th instant we arrived in the vicinity of Clay Landing and secured about 100 bales of cotton, principally sea-island. We rafted it and started that same evening for Cedar Keys with it in tow.

During the passage to this station we experienced head winds and currents, obliging us to reraft the cotton three times, and delaying our arrival until to-day.

I beg leave to state that the above-mentioned officers used every exertion to forward the object of the expedition. The men were prompt and obedient, performing their duties cheerfully.

Very respectfully, your obedient servant,

L. R. CHESTER,
Acting Ensign, in Charge of Expedition.

Lieutenant-Commander CHARLES E. FLEMING,
Commanding U. S. S. Sagamore.

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Report of Acting Volunteer Lieutenant Browne, U. S. Navy, commanding U. S. bark Restless, regarding cooperative movements in St. Andrew's Bay.

U. S. BARK RESTLESS,
St. Andrew's Bay, Florida, June 12, 1864.

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

On the 22d April we dispatched the barge up East Bay to destroy all salt works in operation. Only one was discovered, and that was destroyed. There were at that time some small concerns in West Bay making salt, but hearing they intended to erect extensive ones again for the Government on the old site destroyed by us in December last, I concluded not to molest them until they were more numerous. In the meantime Captain Woods, commanding the Federal post here, desiring our cooperation on an expedition to destroy some rebel Government property, on the 23d of May I dispatched Acting Ensign Eason in the barge with a crew of 11 men, with howitzer and rifles, to cover the soldiers landing and retreating if necessary. In the meantime our men landed and destroyed some 10 or 12 salt works in that vicinity, which see in his report, enclosed.

On the 27th of May, hearing that another extensive salt work had been erected up East Bay since April, I determined to destroy it, and if possible to do so as fast as they build new ones.

I therefore dispatched Acting Ensign Eason again in the barge with a howitzer and 8 men, accompanied by the second cutter with 11 men armed with howitzer and rifles, the result of which is detailed in his report, enclosed.

Again on the 8th of June the Federal soldiers here under Captain Woods, being out of provisions and no prospect of a supply from Key West for some time, he consulted with me the feasibility of procuring supplies of corn and bacon by making a raid on the salt works up West Bay. Feeling assured that this could be accomplished, I directed Acting Ensign W. B. Rankin to proceed in the barge with 5 men from this vessel, carrying Captain Woods and 40 of his men, taking our howitzer. We heard there was a company of cavalry in that vicinity. The expedition was successful and returned the next day, having made a very successful raid; 97 salt works were totally destroyed, with all their tools and equipments, etc. The barge was loaded with corn and bacon; of the former, 600 rations, and of the latter, 320. Enclosed is Acting Ensign Rankin's report.

Very respectfully, your obedient servant,

W. R. BROWNE,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral T. BAILEY,
Comdg. East Gulf Blockdg. Squadron, Key West, Fla.

[Enclosure.]

U. S. BARK RESTLESS,
St. Andrew's Bay, Florida, June 9, 1864.

SIR: In obedience to your orders I left the ship on the 8th instant with the scow and 5 men armed with — pounder howitzer for the purpose of covering the men of Captain Woods' company in case they were attacked while making a raid on the salt works on West Bay. As Captain Woods was not attacked, my services only became

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available in transferring men to and from West Bay Point, and conveying provisions they captured to camp.

Very respectfully,

W. B. RANKIN,
Acting Ensign, U. S. Navy.

W. R. BROWNE,
Acting Volunteer Lieutenant, Comdg. U. S. Bark Restless.

Report of Acting Master Nickerson, U. S. Navy, commanding U. S. schooner James S. Chambers, regarding the capture of cotton by boat expedition to Waccasassa River, June 13, 1864.

U. S. SCHOONER J. S. CHAMBERS,
Key West, Fla., July 12, 1864.

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

On the 13th June last an armed boat's crew was dispatched from this vessel in charge of Acting Master's Mate Henry E. Hopkinson for the Waccasassa River, Florida, in connection with an armed boat from the U. S. S. *Clyde.* They returned on the 16th ultimo, with a quantity of cotton captured on said river, some 34 bags, which has been delivered to the proper authorities at Key West for adjudication.

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

L. NICKERSON,
Acting Master, Commanding.

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

Reports of Acting Master Gray, U. S. Navy, commanding U. S. storeship Courier, regarding the loss of that vessel.

U. S. STORESHIP COURIER,
Ashore on the Island of Abaco, June 15, 1864.

SIR: I regret to announce to you the loss of this ship, she having run ashore on this island about 10 miles south of Elbow Cay light-house, at about 3 o'clock on the morning of the 14th instant. The officers and crew are all safe, and I have written to the U. S. consul at Nassau requesting him to charter a vessel to convey them to a port in the United States.

The ship will prove a total wreck. We are now engaged in saving stores and cargo, the latter in a damaged condition. The only way I have to account for this unfortunate occurrence is, that the reckoning of the ship must have been very much out, or that we experienced a very strong westerly current.

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

S. C. GRAY,
Acting Master, Commanding.

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

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WRECK OF U. S. SHIP COURIER,
Lynyard Cay, Abaco Island, June 22, 1864.

SIR: I informed you, under date of the 15th instant, of the loss of this ship.

Mr. W. C. Thompson, U. S. consul at Nassau, New Providence, has chartered the schooner *Samuel T. Keese*, to convey the officers, crew, guns, stores, etc., saved, to Port Royal, for the sum of $1,000 in gold. Accordingly I have drawn on you, at thirty days' sight, for $1,000, payable in gold, or its equivalent, on receipt or the delivery of the officers and crew at Port Royal. I enclose a copy of Mr. W. C. Thompson's agreement with the master of the schooner *Samuel T. Keese.*

Very respectfully, your obedient servant,

S. C. GRAY,
Acting Master, Commanding,

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

Memorandum of an agreement between H. N. Farr, master and owner of the schooner Samuel T. Keese, and W C. Thompson, acting U. S. consul at Nassau.

It is hereby agreed by and between the above parties that said schooner shall proceed hence to Lynyard Cay, Great Abaco Island, Baaas [Bahamas], and take on board the officers and crew of the wrecked U. S. ship *Courier*, 75 men, more or less, and transport them to the port of Port Royal, S. C. And that the ship shall be well and sufficiently equipped and provided for that purpose with all articles except provisions, and that the master shall lend them every necessary assistance on the voyage, and to land at Port Royal; also that he shall take on board and convey there all the baggage of the officers and crew and three brass guns now on board the *Courier*, or landed from her, together with their carriages and appurtenances. It is also agreed that said Captain H. N. Farr shall receive therefor the sum of $1,000, payable in gold coin by a draft on the United States Treasury at thirty days' sight. That said officers and crew shall furnish provisions for the voyage, and that a pilot from this place to said Lynyard Cay shall be provided the vessel at this place.

W. C. THOMPSON,
Acting U. S. Consul.

HENRY N. FARR,
Master Schooner S. T. Keese.

Attest:
ALBERT P. SAMPSON,
Acting Ensign, U. S. Navy.

NASSAU, NEW PROVIDENCE,
June 20, 1864.

SIR: On the arrival of the above-mentioned men in the agreement, please give Captain Farr the draft provided for therein.

W. C. THOMPSON,
Acting U. S. Consul.

COMMANDING OFFICER OF THE PORT,
Port Royal, S. C.

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Stations of vessels composing the East Gulf Blockading Squadron, June 15, 1864.

Name.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	West Pass, St. George's Sound.
Beauregard	Schooner	Actg. Master E. C. Healy	Sent to Portsmouth, N. H.
Clyde	Steamer	Actg. Vol. Lt. Q. A. Hooper	Off Suwanee River.
Dale	Ship	Comdr. R. Handy	Ordnance ship, Key West.
De Soto	Steamer	Capt. G. H. Scott	Sent to Portsmouth, N. H.
Eugenie	Schooner	Actg. Master W. McClintock	Guard schooner, Key West.
Fort Henry	Steamer	Actg. Vol. Lt. I. B. Baxter	East Pass, St. George's Sound.
Gem of the Sea	Bark	Actg. Vol. Lt. C. H. Rockwell	Charlotte Harbor.
Hendrick Hudson	Steamer	Lt. Comdr. C. J. McDougal	Cruising between latitude 24° 30′ N., longitude 84° 05′, and 23° 20′ N. and 85° 30′ W.
Honduras	do	Actg. Vol. Lt. T. R. Harris	Sent to supply squadron with stores, etc.
Honeysuckle	do	Actg. Ensign C. Sears	Repairing at Key West.
Huntsville	do	Lt. Comdr. R. Chandler	Key West.
J. L. Davis	Bark	Actg. Master W. N. Griswold	Tampa Bay.
James S. Chambers	Schooner	Actg. Master L. Nickerson	Cedar Keys.
Marigold	Steamer	Act. Master L. D. D. Voorhees	Harbor duty, Key West.
Nita	do	Actg. Ensign J. Hancock	Repairing at Key West.
Proteus	do	Comdr. R. W. Shufeldt	Cruising off north side of Matanilla Reef.
Pursuit	Bark	Actg. Vol. Lt. W. P. Randall	St. Joseph's Bay.
Restless	do	Actg. Vol. Lt. W. R. Browne	St. Andrew's Sound.
Roebuck	do	Actg. Mast. W. L. Martine	Off Indian River Inlet.
Sagamore	Steamer	Lt. Comdr. C. E. Fleming	Ordered to Key West for repairs.
San Jacinto	do	Captain T. P. Greene	Campeche Banks.
Somerset	do	Actg. Vol. Lt. W. Budd	West Pass, St. George's Sound.
Stars and Stripes	do	Actg. Vol. Lt. J. Sherrill	St. Marks.
Sunflower	do	Actg. Master E. Van Sice	Tampa Bay.
Tahoma	do	Lt. Comdr. D. B. Harmony	At Key West for repair.
Tioga	do	Lt. Comdr. E. Y. McCauley	Key West, preparing for sea.
Wanderer	Schooner	Actg. Master S. B. Clark	Hospital ship, Key West.
Magnolia	Steamer	Actg. Vol. Lt. W. S. Cheesman	Bahama Banks, between Elbow Cay and east end of Eleuthera Island.

TENDERS.

Name.	Class.	Attached to—	Commanding officer.	Where stationed.
Annie	Schooner	Tahoma	Actg. Master J. S. Williams	Ocklockonee River.
Ariel	do	San Jacinto	Actg. Master J. J. Russell	Key West, returned June 13.
Fox	do	do	Actg. Master C. T. Chase	Between St. Marks and Cedar Keys.
Rosalie	Sloop	Gem of the Sea	Actg. Master P. F. Coffin	Charlotte Harbor.
Sea Bird	Schooner	San Jacinto	Actg. Master C. P. Clark	Sent to Cape Canaveral.
Stonewall	do	Sunflower	Actg. Master H. B. Carter	Between Tampa Bay and Charlotte Harbor.
Two Sisters	do	San Jacinto	Actg. Master T. Chatfield	Between Cedar Keys and Tampa Bay.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the loss of mails en route to the Department.

No. 190.] U. S. FLAGSHIP DALE,
Key West, June 15, 1864.

SIR: The report is current that two mails from this port for the North have been lost. The one went north by the *Nightingale*, and on

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the arrival of that vessel at New York could not be found. The other was lost at sea by the sinking of the *Pocahontas* off Hatteras. I can not tell what letters may have gone by these mails to the Department, but am inclined to believe that communications of importance from myself to the Secretary of the Navy were in both the mails. If the Department will furnish me with the numbers of such letters as have failed to come to hand, I will at once forward duplicate.

Respectfully,

THEODORUS BAILEY,
Acty. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Captain Greene, U. S. Navy, commanding U. S. S. San Jacinto, to proceed in search of blockade runners.

U. S. FLAGSHIP DALE,
Key West, June 16, 1864.

SIR: In case the vessels for which you have been waiting have not as yet made their appearance, I am inclined to believe that their destination has been altered and that it will be useless to delay longer in the hope of making them prizes.

You will therefore, unless you have good reason to suppose that a further delay would be productive of good results, return upon the receipt of this order to this port. On your way to this port, in case you have on board a sufficient supply of coal, you can cruise for a few days between longitude 85° and 87° W., latitude 24° and 24° 30′ N., making your course between these parallels E. by N. ½ N., and W. by S. ½ S., steering from daylight till meridian to the eastward and from meridian to sundown to the westward, lying to at night.

There is reason to believe that blockade runners, both from Sabine Pass and Galveston, can be intercepted on that line.

Respectfully,

THEODORUS BAILEY,
Act. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Captain T. P. GREENE, U. S. Navy.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, commanding U. S. S. Tioga, to proceed north on account of yellow fever.

U. S. S. SAN JACINTO, *June 19, 1864.*

SIR: In consequence of the yellow fever, which has broken out in your vessel, you will proceed north forthwith to the navy yard at Portsmouth, N. H., reporting to the commandant of the yard on your arrival at that port.

Respectfully,

THEODORUS BAILEY,
Acty. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Lieutenant-Commander E. Y. MCCAULEY,
Commanding U. S. S. Tioga.

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Report of Acting Master Nickerson, U. S. Navy, commanding U. S. schooner James S. Chambers, regarding the capture of cotton by boat expedition to Waccasassa River, June 19, 1864.

U. S. SCHOONER J. S. CHAMBERS,
Key West, Fla., July 12, 1864.

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

On June 19 last an armed boat's crew, in charge of Acting Master's Mate Henry E. Hopkinson, was dispatched from this vessel in connection with an armed boat from U. S. S. *Clyde* for the Waccasassa River, Florida. They returned to the ship with 27 bales cotton captured on the 20th ultimo in said river. The same has been delivered to the proper authorities at Key West for adjudication.

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

L. NICKERSON,
Acting Master, Commanding.

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

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. S. Iuka, regarding cruising duty for that vessel.

U. S. S. SAN JACINTO, *June 20, 1864.*

SIR: You will proceed forthwith to Tampa Bay and there coal ship and make the necessary repairs to your machinery. When ready for sea you will proceed to cruise to the southward and eastward of Mobile from 50 to 100 miles offshore; when in want of coal, return to Tampa.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Acting Volunteer Lieutenant W. C. ROGERS,
Commanding U. S. S. Iuka.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the result of the appraisement of powder taken from prize steamer Cumberland.

No. 204.] U. S. FLAGSHIP DALE,
Key West, June 23, 1864.

SIR: In the Department's communication to me of May 27, 1864, I was directed to have the powder landed from the prize steamer *Cumberland* (consisting of 100 barrels) examined, and if found to be as represented, to cause it to be taken for the use of the Navy upon the report of a board of appraisers appointed to appraise the same. I enclose herewith the papers relating to the matter, including the report of Captain McFarland, U. S. Engineer Corps, in charge of the construction of the fortifications on this island and at Tortugas, and the report of the board of appraisers.

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I have accordingly taken the powder, 100 barrels of 100 pounds each, for the use of the Navy, at 20 cents per pound, the appraised value. There being no room for it on the ordnance ship, I have left it at the magazine at Fort Taylor.

Very respectfully,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Chatfield, U. S. Navy, commanding U. S. schooner Two Sisters, to proceed up the Suwance River for captured cotton.

U. S. S. DALE, *June 23, 1864.*

SIR: On receipt of this you will proceed with the *Two Sisters* to secure a quantity of cotton captured up the Suwanee River by the tender *Fox*. Mr. Chase states that it consists of 7 good bales and three or four broken ones, and may be found on a key at the north side of the West Pass of Suwanee River, to the northward of and in sight of the wreck of the steamer *Powerful*. You will place this cotton in charge of the senior officer at Cedar Keys to be forwarded to Key West by the first opportunity, and you will yourself attend to having it legibly marked, that it may not be mistaken for any other lot.

Respectfully,

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Acting Master THOS. CHATFIELD,
Commanding Tender Two Sisters.

Report of Commander Shufeldt, U. S. Navy, commanding U. S. S. Proteus, of the capture by that vessel of the steamer Jupiter.

U. S. S. PROTEUS,
At Sea, Lat. 29° 35' N., Long. 77° 12' W., June 27, 1864.

SIR: I have the honor to report that I have captured and sent to Boston, the steamer *Jupiter*, with British flag and no papers, from Nassau, the 25th instant, and bound to Wilmington, N. C.; cargo all thrown overboard previous to capture. At the time of capture Man-of-War Cay bore S. by E., 180 miles distant. The proper prize list of this crew is herewith enclosed.

Acting Gunner W. H. Pearce goes home in charge, and Acting Master's Mate Alonzo M. Rivers accompanies him, which officers, together with the prize crew, I respectfully request will be returned to this vessel.

I am, very respectfully,

R. W. SHUFELDT,
Commander.

Hon. SECRETARY OF THE NAVY,
Washington.

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Report of Acting Master Martine, U. S. Navy, commanding U. S. bark Roebuck, regarding the capture of the sloop Last Resort in Jupiter Inlet, Florida.

U. S. BARK ROEBUCK,
Off Indian River Inlet, June 30, 1864.

SIR: I have the honor to report to you the capture of the rebel sloop *Last Resort*, John Dougherty, master, and crew of two men, claiming to be passengers, and a cargo consisting of 6 bales cotton.

The capture was made on the morning of June 30, at Jupiter Inlet, 35 miles from the bark, by the launch of this vessel, in charge of Acting Ensign E. H. Watkeys, who reports that he found no papers or flag; also that the master, John Dougherty, had made his escape. The sloop, in my opinion, being unfit to send to Key West, I have taken her cargo on board the bark.

Enclosed please find crew list of the bark at the time of the capture.

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

WM. L. MARTINE,
Acting Master, Commanding.

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

Stations of vessels composing the East Gulf Blockading Squadron, July 1, 1864.

Name.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	West Pass, St. George's Sound.
Clyde	do	Actg. Vol. Lt. Q. A. Hooper	Suwanee River.
Dale	Ship	Commander R. Handy	Ordnance ship, Key West.
Eugenie	Schooner	Actg. Master W. McClintock	Guard ship, Key West.
Fort Henry	Ferryboat	Actg. Vol. Lt. I. B. Baxter	East Pass, St. George's Sound.
Gem of the Sea	Bark	Actg. Vol. Lt. C. H. Rockwell	Charlotte Harbor.
Hendrick Hudson	Steamer	Lt. Comdr. C. J. McDougal	Coaling, sails to-day.
Honduras	do	Actg. Vol. Lt. T. R. Harris	Supplying squadron.
Honeysuckle	do	Actg. Ensign C. Sears	Special army service.
Huntsville	do	Lt. Comdr. R. Chandler	Tampa Bay.
Iuka	do	Actg. Vol. Lt. W. C. Rogers	Cruising in the Gulf.
Jas. L. Davis	Bark	Actg. Master W. N. Griswold	Tampa Bay.
Jas. S. Chambers	Schooner	Actg. Master L. Nickerson	Cedar Keys.
Marigold	Steam tug	Actg. Master L. D. D. Voorhees	Harbor duty, Key West.
Magnolia	Steamer	Actg. Vol. Lt. W. S. Cheesman	Cruising, Bahama Banks.
Merrimac	do	Actg. Master W. P. Rogers	On her way to West Pass.
Nita	do	Actg. Ensign J. Hancock	Repairing, Key West.
Proteus	do	Comdr. R. W. Shufeldt	Cruising, Bahama Banks.
Pursuit	Bark	Actg. Vol. Lt. W. P. Randall	St. Joseph's Bay.
Restless	do	Actg. Vol. Lt. W. R. Browne	St. Andrew's Sound.
Roebuck	do	Actg. Master W. L. Martine	Indian River.
Sagamore	Gunboat	Lt. Comdr. C. E. Fleming	Cedar Keys.
San Jacinto	Steamer	Capt. T. P. Greene	Sand Key.
Somerset	Ferryboat	Actg. Vol. Lt. W. Budd	West Pass.
Stars and Stripes	Steamer	Act. Vol. Lt. J. Sherrill	St. Marks.
Sunflower	Steam tug	Actg. Master E. Van Sice	Tampa Bay.
Wanderer	Schooner	Actg. Master S. B. Clark	Hospital schooner, Key West.

TENDERS.

Name.	Class.	Attached to—	Commanding officer.	Where stationed.
Ariel	Schooner.	San Jacinto	Actg. Master J. J. Russell	St. Martin's Reef.
Fox	do	do	Actg. Master C. T. Chase	Cruising in the Gulf.
Sea Bird	do	do	Actg. Ensign E. L. Robbins.	St. Martin's Reef.
Two Sisters	do	do	Actg. Master T. Chatfield	St. Marks and Cedar Keys.
Annie	do	Stars and Stripes	Actg. Master J. S. Williams.	Ocklockonee River.
Stonewall	do	Huntsville	Actg. Master H. B. Carter	Tampa Bay and Charlotte Harbor.
Rosalie	Sloop	Gem of the Sea.	Actg. Master P. F. Coffin	Charlotte Harbor.

Respectfully,

T. BAILEY,
Acty. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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Report of Acting Volunteer Lieutenant Budd, U. S. Navy, commanding U. S. S. Merrimac, regarding the capture of sloop Henrietta, of Havana, July 1, 1864.

U. S. S. MERRIMAC, *July 3, 1864.*

SIR: I have the honor to report that at 8 a. m. July 1, in latitude 28° 20′ N., longitude 84° W., I captured the sloop *Henrietta*, of Havana, bound from Bayport, Fla., to the former place, cargo about 16 bales of cotton. A schooner, afterwards ascertained to be the *J. S. Chambers*, was in sight at the time of the capture, but not within signal distance. The crew of the sloop consist of Joseph Napoleon Talbot, master; Daniel Robinson, Bryon Doughtey, and Francis Allen, hands; M. Cole, of Atlanta, Ga., passenger. Enclosed please find prize list and papers found in prize.

Very respectfully, your obedient servant,

W. BUDD,
Acting Volunteer Lieutenant, Commanding Merrimac.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Report of Acting Master Nickerson, U. S. Navy, commanding U. S. schooner James S. Chambers, claiming a share in the sloop Henrietta, captured July 1, 1864.

U. S. SCHOONER J. S. CHAMBERS,
Key West, Fla., July 12, 1864.

SIR; I have the honor to report the capture of, and submit a claim of this vessel to a prize sloop, *Henrietta*, captured by the U. S. S. *Merrimac*, Acting Volunteer Lieutenant W. Budd, commanding. The following are the circumstances of the capture:

At about 5:30 a. m. on 1st instant, in latitude 28° 24′, longitude 83° 24′, a sail was reported bearing S. W. by W. We were at the time heading S. by W. I immediately directed my course for her, setting all sail. At 7:30 a. m. a steamer was discovered under our lee quarter, bearing about N. N. W., apparently standing for the sail alluded to. When abeam of us persons could be distinctly seen on board of her. Shortly after, the chase was brought to by the steamer, at which time the ensign of the latter could be plainly made out from this vessel. We were gaining on the sloop fast and should have soon secured her without assistance.

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

L. NICKERSON,
Acting Master, Commanding.

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

Report of Commander Shufeldt, U. S. Navy, commanding U. S. S. Proteus, regarding the cruise of that vessel.

U. S. S. PROTEUS,
Key West, July 3, 1864.

ADMIRAL: Since my letter to you of 17th ultimo, and after going to several points among the Bahamas, in pursuit of information, I have cruised in this ship to the northward of Matanilla Reef.

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On the night of 25th ultimo we chased and overhauled the U. S. S. *Bermuda*. During the afternoon of the 26th we chased a blockade runner, supposed to be the *Lucy*, from Nassau for Wilmington. On the 27th we captured the steamer *Jupiter*, after a chase of four hours, latitude 29° 10′ N., longitude 77° 02′ W. This prize showed British colors, but previous to capture had thrown overboard her papers and cargo.

I sent the prize to Boston in charge of Acting Gunner W. H. Pearce, leaving on board the supercargo and mate, together with 6 of her seamen. The master and engineers, with 15 seamen and firemen, I have brought to this port and are now on board, subject to your order.

I sent the prize in charge of the acting gunner because, in my opinion, of the two acting ensigns remaining on board this ship, neither is competent to take a command.

On the 1st instant we chased for six hours a fine steamer, supposed to be the *Let Her Be*, from Nassau to Wilmington; in that time she gained upon us at the least 12 miles.

I take this occasion to say, from information I have obtained and from my knowledge of the ground, that if I could have a good sea-going steamer, capable of 11 to 12 knots speed, and of remaining at sea fifteen days in every month, I could do much toward breaking up the illegal traffic between Nassau and Wilmington. The *Proteus* wants speed. During this cruise in search of the *Florida*, and of blockade runners, we have boarded and spoken 24 vessels, have steamed nearly 4,000 miles, and made 1,070,000 revolutions of the engines.

I am, very respectfully,

R. W. SHUFELDT,
Commander.

Rear-Admiral T. BAILEY, U. S. Navy,
Commanding East Gulf Blockading Squadron.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Captain Greene, U. S. Navy, commanding U. S. S. San Jacinto, defining the cruising ground of that vessel.

U. S. S. DALE, *July 5, 1864.*

SIR: So soon as the U. S. S. *San Jacinto*, under your command, can be got ready for sea, you will proceed to cruise on a parallel of 29° N., between 85° 30′ and 87° 30′. The *Merrimac* has orders to cruise on a parallel of 29° 30′, between the meridians of 86° and 88°. The *Iuka* has orders to cruise to the southward and eastward of Mobile, from 50 to 100 miles offshore. Should you fall in with the latter vessel you will give her commanding officer orders to cruise on a parallel of 28° 30′ N., between the meridians of 85° and 87°. When in want of coal proceed to Tampa therefor, and having coaled, return to your present anchorage at Sand Key and report to me.

Respectfully,

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Captain T. P. GREENE, U. S. Navy,
Commanding U. S. S. San Jacinto.

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Report of Acting Volunteer Lieutenant Cheesman, U. S. Navy, commanding U. S. S. Magnolia, regarding the capture of three boats from Peace Creek, near Bayport, Fla.

U. S. S. MAGNOLIA,
At Sea, July 7, 1864.

SIR: Being at sea in north latitude 27° 41′ and west longitude 78° 54′ at 10:30 a. m. of the 4th instant, three sails were reported bearing N. W. from us by the masthead lookout. Immediately stood for them, but the sails had disappeared and standing on this course for awhile, saw three boats with neither masts nor sails up. At 11:30 a. m. spoke them; they replied, they were from Dixie and bound to Nassau, New Providence, loaded with cotton and turpentine (about 9 bales and 8 barrels). They were from Peace Creek, near Bayport, Fla., had been forty-two days on the passage, nine of which they had been in the Gulf, were almost destitute of provisions and water. There were two men in each boat, making six in all; the boats had neither name nor papers.

The nearest land at the time of capture was the Middle Shoal, Matanilla Reef, bearing S. by W., distance about 15 miles. Were obliged to stave in the decks of the boats to discharge their cargoes, and the boats were so shaky and worthless had them scuttled and cast adrift.

All the men were foreigners with the exception of one, whose family is residing in Florida. All but this one I have set on shore at Great Stirrup Cay, Bahamas, and intend to take this man to Key West in the ship.

Enclosed please find list of officers and men attached to this vessel on the 4th instant, and are entitled to share in the capture made on that day.

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

WM. S. CHEESMAN,
Acting Volunteer Lieutenant, Commanding.

Hon. SECRETARY OF THE NAVY,
Washington, D. C.

[Report dated July 4, 1864, and of like tenor, to Acting Rear-Admiral Bailey.]

Report of Acting Master Martine, U. S. Navy, commanding U. S. bark Roebuck, regarding the capture of the British schooner Terrapin.

U. S. BARK ROEBUCK,
Off Indian River Inlet, July 11, 1864.

SIR: I have the honor to report to you the capture of the English schooner *Terrapin*, of Nassau, Peter Cummings, master, and crew of 2 colored men and 1 man claiming to be a passenger, with a cargo of 3 bales of cotton and 3 barrels turpentine.

The capture was made on the evening of July 10, at Jupiter Inlet, 35 miles from the bark, by the launch of this vessel, in charge of Acting Ensign E. H. Watkeys, who reports that he found no papers or flag, but on removing her after hatch to put the cargo of the sloop *Last Resort* in, the crew list and clearance from Nassau were found.

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As soon as an opportunity offers will send her to Key West with the cargo of the sloop for adjudication.

Enclosed please find crew list of the bark at the time of the above capture.

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

WM. L. MARTINE,
Acting Master, Commanding.

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

Report of Acting Master Martine, U. S. Navy, commanding U. S. bark Roebuck, regarding the capture of sloop Last Resort, in Jupiter Inlet.

U. S. BARK ROEBUCK,
Off Indian River Inlet, July 12, 1864.

SIR: I have the honor to report to you that on the 29th of June I dispatched the launch of this vessel, with an armed crew of ten men and a coxswain, under command of Acting Ensign E. H. Watkeys, to Jupiter Inlet to blockade. On the 30th of June, at 11:30 a. m., he captured the sloop *Last Resort*, John Dougherty, master, attempting to run out of the inlet with 6 bales of cotton.

The captain escaped into the bushes. No papers or flag have been found. There were two passengers on board, viz, Robert Day and George Coulter.

At 8 o'clock on the evening of the 2d of July the prize sloop arrived alongside the bark with one passenger, in charge of John Findlay (coxswain), and one seaman. The next morning discharged the prize. Mr. Watkeys and the balance of his crew remained at the inlet to endeavor to raise a sunken schooner supposed to contain 6 bales of cotton and 1 barrel turpentine.

On the evening of July 11, at 8 p. m., Mr. Watkeys returned with the launch and a prize, the schooner *Terrapin*, of Nassau, Peter Cummings, master, and three men, one of whom represented himself as a passenger and owner of the cotton, Samuel Kennard. Her cargo consists of 3 bales of cotton and 3 barrels turpentine, captured July 10, at 5 p. m., attempting to run out at Jupiter Inlet.

Mr. Watkeys also brought two men and a small boat which he had taken on the river. They claimed to be Union men, and asserted that they had never been engaged in blockade running; all that they had was wrecked stuff. They both took the oath of allegiance before me, which I enclose to you. One of them had previously taken it in Key West (George C. Brantley).

After a rigid examination I could find nothing that would warrant my detaining them; therefore I gave them their boat and things and let them go.

I would also respectfully report to you the arrival at Indian River Inlet of 26 refugees—7 men, 6 women, 13 children. They wish to be sent to St. Augustine.

Mr. Watkeys reports that out of the sunken schooner he could only

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get what will amount to about 2 bales of cotton; the balance is all decayed.

Very respectfully, your obedient servant,

WM. L. MARTINE,
Acting Master, Commanding.

Acting Rear-Admiral T. BAILEY,
Comdg. East Gulf Blockdg. Squadron, Key West, Fla.

JULY 14, 1864.

SIR: Since writing the above I have to report the arrival of five more refugees.

Stations of vessels composing the East Gulf Blockading Squadron, July 15, 1864.

Name.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	West Pass, St. George's Sound.
Clyde	do	Actg. Vol. Lt. Q. A. Hooper	Off Suwanee River.
Dale	Ship	Commander R. Handy	Ordnance ship, Key West.
Eugenie	Schooner.	Actg. Master W. McClintock	Guard schooner, Key West.
Fort Henry	Ferryboat	Actg. Vol. Lt. I. B. Baxter	East Pass, St. George's Sound.
Gem of the Sea	Bark	Actg. Vol. Lt. C. H. Rockwell	Charlotte Harbor.
Hendrick Hudson.	Steamer	Lt. Comdr. C. J. McDougal	Tampa Bay, coaling.
Honduras	do	Actg. Vol. Lt. T. R. Harris	Supplying squadron.
Honeysuckle	Steam tug	Actg. Ensign C. Sears	Special army duty.
Huntsville	Steamer	Lt. Comdr. R. Chandler	Tampa Bay.
Iuka	do	Actg. Vol. Lt. W. C. Rogers	Tampa Bay, repairing.
Jas. L. Davis	Bark	Actg. Master W. N. Griswold	Tampa Bay.
Jas. S. Chambers	Schooner.	Actg. Master L. Nickerson	On her way to Indian River.
Marigold	Steam tug	Actg. Master L. D. D. Voorhees	Harbor duty, Key West.
Magnolia	Steamer	Actg. Vol. Lt. W. S. Cheesman	Cruising Bahama Banks.
Merrimac	do	Actg. Vol. Lt. W. Budd	Cruising in the Gulf.
Nita	do	Actg. Vol. Lt. R. B. Smith	Key West, repairing.
Proteus	do	Commander R. W. Shufeldt	Tampa Bay, repairing.
Pursuit	Bark	Actg. Vol. Lt. W. P. Randall	St. Joseph's Bay.
Restless	do	Actg Vol. Lt. W. R. Browne	St. Andrew's Sound.
Roebuck	do	Act. Vol. Lt. W. L. Martine	Indian River.
Sagamore	Steamer	Lt. Comdr. C. E. Fleming	Cedar Keys.
San Jacinto	do	Captain T. P. Greene	Cruising in the Gulf.
Somerset	Ferry boat	Actg. Master W. P. Rogers	West Pass, St. George's Sound.
Stars and Stripes	Steamer	Actg. Vol. Lt. J. Sherrill	St. Marks.
Sunflower	Steam tug.	Actg. Master E. Van Sice	Tampa Bay.
Wanderer	Schooner.	Actg. Master S. B. Clark	Hospital ship, Key West.

TENDERS.

Name.	Class.	Attached to—	Commanding officer.	Where stationed.
Ariel	Schooner	San Jacinto	Actg. Master J. J. Russell	Cedar Keys and Tampa Bay.
Fox	do	do	Actg. Master C. T. Chase	Cruising in the Gulf.
Sea Bird	do	do	Actg. Ensign E. L. Robbins.	Tampa Bay and Cedar Keys.
Two Sisters	do	do	Actg. Master T. Chatfield	St. Marks and Cedar Keys.
Rosalie	Sloop	Gem of the Sea.	Actg. Master P. F. Coffin	Charlotte Harbor.
Stonewall	Schooner	Huntsville	Actg. Master H. B. Carter	Tampa Bay and Charlotte Harbor.
Annie		Unattached		Key West, for repairs.

Respectfully,

T. BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Weeks, U. S. Navy, to report for duty with U. S. Army forces.

U. S. FLAGSHIP DALE,
Key West, July 16, 1864.

SIR: Brigadier-General D. P. Woodbury, commanding the Department of Key West and Tortugas, having expressed to me a desire for your services as major of the Second Regiment, Florida Cavalry, in accordance with such desire and with your own request, you are hereby detailed for that service, and will forthwith report to General Woodbury for duty accordingly.

Your accounts will be kept upon the books of the *Tahoma* until the pleasure of the Secretary of War and the Secretary of the Navy are made known as to your permanent transfer and appointment as major of the Second Florida Cavalry.

I trust that the good opinion of officers and men which you seem to have won in the service you have already performed in connection with that portion of the army stationed on the Florida coast may be continued and confirmed in your new appointment.

I am, very respectfully, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Acting Master E. C. WEEKS, U. S. Navy.

Report of Acting Master Chatfield, U. S. Navy, commanding U. S. schooner Two Sisters, regarding expedition for securing cotton left at mouth of Suwanee River.

U. S. TENDER TWO SISTERS,
Cedar Keys, July 18, 1864.

SIR: I have the honor to report that in obedience to your order, dated June 23, 1864, I proceeded with the *Two Sisters* to the mouth of the Suwanee River, for the purpose of securing a quantity of cotton left there by the tender *Fox*. I found the cotton sunk in the mud and water and badly broken up, and was employed two days in getting it above high water, cleaning off the mud, and spreading it out to dry.

I then proceeded to Cedar Keys and obtained 90 yards of bagging from Lieutenant-Commander Fleming, of the U. S. S. *Sagamore*, with which I returned to the Suwanee, repacked the cotton, brought it to Cedar Keys, and delivered it to Lieutenant-Commander Fleming, to be forwarded to Key West.

The lot consists of 15 round bales (or bags) marked *Fox*, and is all in a wet and damaged condition.

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

THOMAS CHATFIELD,
Acting Master, Commanding Two Sisters.

Acting Rear-Admiral T. BAILEY,
Commanding Eastern Gulf Blockading Squadron.

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Order of the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, detaching him from the command of East Gulf Squadron.

NAVY DEPARTMENT, *July 19, 1864.*

SIR: In consideration of your long service in an unhealthy and enervating climate, you are authorized to turn over your command to Captain Theodore P. Greene, with permission to return north for the purpose of recruiting your health.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral THEODORUS BAILEY,
Comdg. East Gulf Blockdg. Squadron, Key West, Fla.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Stodder, U. S. Navy, enjoining vigilance against boat attack.

U. S. FLAGSHIP DALE,
Key West, July 23, 1864.

SIR: I am in receipt of your communications* of the 15th instant. I shall rely on your utmost vigilance to thwart any designs the rebels may have upon your station, and trust that you may be prepared for cotton-barricaded boats, torpedoes, or any other invention of the enemy. I should not be surprised if an attempt of some kind were made upon the vessel at West Pass.

I enclose a chart giving the Coston signals as they now are.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Acting Volunteer Lieutenant L. N. STODDER, U. S. Navy.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Captain Greene, U. S. Navy, to report at Key West.

U. S. S. DALE, *July 25, 1864.*

SIR: Upon the receipt of this order you will return forthwith to this port by the U. S. S. *Honeysuckle*, leaving instructions with Lieutenant-Commander Quackenbush to follow with the *San Jacinto*, so soon as she is coaled and can be got ready for sea. If the *Magnolia* is in readiness, you can come in her. I am desirous that you should come speedily, as the Department has directed that, pending a leave of absence granted me, the command of the squadron be temporarily transferred to you. I am detaining the *Huntsville* meantime, and wish to get her away as soon as possible.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Captain T. P. GREENE, U. S. Navy,
Commanding U. S. S. San Jacinto.

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* Not found.

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Report of Acting Master Russell, U. S. Navy, commanding U. S. schooner Ariel, regarding cooperative expedition to Bayport, Fla.

U. S. SCHOONER ARIEL,
Tampa Bay, Fla., July 25, 1864.

SIR: I have the honor to report that, in obedience to your orders, I proceeded to cruise between Tampa Bay and Cedar Keys. Stopping at Fort Myers to procure a pilot, I received a communication from Captain J. W. Childs, commanding officer at that post, requesting the means of transporting some 250 troops to a point convenient to Bayport. Meeting the schooner *Sea Bird* off Anclote Keys, I requested Acting Ensign Robbins to accompany me to Point Arrassa [Punta Rasa] to assist in that service. Stopping at Tampa Bay, I requested the assistance of Captain Chandler, of the *Huntsville*, who immediately dispatched the schooner *Stonewall* to Point Arrassa [Punta Rasa] for the same purpose. The three schooners took on board 260 troops, Captain J. W. Childs being in command of them. We proceeded to Anclote Keys, the sloop *Rosalie* taking part of the troops from the *Stonewall*. On July 7 we landed them on the north side of the Anclote River, the *Stonewall* and *Rosalie* returning to Tampa Bay. The expedition left for the purpose of making a raid on Brooksville and then falling back on Bayport. I was to meet them at that place on the 12th instant. Captain Childs and 8 men being unable to march, remained on board the *Ariel*.

On July 10, in company with the *Sea Bird*, I proceeded to Bayport; the *Sea Bird*, being unable to get in that place, anchored about 4 miles off. I ran up within 100 yards of where the battery had been located and anchored at 5 p. m., observing some few men retreating from the town by the road.

I then dispatched Acting Ensign Bacon under a flag of truce to demand the surrender of the town, if he found anyone there, or to take possession of it if they had evacuated it. At 6 p. m. Acting Ensign Bacon returned and reported that the male inhabitants had all fled, and that there were five or six families residing there, and also that there were also a few bales of cotton on the wharf ready for shipping. Acting Ensigns Robbins and Dunderdale arrived at this time with ten men. I immediately dispatched them on shore and requested Captain Childs to picket the road with the six soldiers who were fit for that duty.

I then proceeded on shore and examined the town, visiting the families, whom I found greatly frightened, but having no knowledge of the expedition that was operating against Brooksville. The two guns which I had expected to find there had been removed to Brooksville for some time. Eleven bags of cotton ready for shipping I took possession of and commenced getting it off that night. There was also some 20 or 30 bales of cotton that were lying loose in a building formerly used as a schoolhouse, and 32 bales, ready packed, on the road about 1½ miles from the town. There were also some large scows and a number of small boats there, but no blockade runners. The people assured me that but two vessels had run the blockade from that place for the last five months. Four contrabands that were there placed themselves under my protection. Stationing extra pickets, with strict orders not to enter a house or molest anyone, I waited until morning. On the 11th at 7 a. m. our military forces entered Bayport, when

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I withdrew my pickets, and they took possession of the town. I requested a detail of soldiers from the commanding officer for the purpose of bringing all the cotton off with me, which I could have done in the large scows that were there. The detail was furnished me, but in the meanwhile all the cotton near the place was fired by the soldiers, although the commanding officer had assured me that he would protect it and assist me to remove it from the place.

On the 11th at 5 p. m. the military wishing to evacuate the place, I took 60 men on the *Ariel*, besides the cotton I had on board, and transferred them to the *Sea Bird*. On the 12th the sloop *Rosalie* arrived, and not coming inside, I sent 40 men to her for transportation to Fort Myers.

Before leaving the place I destroyed the building used as a custom-house, also all boats and lighters. On the morning of the 13th we succeeded in removing the troops from Bayport, arriving at Anclote Keys on the same day.

Leaving the cotton at Anclote Keys we proceeded to Tampa Bay, and at that place transferred all the troops and prisoners to steamer *Ella Morse*.

I returned to Anclote Keys to bring the cotton and arrived at Egmont Key with it this day.

Acting Ensigns Robbins, Bacon, and Dunderdale, and the crews of the *Sea Bird* and *Ariel*, are entitled to much commendation for their untiring energy throughout this affair.

I also bring two deserters from the rebel army, who have taken the oath of allegiance and wish to join the Second Florida Regiment.

Respectfully, your obedient servant,

JAMES J. RUSSELL,
Acting Master, Commanding.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding East Gulf Blockading Squadron.

Report of Acting Ensign Robbins, U. S. Navy, commanding U. S. schooner Sea Bird, regarding cooperative expedition to Bayport, Fla.

U. S. SCHOONER (TENDER) SEA BIRD,
Tampa Bay, Fla., July 25, 1864.

SIR: In obedience to the orders of Captain T. P. Greene, commanding U. S. S. *San Jacinto*, dated the 21st of June, I proceeded to sea on the 22d ultimo. On the 26th I communicated with Acting Master J. J. Russell, commanding tender *Ariel*, and received from him orders to accompany him to Punta Rasa for the purpose of conveying troops from that place to a point near Bayport. I immediately got underway and arrived at Punta Rasa on the 28th ultimo, in company with the tenders *Ariel* and *Stonewall*. July 1 received on board 110 troops, including officers. I then got underway and proceeded to sea. Arrived at Anclote Keys on the morning of the 5th instant. At 5 p. m. the same day the schooner *Stonewall* and the sloop *Rosalie* arrived, the *Rosalie* having taken on board part of the troops from the *Stonewall*. I then got underway and ran inside the key, and on the morning of the 8th instant landed the troops above Anclote River.

The object of the expedition was to make a raid on Brooksville and

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then to fall back on Bayport. After landing the troops I then stood up the coast, and on the 10th instant, in company with the *Ariel*, stood in toward Bayport and anchored about 4 miles from the town, not being able to get nearer on account of the shallowness of the water. Taking 10 men (armed) in the boat and with Acting Ensign C. F. Dunderdale, pulled in toward the town. In the meantime the *Ariel* stood in and anchored within 200 yards of the landing. Pulling alongside of the *Ariel*, Captain Russell informed me that he had sent Acting Ensign Bacon to reconnoiter under a flag of truce. He soon returned with the information that all the male portion of the inhabitants had left, leaving only the women and children, consisting of four families. On landing we found 11 bales of cotton near the landing, which was sent on board the *Ariel*, together with four contrabands captured in the town. We also found a large quantity of loose cotton in an old building, and about 32 bales in another building at about a mile and a quarter from the landing place.

On the morning of the 11th instant the troops came in and took possession of the town. The commanding officer detailed a party of men to assist in getting the cotton to the landing, but before we arrived at the place where the cotton was stored the buildings were set fire to and all the cotton destroyed.

On the 13th instant took on board 119 troops and 5 officers and proceeded to Tampa Bay. There we transferred them to the steamer *Ella Morse*. The contrabands were sent to the U. S. S. *Huntsville* by order of Lieutenant-Commander R. Chandler.

After watering ship I proceeded to my cruising ground and there cruising until the 25th instant, when I proceeded to Tampa Bay to intercept the *San Jacinto*.

I am, yours, most respectfully,

E. L. ROBBINS,
Actg. Ensign, U. S. Navy, Comdg. Tender Sea Bird.

Acting Rear-Admiral THEODORUS BAILEY,
Commanding East Gulf Blockading Squadron.

Letter from Acting Rear-Admiral Bailey, U. S. Navy, to the prize commissioner at Key West, regarding the delivery of the captured schooner R. S. Hood to her owner.

HDQRS. OF THE EASTERN GULF BLOCKADING SQUADRON,
July 27, 1864.

In the absence of the judge, district attorney, and marshal of the United States district court, Mr. Nathaniel French, of Nassau, New Providence, has called upon me in reference to his schooner, the *R. S. Hood*, and has placed before me documents, official and otherwise, that leave no doubt in my mind that said schooner was stolen and run away with from the port of Nassau without a clearance and by parties not authorized to undertake a voyage. Under the circumstances of proofs that said Nathaniel French had no complicity with the sailing of said schooner from Nassau or the attempt to run the blockade, I shall interpose no objections to her being delivered up to her owner, he signing such receipt on bond as will protect the captors and United

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States from future reclamation and paying all expenses accrued in this port.

Very respectfully, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral.

R. W. WELCH, Esq.,
Prize Commissioner.

Detailed report of Acting Rear-Admiral Bailey, U. S. Navy, regarding prevalence of yellow fever and measures of precaution employed.

No. 215.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Naval Warehouse, Key West, July 27, 1864.

SIR: In my letter of June 19 (Nos. 195, 196) I stated to the Department that indications had forced me to the conviction that we were to have a season of yellow fever at this port. My worst fears have been more than realized, and for more than two months the disease has held its course without abatement and is now as virulent as at any time. The season of epidemic lasted in 1862 nearly till the 1st of November, and there seems no reason to believe that it will disappear sooner the present year, except it shall have exhausted all the material for disease before that time.

I propose to detail to the Department the course the epidemic has taken and the measures that I have adopted to save harmless the vessels of this squadron from its effects.

It was evident that the first precaution to be taken was to get the vessels away from Key West, the center of the disease, as quickly as possible, and the second to provide some other port than this for coaling purposes. Within forty-eight hours of the sailing of the *Tioga*, accordingly, the harbor was cleared of all vessels except such as must remain, viz, the guard schooner, the ordnance ship, and the tug. The *Huntsville* was sent to Tampa Bay, and I directed Lieutenant-Commander Chandler to proceed at once to erect a wharf at which the vessels could coal and a hospital that could be used in case of need, capable of accommodating 30 patients. Fortunately the lumber was at hand, it having been cut at West Pass and St. Andrew's Bay by the blockading vessels. Piles were sent up, and a pile driver, and Mr. Lane, a professional wharf builder. Lieutenant-Commander Chandler entered upon the work with vigor and in three weeks a wharf was built of the most substantial character, at which two vessels can lie at a time, and with a depth of water of 4 fathoms. The hospital has also been completed and equipped. All this has been done at a very inconsiderable expense.

I have sent the coal vessels up to discharge and the steamers of the squadron (except those at St. Marks and St. George's Sound, which coal at West Pass) are directed to coal at Tampa. Meantime, while this work has been progressing at Tampa, the yellow fever has been raging at this post with a violence that has exceeded that of 1862, or I believe of any previous year. The vessels that have been detained here perforce have suffered severely. The steamer *Nita* was under repairs that rendered it impossible for her to get away. Every person on board but two officers has been taken ill of the fever and so

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far some ten or more have died. On the ordnance ship *Dale* I believe every person has been taken excepting Commander Handy and a boatswain's mate. The executive officer, Acting Ensign Joseph A. Denman, the master's mate, Robert Wisner, Acting Master Miller H. Johnson (on board under arrest), and Surgeon's Steward Purcell, the only officers excepting the commanding officer living on board, were taken and all died. I lost also four of the barge's crew who were on board, and others of the *Dale's* crew also died. The *Wanderer* had but three men; all were taken; one died; the others are in a critical condition. The guard schooner *Eugenie* has also lost perhaps one-fourth of her men. On shore the sickness and mortality have been even greater. The provost-guard of 45 men has lost more than half its number, and the mortality among the citizens and refugees has been alarmingly great. Almost every unacclimated person on the island has been attacked. I myself had the disease in a severe form, as did also Mr. Zeller, the fleet engineer, Mr. Bowman, the secretary, Passed Assistant Surgeon [W. R.] Richardson, the quartermaster, all the servants, and indeed every person attached to these headquarters but one. Of these, only two have died, Dr. Richardson and the printer's assistant. The doctor was attached for general duty to the *Dale* and lived at these headquarters. He was taken the fourth day after his arrival and died the third day after his attack.

The mortality on the island I am told has reached as high as 12 to 15 in a day. I concluded early in the progress of the disease that it would be best for me to remain at this station. It is the only one from which the movements of the squadron can be properly directed or communication kept up with the North. I have accordingly remained, causing those vessels that needed to communicate with me to anchor at Sand Key and sending out the tug *Marigold* to them. I believe the well-being of the squadron has not in the least suffered. The *Roebuck* has been stationed as a storeship at Tampa. The coal vessels have discharged there and the communication with the squadron, by means of the *Honduras* making her regular trips, has been uninterrupted. Meantime, in spite of every effort, the fever has manifested itself on several of the vessels. The *Huntsville* has had from 20 to 30 cases. Her sick list for to-day shows 14 cases, and those assuming a more malignant type than the previous ones. I can spare this vessel as well now as a fortnight hence. A portion of her shaft is being forged at New York and must be nearly ready, so that a week or two sooner or later is not of importance, as she would necessarily go north to receive the machinery. I am, however, very sorry to part with the *Merrimac*. I am advised, however, by the surgeons, and my own observation of the nature of the disease and its intensity this season confirms their advice, that unless the vessel goes north every person on board will in all probability have the disease and very many must necessarily die. I have therefore concluded that in the interests of humanity the vessel should be sent north. She has lost so far but one officer—Acting Third Assistant Engineer Thomas Cunningham—but several of them are now sick, there being at present 8 cases in all, as appears by the surgeon's report enclosed with another communication on this subject.

The other vessels in which the disease has appeared are the *Honduras*, the *Iuka*, the *Marigold*, the *Honeysuckle*, and the *San Jacinto*. Deaths have occurred of officers and men on these vessels. When I

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last heard from the *San Jacinto* she had had but four cases, of which but one had terminated fatally—that of Lieutenant Tecumseh Steece, who died at sea on the 15th of July. I trust that no more vessels will have to go north. The blockade of this coast shall be preserved at all events, whatever the sickness. The squadron is much crippled, and its cruisers that have served to break up in so great a degree the commerce between Mobile and Havana, but the coast is as thoroughly blockaded as at any previous time and the squadron as effective to prevent all egress and ingress.

I enclose herewith a diagram showing the position of the hospital and coal wharf erected on Egmont Key, Tampa Bay.

I am, very respectfully, your obedient servant,

THEODORUS BAILEY,
Acty. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Stations of vessels composing the East Gulf Blockading Squadron, August 1, 1864.

Name.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	West Pass, St. George's Sound.
Clyde	do	Actg. Vol. Lt. Q. A. Hooper	Off Suwanee River.
Dale	Ship	Commander R. Handy	Ordnance ship, Key West.
Eugenie	Schooner	Actg. Master W. McClintock	Guard Schr., Key West.
Fort Henry	Ferryboat	Actg. Vol. Lt. I. B. Baxter	East Pass, St. George's Sound.
Gem of the Sea	Bark	Actg. Vol. Lt. C. H. Rockwell	Charlotte Harbor.
Hendrick Hudson	Steamer	Lt. Comdr. C. J. McDougal	S. S. E. of Mobile.
Honduras	do	Actg. Vol. Lt. T. R. Harris	Supplying squadron.
Honeysuckle	Tug	Actg. Ensign C. Sears	Key West, coaling.
Iuka	Steamer	Actg. Vol. Lt. W. C. Rogers	S. S. E. of Mobile.
Jas. L. Davis	Bark	Actg. Master W. N. Griswold	Tampa Bay.
Jas. S. Chambers	Schooner	Actg. Master L. Nickerson	Indian River.
Marigold	Tug	Actg. Master L. D. D. Voorhees	Harbor duty, Key West.
Nita	Steamer	Actg. Vol. Lt. R. B. Smith	Repairing, Key West.
Proteus	do	Comdr. R. W. Shufeldt	Cruising, Bahama Banks.
Pursuit	Bark	Actg. Vol. Lt. W. P. Randall	St. Joseph's Bay.
Restless	do	Actg. Vol. Lt. W. R. Browne	St. Andrew's Sound.
Roebuck	do	Actg. Master W. L. Martine	Storeship, Tampa Bay.
Sagamore	Gunboat	Lt. Comdr. C. E. Fleming	Cedar Keys.
San Jacinto	Steamer	Capt. T. P. Greene	Coaling, Tampa Bay.
Somerset	Ferryboat	Actg. Master W. P. Rogers	West Pass, St. George's Sound.
Stars and Stripes	Steamer	Actg. Vol. Lt. J. Sherrill	St. Marks.
Sunflower	Tug	Actg. Master E. Van Sice	Towing coal to West Pass.
Wanderer	Schooner	Actg. Master S. B. Clark	Hospital ship, Key West.
Magnolia	Steamer	Actg. Vol. Lt. W. S. Cheesman	Tampa Bay, coaling.

TENDERS.

Name.	Class.	Attached to—	Commanding officer.	Where stationed.
Ariel	Schooner	San Jacinto	Actg. Master J. J. Russell	Tampa and Cedar Keys.
Fox	do	do	Actg. Master C. T. Chase	St. Marks and Cedar Keys.
Two Sisters	do	do	Actg. Master T. Chatfield	Do.
Sea Bird	do	do	Actg. Ensign E. L. Robbins	Tampa and Cedar Keys.
Rosalie	Sloop	Gem of the Sea.	Actg. Master P. F. Coffin	Charlotte Harbor.
Stonewall	Schooner	J. L. Davis	Actg. Master H. B. Carter	Tampa Bay.
Annie.	do	Eugenie		Guard boat, Key West.

T. BAILEY,
Acty. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Williams, U. S. Navy, to assume command of the U. S. S. Sunflower.

AUGUST 5, 1864.

SIR: You are hereby detached from the U. S. ordnance ship *Dale*, and on the arrival of the U. S. S. *Honduras* at Tampa Bay you will consider yourself as detached from temporary duty on board that vessel, and you will relieve Acting Master Edw. Van Sice in the command of the U. S. S. *Sunflower*.

Your attention is called to the 20th article of the rules and regulations of this squadron.

Respectfully,

T. BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Acting Master J. S. WILLIAMS, U. S. Navy.

Report of Captain Greene, U. S. Navy, assigned to command the East Gulf Blockading Squadron.

HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
Key West, August 7, 1864.

SIR: In obedience to an order of Acting Rear-Admiral Theodorus Bailey (copy of which is enclosed), I have this day assumed command of the East Gulf Blockading Squadron.

Respectfully,

THEO. P. GREENE,
Captain, Commanding East Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Captain Greene, U. S. Navy, transferring to him the command of the East Gulf Blockading Squadron.

HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
Key West, Fla., August 7, 1864.

SIR: In compliance with authority received from the Secretary of the Navy, I am about to proceed north for the purpose of recruiting my health. I am directed by the Department, in case I should avail myself of the permission so accorded, to turn over the command of the squadron to you. You will therefore, when I leave this port, assume command of the Eastern Gulf Blockading Squadron.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Captain THEODORE P. GREENE, U. S. Navy.

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Report of Captain Greene, U. S. Navy, commanding East Gulf Blockading Squadron, regarding a series of successful expeditions from the U. S. bark James L. Davis.

No. 4.] HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
Key West, August 8, 1864.

SIR: Information has been received at these headquarters of a series of successful boat expeditions from the U. S. bark *J. L. Davis*, Acting Master W. N. Griswold, commanding, on the station at Tampa Bay. The first was made on the 11th July, and resulted in the destruction of some salt works belonging to "strong secessionists" of Tampa, Messrs. Haygood and Carter. They had been employed by the rebel authorities for some time, and were fitted with pumps, vats, and 8 boilers, and produced about 150 bushels of salt per day.

The second was made, on the 16th ultimo, to the factory of another "strong rebel," named McCloud, containing 4 boilers, with all the appliances, tools, etc., necessary for the business, all of which were destroyed.

Mr. Griswold confesses himself indebted to a resident of Old Tampa (Johnson) for the information on which he acted during these expeditions.

The third expedition was made on the 2d, 3d, and 4th August by the tender schooner *Stonewall*, attached to the *J. L. Davis*, and commanded by Acting Master Henry B. Carter, the commanding officer of the *Davis*, with his gig's crew of 6 men accompanying. Proceeding up the Manatee River to the town of the same name a large saw and grist mill, with its steam engine and fixtures, was completely destroyed. Learning here that about 3 miles up the river was a sugar mill belonging to Jefferson Davis, of Richmond, the party ascended the river and found an establishment which made last year over 1,500 hogsheads of sugar, of which two-thirds was sold to the rebel commissary department. After breaking as much of the machinery as was possible with the force at hand, loaded shell were placed in various parts of the engine and the building fired. The shell exploded and the factory was burned to the ground.

These expeditions, without loss of life or limb, show a very commendable spirit on the part of officers and men. Mr. Griswold particularly commends the conduct of Acting Master Carter as highly creditable and pleasing.

Respectfully,

THEO. P. GREENE,
Captain, Comdg. East Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding the condition of the U. S. S. San Jacinto on arrival off Sandy Hook.

U. S. S. SAN JACINTO,
At Sea, off Sandy Hook, August 12, 1864.

SIR: I have the honor to report that I have availed myself of the permission accorded in your favor of the 19th of July to return north for the purpose of recruiting my health.

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Before leaving Key West I turned over the command of the East Gulf Blockading Squadron to Captain Theodore P. Greene, in compliance with the directions of the Department.

The chief engineer of this vessel reports that certain repairs are needed to the machinery which could not have been made at Key West with safety during the prevalence of the epidemic. This ship has had 27 cases of yellow fever while cruising off Mobile and lying at Tampa Bay. Fortunately the type of the disease was mild, but would doubtless have assumed a severe form had I permitted the vessel to enter the port of Key West. I am happy to be able to report to the Department that but one death has occurred on board, that of Lieutenant Steece, and that there have been no new cases and no deaths for about three weeks.

Before the vessel returns to her station it will be necessary to renew a portion of the crew, there being some 45 on board whose terms of service expire by the close of the present month.

My address is Oyster Bay, Long Island, N. Y., where I shall await the further orders of the Department.

I am, very respectfully, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Quackenbush, U. S. Navy, commanding U. S. S. San Jacinto, announcing the arrival at New York of Acting Rear-Admiral Bailey, U. S. Navy.

U. S. S. SAN JACINTO,
New York, August 13, 1864.

SIR: I have the honor to inform the Department of the arrival of this ship at this port, bearing the flag of Acting Rear-Admiral T. Bailey, from Key West, Fla., August 7, 1864.

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

J. N. QUACKENBUSH,
Lieutenant-Commander, Commanding.

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

Report of Captain Greene, U. S. Navy, regarding measures taken in view of a reported attack by Confederate ram upon the naval force at West Pass, Apalachicola.

No. 8.] HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
Key West, August 13, 1864.

SIR: Reports reached these headquarters yesterday by the squadron supply steamer *Honduras* of a contemplated rebel raid on the naval forces stationed at West Pass, Apalachicola [St. George's Sound], with a purpose of raising the blockade at that place.

From the accounts of a deserter, confirmed by refugees, the ram or ironclad gunboat which is known to have been in course of con-

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struction on the river above Apalachicola for more than a year has at last been completed and is about to attack the vessels with the help of some cotton-clad barges or scows.

The ram is said to be heavily plated, with sloping sides and ends, and to draw something less than 6 feet of water. Her armament is unknown, but is reported to have been taken from one of the forts.

In view of the possibility of truth in some of these statements, it seemed to me prudent to reinforce the vessels at that place, consisting at present of the *Adela*, an English prize steamer, Acting Volunteer Lieutenant Commanding L. N. Stodder, senior officer, and the *Somerset*, ferryboat, Acting Master W. P. Rogers, commanding.

The *Honduras*, therefore, was ordered to coal during the night, and has this forenoon sailed with orders for the U. S. gunboat *Sagamore*, Lieutenant-Commander C. E. Fleming, commanding, senior officer, and the ferryboat *Fort Henry*, Acting Volunteer Lieutenant I. B. Baxter, commanding, to proceed with all possible dispatch to West Pass, and to remain there until the necessity for so doing should no longer exist. They are in turn relieved by the *Adela* and *Clyde* (light English prize steamers), blockading East Pass and Cedar Keys, respectively.

This arrangement, concentrating the three best batteries in the squadron at this point, is the best that I am able to make, and I trust that my action may receive the approval of the Department.

Respectfully, your obedient servant,

THEODORE P. GREENE,
Captain, Commanding East Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Stations of vessels composing the East Gulf Blockading Squadron, August 15, 1864.

Name.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	West Pass, Apalachicola.
Clyde	do	Actg. Vol. Lt. Q. A. Hooper	Cedar Keys.
Dale	Ship	Commander R. Handy	Ordnance, Key West.
Eugenie	Schooner	Actg. Master W. McClintock	Guard, Key West.
Fort Henry	Ferryboat	Actg. Vol. Lt. I. B. Baxter	Ordered to West Pass.
Gem of the Sea	Bark	Actg. Vol. Lt. C. H. Rockwell	Charlotte Harbor.
Hendrick Hudson	Steamer	Lt. Comdr. C. J. McDougal	Ordered to Tampa Bay.
Honduras	do	Actg. Vol. Lt. T. R. Harris	Dispatch service.
Honeysuckle	Tug	Actg. Ensign C. Sears	Gone to Indian River.
Iuka	Steamer	Actg. Vol. Lt. W. C. Rogers	S. S. E. of Mobile.
Jas. L. Davis	Bark	Actg. Master W. N. Griswold	Tampa Bay.
Jas. S. Chambers	Schooner	Actg. Master L. Nickerson	Indian River.
Magnolia	Steamer	Actg. Vol. Lt. W. S. Cheesman	Dispatch and supply service.
Marigold	Tug	Actg. Master C. P. Williams	Harbor duty, Key West.
Nita	Steamer	Actg. Vol. Lt. R. B. Smith	Repairing, Key West.
Proteus	do	Comdr. R. W. Shufeldt	Cruising, Gulf, west of Havana.
Pursuit	Bark	Actg. Vol. Lt. W. R. Browne	St. Joseph's.
Restless	do	Actg. Vol. Lt. W. P. Randall	St. Andrew's.
Roebuck	do	Actg. Master W. L. Martine	Tampa Bay, storeship.
San Jacinto	Steamer	Capt. T. P. Greene	Gone north in charge of Lieut. Comdr. J. N. Quackenbush.
Sagamore	Gunboat	Lt. Comdr. C. E. Fleming	Ordered to West Pass.
Somerset	Ferryboat	Actg. Master W. P. Rogers	West Pass.
Stars and Stripes		Actg. Vol. Lt. J. Sherrill	St. Marks.
Sunflower	Tug	Actg. Master J. S. Williams	Ordered to Key West.
Wanderer	Schooner	Actg. Master S. B. Clark	Hospital schr., Key West.

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Stations of vessels composing East Gulf Blockading Squadron, August 15, 1864—Continued.

TENDERS.

Name.	Class.	Attached to—	Commanding officer.	Where stationed.
Ariel	Schooner	Hendrick Hudson.*	Actg. Master. J. J. Russell	Cedar Keys and Tampa Bay.
Fox	do	do	Actg. Master C. T. Chase	Cedar Keys and St. Marks.
Sea Bird	do	do	Actg. Ensign E. L. Robbins	Cedar Keys and Tampa Bay.
Two Sisters	do	do	Actg. Master F. W. Partridge	Cedar Keys and St. Marks.
Stonewall	do	Hendrick Hudson.	Actg. Master H. B. Carter	Cruising off Tampa Bay.
Rosalie	Sloop	Gem of the Sea	Actg. Master P. F. Coffin	Charlotte Harbor.
Annie	Schooner	Eugenie	Master's Mate R. Hunter	Guard sch., Boca Chica, Key West.

*Temporarily transferred from San Jacinto.

Respectfully,

THEO. P. GREENE,
Captain, Commanding East Gulf Blockading Squadron.

Report of Captain Greene, U. S. Navy, transmitting reports regarding the prevalence of malignant fever on board the U. S. schooner James S. Chambers.

No. 9.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, August 16, 1864.

SIR: I enclose copies of two letters received from the commanding officer of the U. S. schooner *Jas. S. Chambers* on blockade duty at Indian River, on the east coast of Florida. Immediately on the receipt of the second (dated August 9) I coaled and dispatched the steam tug *Honeysuckle*, with Passed Assistant Surgeon J. H. Macomber, who had fortunately arrived the same afternoon from the North, the required medical stores, and in addition a supply of ice and eight acclimated contrabands to assist in whatever way they could the enfeebled crew of the *Chambers*.

The *Honeysuckle* returned this evening bringing a letter from the officer then in charge, the commanding and executive officers being very ill, stating his decision to take the *Chambers* to a Northern port.

I enclose a copy of this letter also. As the *Honeysuckle* is a tug and carries but a week's supply of coal, Acting Ensign Sears could do nothing but return to this place.

This of course leaves Indian River without a blockading vessel, but I shall send up the bark *James L. Davis* as soon as possible, the only vessel left at my disposal, and reducing the effective force on the west coast to its lowest possible point, allusion to which will, however, be made in another communication of this date to the Department.

Verbal reports received with the letter of the 9th convincing me that no time was to be lost, I sent up the eight contrabands without detaining the *Honeysuckle* for their accounts. I therefore respectfully request that they be sent to the naval storekeeper at Key West, on whose books they are borne, by the first opportunity.

Respectfully,

THEO. P. GREENE,
Captain, Commanding East Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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[Enclosures.]

U. S. SCHOONER J. S. CHAMBERS,
Off Indian River, August 5, 1864.

SIR: There has not anything of importance transpired since my arrival at this station, other than I regret to report an unusual amount of sickness on board. It broke out about ten days ago; it assumed the form of an epidemic. My surgeon was among the first taken; he has not yet recovered, but is improving. Over one-third of my crew are on the list; the sickness is very debilitating, but no cases are fatal as yet. I have kept a boat on guard duty in the sound a portion of the time, but it became necessary to withdraw her owing to our sick list being so large and we being short of our complement.

I am, very respectfully, your obedient servant,

L. NICKERSON,
Acting Master, Commanding.

Acting Rear-Admiral T. BAILEY,
Commanding East Gulf Blockading Squadron.

U. S. SCHOONER J. S. CHAMBERS,
Off Indian River Inlet, Florida, August 9, 1864.

SIR: I regret to be compelled to report that since my last communication the sickness on board this vessel has assumed the form of a most malignant fever and increased to an alarming extent. To-day we have on sick and binnacle list 38, over two-thirds of our number. Three of my officers were taken down last night and are very sick. I have lost 4 men by death since the 5th instant, burying 1 this morning. There are a number of others I have but little hopes of. The few remaining who have thus far escaped are much worn down by nursing the sick. I can raise barely enough well men to man a boat. I do not think it is yellow fever, but never saw persons suffer so much and become so reduced in such short time. The symptoms are much the same as those of that disease.

I am, respectfully, your obedient servant,

L. NICKERSON,
Acting Master, Commanding.

Acting Rear-Admiral T. BAILEY,
Comdg. East Gulf Blockdg. Squadron, Key West, Fla.

U. S. SCHOONER J. S. CHAMBERS,
Off Indian River Inlet, Florida, August 13, 1864.

SIR: The captain and executive officer of our vessel being now also down with the fever, there remains but myself and an acting master's mate fit for duty. Under the circumstances and after consultations with the two surgeons now on board, it is decided that I take the vessel to a Northern port. Dr. Macomber and Captain Sears can better state the condition of the ship than I can write it. Not being able to carry out blockade orders by staying here, there being not half enough able

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men to man one gun or boat, I trust that the responsibility taken of departure may meet with your sanction.

I am, respectfully, your obedient servant,

WM. J. ELDREDGE,
Acting Ensign, in Command.

Captain THEO. P. GREENE,
Comdg. East Gulf Blockdg. Squadron, Key West, Fla.

Report of Captain Greene, U. S. Navy, regarding the condition and needs of the squadron under his command.

No. 11.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, August 16, 1864.

SIR: I deem it my duty to call your attention to the state and wants of this squadron, and in the statements and comparisons made will, for the sake of convenience, refer to the last squadron list prepared by the captain of the fleet before his departure on leave of absence the 12th of May, and not including the tenders.

Seven vessels have since that time sailed for the north, the most efficient of the squadron, viz, *De Soto*, with yellow fever; *Tioga*, with yellow fever; *Tahoma*, with yellow fever; *Huntsville*, with yellow fever; *Merrimac*, with yellow fever; *Beauregard*, with yellow fever; *James S. Chambers*, with yellow fever; and to this list may or may not be added the *San Jacinto*, taken home by Acting Rear-Admiral Bailey.

On the other hand, three vessels have joined the squadron—the *Iuka*, *Merrimac*, and *Magnolia*—which leaves the disposable force comprised at present in 19 vessels, the other four being on ordnance, guard, hospital, and harbor duty at Key West.

These 19 vessels are of the following classes: 2 iron prize steamers, English built; 3 American river steamers; 2 ferryboats, steam; 5 barks, sailing; 4 purchased screw steamers; 2 tugs; 1 gunboat, the *Sagamore*; total, 19.

Of these, the prize steamers are unfit to cruise, as they can carry but five and eight days' coal, and unfit for blockade excepting at ports where coal can be landed without risk of capture.

Of the river steamers one is constantly engaged in supplying the squadron; another is a small vessel purchased and fitted in Key West for the station at the mouth of Suwanee River, where she is very useful, while the third, the *Magnolia*, is a fast boat and capable of doing good service in fine weather.

The ferryboats and gunboat are engaged in looking out for a rebel ironclad at Apalachicola, as the Department is informed by my No. 8. One of them, however, as well as the *Sagamore*, is very much out of repair, having been a long time on the station, and must come to Key West, as soon as the health of this place will allow, for repairs, both to hull and machinery.

Of the barks, four are on blockade. The fifth, *Roebuck*, is unable to take care of herself from the condition of her masts and rigging, and is used as storeship at Tampa.

Of the purchased screw steamers two are required on the blockade and the other two are cruising for blockade runners, though I fear

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that one must be sent to St. Marks shortly to meet a rebel gunboat and barge, the *Spray*, preparing to break the blockade. The tugs are in constant use, and like the prize steamers are, of course, unfit to cruise under all circumstances of time and weather.

In view of these facts and of the experiences of the summer to this time, should any other vessel become disabled through sickness or accident, I have but three vessels not already on blockade to supply a deficiency, one of which is at present supplying the squadron, the vessel charged with that duty having been detained by fever on board, and a second likely to be needed at St. Marks at any time. Of these three, to look at all contingencies, one is not calculated for an encounter with the enemy, and the other two from their draft of water can not enter or be of use at many of the blockade stations.

Moreover, these three steamers are all I have to look out for the Bahama Banks and the Havana and Texas and Havana and Mobile traffic, or to send out should the *Florida* take her station in view of Sand Key light and destroy the passing transport ships. We have not a gunboat in Key West, and a few howitzers on the *Dale* are all the guaranty of safety for the large amount of property here, so far as the Navy is concerned.

These statements are made that the Department may be fully aware of the situation and wants of the squadron. It may be assured, however, that the force at hand shall always be employed for the best interests of the Government while I remain in command.

Very respectfully, your obedient servant,

THEO. P. GREENE,
Captain, Comdg. East Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Stations of vessels composing the East Gulf Blockading Squadron.

Vessel.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	Ordered to East Pass.
Clyde	do	Actg. Vol. Lt. Q. A. Hooper	Ordered to Cedar Keys.
Dale	Ship	Comdr. R. Handy	Ordnance ship, Key West.
Eugenie	Schooner	Actg. Master W. McClintock	Guard schooner, Key West.
Fort Henry	Ferryboat	Actg. Vol. Lt. I. B. Baxter	Ordered to West Pass.
Gem of the Sea	Bark	Actg. Vol. Lt. C. H. Rockwell	Charlotte Harbor.
Hendrick Hudson	Steamer	Lt. Comdr. C. J. McDougal	Tampa Bay.
Honduras	do	Actg. Vol. Lt. T. R. Harris	Supply vessel.
Honeysuckle	Steam tug	Actg. Ensign C. Sears	Repairing, Key West.
Iuka	Steamer	Actg. Vol. Lt. W. C. Rogers	Cruising S. S. E. of Mobile.
J. L. Davis	Bark	Actg. Master W. N. Griswold	Ordered to Indian River.
Magnolia	Steamer	Actg. Vol. Lt. W. S. Cheesman	Temporary supply vessel.
Marigold	do	Actg. Master C. P. Williams	Harbor duty, Key West.
Nita	do	Actg. Vol. Lt. R. B. Smith	Ordered to Suwanee River.
Proteus	do	Comdr. R. W. Shufeldt	Cruising.
Pursuit	Bark	Actg. Vol. Lt. W. R. Browne	St. Joseph's Bay.
Restless	do	Actg. Vol. Lt. W. P. Randall	St. Andrew's Sound.
Roebuck	do	Actg. Master W. L. Martine	Storeship, Tampa Bay.
Sagamore	Gunboat	Lt. Comdr. C. E. Fleming	Ordered to West Pass.
San Jacinto	Steam sloop.	Capt. T. P. Greene	Gone North.
Somerset	Ferryboat.	Actg. Master W. P. Rogers	Ordered to West Pass.
Star and Stripes	Steamer	Actg. Vol. Lt. J. Sherrill	St. Marks.
Sunflower	Steam tug.	Actg. Master J. S. Williams	To tow coal bark to West Pass.
Wanderer	Schooner.		Hospital schooner, Key West.

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

TENDERS.

Name.	Class.	Attached to—	Commanding officer.	Where stationed.
Annie	Schooner.	Eugenie	Actg. Master's Mate R. Hunter.	Guard schooner Boca Chica.
Ariel	....do.....	H. Hudson	Actg. Master J. J. Russell	Cedar Keys and Tampa Bay.
Fox	....do.....	.....do.....	Actg. Master C. T. Chase	Cedar Keys to St. Marks.
Rosalie	Sloop	Gem of the Sea	Actg. Master P. F. Coffin	Charlotte Harbor.
Sea Bird	Schooner.	H. Hudson	Actg. Ensign E. L. Robbins	Cedar Keys to Tampa Bay.
Stonewall	....do.....	.....do.....	Actg. Master H. B. Carter	Cruising, and at Tampa Bay.
Two Sisters	....do.....	.....do.....	Actg. Master F. W. Partridge.	Cedar Keys to St. Marks.

Report of Acting Ensign Eldredge, U. S. Navy, commanding U. S. schooner James S. Chambers, stating reasons for proceeding to Philadelphia without orders from the East Gulf Squadron.

U. S. SCHOONER J. S. CHAMBERS,
At Quarantine, near Philadelphia, August 24, 1864.

SIR: As this vessel has been brought by me from her station in the East Gulf Blockading Squadron without orders from the officer in command of said squadron, I beg leave to lay before you the following explanatory statement:

On or about the 1st instant, while this vessel, commanded by Acting Master Luther Nickerson was lying alone off Indian River Inlet, Florida, having recently arrived thither from Key West, the yellow fever made its appearance on board, and in a few days half our crew were prostrated with it. On the 5th instant deaths occurred, and continued transpiring daily. Two communications on the subject by our captain to the admiral were forwarded, the last on the 9th instant. On that day out of 53 men, 38 were on the sick list, only some 2 or 3 escaped attack altogether, the remainder not on the list had suffered, but recovered. Those in health were occupied night and day in nursing, and as not even a boat's crew could be raised in the ship of the strong and able, burials were made by dropping a cutter astern with the current to a distance of 600 yards, her 3 or 4 men drawing back by the line. Up to the morning of the 13th instant we lost 12 men and 1 officer, Acting Ensign H. E. Hopkinson. Later on that morning the tug *Honeysuckle* arrived from Key West with a supply of medicines, 8 contrabands, and Past Assistant Surgeon J. H. Macomber, who had been dispatched by the new commandant of the squadron, Captain T. P. Greene, to examine our condition and remain as long as he thought necessary, cooperating with our medical officer Acting Assistant Surgeon F. J. Williams. A consultation was immediately held by the two surgeons and Acting Ensign C. Sears, in charge of the tug, and it was decided as most proper that the vessel at once proceed to a Northern quarantine. Our captain and executive officer being down sick, the command devolved on myself. There remained but one other officer fit for duty, Acting Master's Mate J. F. Van Nest. The contrabands brought by the tug were retained on board, their services in working the ship being needed. On our passage at 9 a. m. of the 14th instant, a seaman died of the fever, and at 1 a. m. of the 15th instant Captain Nickerson also died. But two or three new cases, however, were reported, and at present writing our men are all convalescent.

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At sea at 1 p. m., on the 15th instant, Acting Assistant Surgeon Williams was seized with nervous debility and insanity, brought on by over exertion, anxiety, and attention to the sick for many days previous. At 6 p. m. on the 18th instant, Acting Master's Mate J. F. Van Nest in, it is supposed, a fit of derangement jumped overboard and was drowned in spite of every effort made to save him.

I enclose herewith a copy of a document received from Acting Assistant Surgeon Williams, and a list of our losses. Our medical officer being at present incapable to furnish, I am unable to forward his reports, etc. I enclose also a list of our officers.

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

WM. J. ELDREDGE,
Acting Ensign, in Command.

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

Report of Captain Greene, U. S. Navy, transmitting correspondence regarding blockade runners in Cuba.

No. 15.] HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
Key West, August 27, 1864.

SIR: I enclose copies of letters sent to Rear-Admiral Farragut and of the enclosures, viz, a letter from Thomas Savage, esq., acting consul-general of the United States at Havana, and of the offer therein referred to made to him.

Respectfully,

THEO. P. GREENE,
Captain, Commanding East Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

HEADQUARTERS EAST. GULF BLOCKADING SQUADRON,
Key West, August 27, 1864.

SIR: I enclose copy of a letter this morning received from Thomas Savage, esq., acting consul-general of the United States at Havana, with a copy of the "offer" referred to.

I do not place much confidence in the man's reliability from the tone of his letter, but however important it may be, I am not provided with secret-service money to be appropriated for such purposes.

I therefore refer the matter to you for such immediate action as you deem best, and shall send the same information to the Department by the first opportunity, which may not be for a week or two.

Respectfully,

THEO. P. GREENE,
Captain, Commanding East Gulf Blockading Squadron.

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

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U. S. CONSULATE-GENERAL,
Havana, August 25, 1864.

SIR: The Anglo-rebel steamer *Mail* (or *Susanna*) sailed yesterday morning for Galveston. The *Denbigh* is ready to leave at any moment, and carries a very valuable cargo. She cleared for Bermuda; may go to Wilmington; but the information I have is that her destination is Galveston.

I accompany herewith a copy of a letter that reached me yesterday from Nuevitas, in this island. I have sent no answer to the writer, because I have no authority to make the pecuniary arrangement which he proposed. Are you authorized to enter into it, and would you do so? The man is unknown to me, and I am unable to say how reliable he may be. If he can give the information which he says that he possesses, and is willing to furnish us, the price demanded is not large, but I do not feel at liberty to pay it on account of the Government.

Please to advise me immediately what you think about it and whether you would enter into the arrangement proposed by the writer of the letter.

The steamer *Frances*, of New York, has been sold here to an Englishman named George Thomas Watson residing here. She is of 679 tons, of iron, I believe, and probably fast, built at Wilmington, Del. The bill of sale was for £20,000. I have no doubt she is to be used as a blockade runner. The latest date we have from New York is to the 13th, in the Nassau papers; they give accounts of the doings of the privateer *Tallahassee*. She burned six vessels, some about 60 miles from New York; is represented as a very fine, fast steamer.

I beg of you to return me an immediate answer to this letter, that I may know what to say to the writer of the letter from Nuevitas. How would it do to send a trustworthy person there to see the writer, and if everything is satisfactory, make the arrangement, provided that you have authority to pay such a sum of money as the man calls for? Our latest date from New Orleans is of the 8th. We are anxious to get news from both New York and Mobile. May I ask of you the favor to send me late papers if you have any.

With much respect, I am, sir, your obedient servant,

THOS. SAVAGE,
Acting Consul-General.

Captain T. P. GREENE,
Commanding East Gulf Blockading Squadron.

N. B.—The *Denbigh* can not make over 8½ miles per hour, and her boilers are in a bad condition. Thirteen schooners, I am advised, lately got safe into the Suwanee River, west coast of Florida.

T. S.

NUEVITAS, CUBA, *August 12, 1864.*

SIR: I have very valuable and important reliable information to give to you for the benefit of your Government. I have just arrived from Dixie, and the consul at Nassau having no authority to act in the matter, I apply to you. It is of vital importance to your shipping to know at once, so that your Government can act on it. I shall proceed to Principe on private business and will answer any telegram you may send to telegraph office, Principe. In case of a delay there for me you will look over this list and answer me by telegram yes or no.

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I can give you full information about a new cruiser nearly fitted out in a Confederate port, her size, rig, speed, power, armament, crew, captain, and intention when out, her capacity, and the outline of vessel in pencil, for the guidance of your commanders, when and where to come out from.

The description and armament of ironclads from Richmond to Cape Fear River, their condition, speed, and armament. The outline and number of troops at Goldsboro and Wilmington and the manner of taking the key of the latter position, turning the water forts completely, the description, conditions, etc., of all the navy vessels built and building on Cape Fear River, their condition and efficiency, all of which your Government is utterly ignorant of.

This communication between you and me is strictly private and confidential. Your consul at Nassau is satisfied of my reliability and standing, and your shipping will be well pleased to know what is coming out, so as to watch for her and know her.

My conditions will be these: I will require $2,000 in gold payable in Havana and $2,000 in gold payable by a draft at sight in New York. The differences of insurances and the losses which such a terrific speedy cruiser will do to your marine would more than cover in one week what I ask for very valuable information. You will besides gain great credit for your active measures in the cause. Having been six months all over on the other side, I can give much other valuable knowledge of things and places. It is to be well understood that this is to be private to you, that neither my name, country, nor residence be made public if you make the bargain, not even to your captains of vessels, under a heavy penalty.

I wish to serve your Government and consider my wares worth the money, and a great deal more than I ask would be demanded by other people.

I remain your obedient servant,

——— ———.

To the CONSUL OF THE UNITED STATES,
Havana.

Let me have a telegram to Principe at telegraph office there to be called for by me on receipt of this. Your commodore at Key West will take measures no doubt to meet the emergency, as the steamship is nearly ready for sea and can go out when it so pleases her unless watched.

Stations of vessels composing the East Gulf Blockading Squadron, September 1, 1864.

Name.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	Passes at Apalachicola.
Clyde	do	Actg. Vol. Lt. Q. A. Hooper	Cedar Keys.
Dale	Ship	Commander R. Handy	Ordnance, Key West.
Eugenie	Schooner	Actg. Master W. McClintock	Guard, Key West.
Fort Henry	Ferryboat	Actg. Vol. Lt. I. B. Baxter	West Pass, Apalachicola.
Gem of the Sea	Bark	Actg. Vol. Lt. C. H. Rockwell	Charlotte Harbor.
Hendrick Hudson	Steamer	Lt. Comdr. C. J. McDougal	Tampa Bay.
Honduras	do	Actg. Vol. Lt. T. R. Harris	Supplying squadron.
Honeysuckle	Tug	Actg. Master Cyrus Sears	Harbor duty, Key West.
Iuka	Steamer	Actg. Vol. Lt. W. C. Rogers	Cruising.
J. L. Davis	Bark	Actg. Master W. N. Griswold	Ordered to St. Joseph's.
Magnolia	Steamer	Actg. Vol. Lt. W. S. Cheesman	Cruising.
Marigold	Tug	Actg. Master C. P. Williams	Repairing, Key West.

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Stations of vessels composing East Gulf Blockading Squadron, September 1, 1864—Cont'd.

Name.	Class.	Commanding officer.	Where stationed.
Nita	Steamer	Actg. Vol. Lt. R. B. Smith	Ordered to Suwanee River.
Proteus	do	Comdr. R. W. Shufeldt	Cruising.
Pursuit	Bark	Actg. Vol. Lt. W. R. Browne	Ordered to Indian River.
Restless	do	Actg. Vol. Lt. W. P. Randall	St. Andrew's.
Roebuck	do	Actg. Master W. L. Martine	Storeship, Tampa Bay.
Sagamore	Gunboat	Lt. Comdr. C. E. Fleming	West Pass, Apalachicola.
San Jacinto	Steamer	Capt. T. P. Greene	Gone north.
Somerset	Ferryboat	Actg. Master W. P. Rogers	West Pass, Apalachicola.
Stars and Stripes	Steamer	Actg. Vol. Lt. Jno. Sherrill	St. Marks.
Sunflower	Tug	Actg. Master J. S. Williams	Towing coal barge.
Wanderer	Schooner	Actg. Ensign W. A. Smith	Hospital, Key West.

TENDERS.

Name.	Class.	Attached to—	Commanding officer.	Where stationed.
Ariel	Schooner.	Hendrick Hudson.*	Actg. Master J. J. Russell	St. Martin's Reef.
Fox	do	do	Actg. Master C. T. Chase	Cedar Keys and St. Marks.
Sea Bird	do	do	Actg. Ensign E. L. Robbins	St. Martin's Reef.
Two Sisters	do	do	Actg. Master F. W. Partridge	Cedar Keys and St. Marks.
Stonewall	do	Hendrick Hudson.	Actg. Master H. B. Carter	Tampa Bay.
Rosalie	Sloop	Gem of the Sea.	Actg. Master P. F. Coffin	Charlotte Harbor.
Annie	Schooner.	Eugenie	Actg. Master Mate R. Hunter	Guard, Boca Chica.

*Temporarily transferred from the San Jacinto.

Very respectfully, your obedient servant,

THEO. P. GREENE,
Captain, Commanding East Gulf Blockading Squadron.

Report of Commander Handy, U. S. Navy, on assuming temporary command of East Gulf Blockading Squadron.

No. 20] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, September 3, 1864.

SIR: Captain Theodore P. Greene being unable to attend to the business of the squadron by reason of an attack of yellow fever, I have this day assumed temporary command as the officer next in rank.

It is hoped that Captain Greene may be able to resume command in the course of a few days.

I am, sir, your obedient servant,

R. HANDY,
Comdr., Comdg. East Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to the commandant navy yard, Portsmouth, N. H., regarding the U. S. schooner Beauregard.

NAVY DEPARTMENT, *September 5, 1864.*

SIR: As soon as the U. S. schooner *Beauregard* is ready for sea direct her to return to her station in the East Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commodore GEO. F. PEARSON,
Commandant Navy Yard, Portsmouth, N. H.

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Order of the Secretary of the Navy to Acting Master Wells, U. S. Navy, commanding U. S. bark Midnight, to proceed to duty in the East Gulf Blockading Squadron.

NAVY DEPARTMENT, *September 6, 1864.*

SIR: As soon as the U. S. bark *Midnight* is ready for sea proceed with her to Key West, Fla., and report to Captain Theodore P. Greene for duty in the East Gulf Blockading Squadron, which he is temporarily commanding. If on arrival off Key West you learn that the yellow fever is still prevailing there, you will proceed to Tampa, Fla., and report, as above indicated, to Captain Greene or the senior officer present.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy

Acting Master J. C. WELLS,
Commanding U. S. Bark Midnight, Philadelphia.

Report of Commander Shufeldt, U. S. Navy, commanding U. S. S. Proteus, regarding the capture of the British schooner Ann Louisa, from Havana.

U. S. S. PROTEUS,
At Sea, Lat. 26° 36' N., Long. 89° 30' W., September 6, 1864.

SIR: I have the honor to report to you that I have captured and sent to Key West the British schooner *Ann Louisa*, from Havana and cleared for Belize, Honduras, but when hailed claimed to be bound to Matamoras.

You will perceive by the above position that the ship was entirely out of her course for Belize. This fact, together with the character of the cargo and the owner and shippers in Havana, personally well known to me to be in the blockade-running business, induces me to send her to Key West for adjudication.

The prize list is herewith enclosed.

Very respectfully,

R. W. SHUFELDT,
Commander.

Hon. SECRETARY OF THE NAVY,
Washington.

Order of the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, detaching him from the command of the East Gulf Blockading Squadron.

NAVY DEPARTMENT, *September 12, 1864.*

SIR: You will proceed to Portsmouth, N. H., by the 30th instant and report on that day to Commodore George F. Pearson for the command of the Portsmouth, N. H., navy yard, and you will regard yourself as detached on that day from the command of the East Gulf Blockading Squadron.

Very respectfully,

GIDEON WELLES.

Acting Rear-Admiral T. BAILEY,
Comdg. E. G. B. Squadron, Oyster Bay, Long Island, N. Y.

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Report of Commander Handy, U. S. Navy, requesting instructions regarding the disposition of a man from St. Marks, Fla., desiring to leave the Confederacy.

No. 27.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, September 13, 1864.

SIR: On the 28th August two men went off from the vicinity of St. Marks to the U. S. S. *Stars and Stripes*, Acting Volunteer Lieutenant John Sherrill, commanding, and desired a passage north, as they "wished to leave the Confederacy for good." One of them, Edwin S. Young, who represents himself to have been born in Brooklyn, N. Y., to have been in the South since a year previous to the war, and to have been prevented by chronic illness from leaving, took the oath of allegiance and has been released on parole.

I now desire to call the attention of the Department to the case of the other, Roderick McLennan. Mr. McLennan states that he was born in Canada, and is a British subject; that he is a civil engineer by profession and has been in the South since 1860. In his possession was found about $2,400 in gold and over $60,000 in Confederate bonds and coupons.

Among the papers found are his exemption from military service on the ground of his employment by the Southwestern Railroad (dated Macon, February 18, 1864), "his services being essentially necessary to the successful transaction of our (its) ordinary business."

He brought also letters which state that the company "has consented to his going for three months" and that he has "been here engineering the railroad that is building to Eufaula" (6th August, 1864), and also a request to "bring" back certain articles, and also a list of articles that he "may bring on a venture for himself (yourself) to make money."

In view of these circumstances I have taken possession of his specie, Confederate securities, and papers, and have sent him to Fort Jefferson, Tortugas, to be detained until further orders.

Mr. McLennan denies that he knew the contents of these letters, and claims that his intention is to leave the Confederacy permanently.

The case being not one of prize, nor coming under any instructions of the Department, I respectfully request directions from the honorable Secretary of the Navy, both as to the disposition of his person and of his property.

Very respectfully, your obedient servant, R. HANDY,
Commander, Comdg. East Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Greene, U. S. Navy, announcing his recovery from yellow fever.

No. 28.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, September 14, 1864.

SIR: I have the honor to inform the Department that I have so far recovered my health as to be able to resume command of this squadron, which I have done this day.

Very respectfully, THEO. P. GREENE,
Captain, Commanding East Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Order of the Secretary of the Navy to the commandant, navy yard, Philadelphia, regarding the U. S. bark Midnight.

NAVY DEPARTMENT, *September 14, 1864.*

SIR: The *Midnight* can proceed to the East Gulf in pursuance of her orders.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

Stations of vessels composing the East Gulf Blockading Squadron, September 15, 1864.

Name.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	St. Marks.
Clyde	do	Actg. Vol. Lt. Q. A. Hooper	Cedar Keys.
Dale	Ship	Commander R. Handy	Ordnance, Key West.
Eugenie	Schooner	Actg. Master W. McClintock	Guard, Key West.
Fort Henry	Ferryboat	Actg. Vol. Lt. I. B. Baxter	West Pass, Apalachicola.
Gem of the Sea	Bark	Actg. Vol. Lt. C. H. Rockwell	Charlotte Harbor.
H. Hudson	Steamer	Lt. Comdr. C. J. McDougal	Tampa Bay.
Honduras	do	Actg. Vol. Lt. T. R. Harris	Repairing, Key West.
Honeysuckle	Tug	Actg. Master C. Sears	To supply squadron.
Iuka	Steamer	Actg. Vol. Lt. W. C. Rogers	Cruising N. W. of Cuba.
J. L. Davis	Bark	Actg. Master W. N. Griswold	St. Joseph's Bay.
Magnolia	Steamer	Actg. Vol. Lt. W. S. Cheesman	Special service.
Marigold	Tug	Actg. Master C. P. Williams	Repairing, Key West.
Nita	Steamer	Actg. Vol. Lt. R. B. Smith	Tampa Bay.
Proteus	do	Commander R. W. Shufeldt	Cruising N. W. of Cuba.
Pursuit	Bark	Actg. Vol. Lt. W. R. Browne	Ordered to Indian River.
Restless	do	Actg. Vol. Lt. W. P. Randall	St. Andrew's Bay.
Sagamore	Gunboat	Lt. Comdr. C. E. Fleming	West Pass, Apalachicola.
Somerset	Ferryboat	Actg. Master W. P. Rogers	Do.
Stars and Stripes	Steamer	Actg. Vol. Lt. Jno. Sherrill	West Pass, coaling.
Sunflower	Tug	Actg. Master J. S. Williams	Towing coal to West Pass.
Wanderer	Schooner	Actg. Ens. W. A. Smith	Hospital, Key West.

TENDERS.

Name.	Class.	Attached to—	Commanding officer.	Where stationed.
Annie	Schooner	Eugenie	Actg. Master R. Hunter	Guard, Boca Chica.
Ariel	do	H. Hudson	Actg. Master J. J. Russell	Tampa and Cedar Keys.
Fox	do	do	Actg. Master C. T. Chase	St. Marks and Cedar Keys.
Rosalie	Sloop	Gem of the Sea	Actg. Master P. F. Coffin	Charlotte Harbor.
Sea Bird	Schooner	H. Hudson	Actg. Ensign E. L. Robbins	Cedar Keys and Tampa.
Stonewall	do	do	Actg. Master H. B. Carter	Tampa and offshore.
Two Sisters	do	do	Actg. Master T. Chatfield	St. Marks and Cedar Keys.

Respectfully submitted.

THEO. P. GREENE,
Captain, Commanding East Gulf Blockading Squadron.

Report of Captain Greene, U. S. Navy, transmitting report of the capture of steamer Matagorda, from Galveston for Havana.

No. 29.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, September 16, 1864.

SIR: By the enclosed report of Acting Volunteer Lieutenant W. S. Cheesman, commanding the U. S. S. *Magnolia*, you will be informed of the arrival of the *Matagorda*, or *Alice*, at this port as a prize.

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I have directed that she be supplied with coal, etc., and she will go north so soon as a suitable crew can be provided by transferring to her a number of men whose times have expired. As she was captured without flag or papers, I have placed the most of her crew in charge of the army authorities for confinement in Fort Jefferson, in obedience to the directions of the Department dated May 9 and 19, 1864. This seemed to be the proper course, more especially as I am informed that a new blockade runner is waiting at Havana for this crew, it being the intention of her owners to lay the *Matagorda* up for repairs on her arrival at that port. I await further directions as to the term of their detention, and enclose a list (30) of them, with the stated place of their nativity.

It may be proper to state that the mate, John Lewis, who is sent north under the requirements of the new prize law, is an old offender and deserves imprisonment on his release by the prize court.

Respectfully,

THEO. P. GREENE,
Captain, Commanding East Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. MAGNOLIA (4TH RATE),
At Sea, September 10, 1864.

SIR: I have the honor to inform the Department that at 10 p. m. of this date was captured by this ship, in latitude 22° 50′ N., longitude 85° 47′ W., the nearest land being Cape San Antonio, Cuba, bearing from ship S. E. ½ S., distance 75 miles, the steamer *Matagorda*, Captain William Stumminger, from Galveston for Havana, loaded with cotton. The deck load of 150 to 200 bales was thrown overboard while chasing. Had no papers or colors. We chased her from 3:30 p. m. till 10 p. m. Owing to the starboard boiler of the prize having a bad leak, and our own supply of coal getting low, have concluded to convoy the prize into Key West, Fla.

Enclosed is a list of the officers and men attached to this ship at the time of capture.

Key West, 12th September, 1864.—I have the pleasure to report my arrival with the prize steamer *Matagorda* in safety. Hoping that my conduct in this capture will meet with the approbation of the Department,

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

WM. S. CHEESMAN,
Acting Volunteer Lieutenant, Commanding.

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

Report of Lieutenant-Commander McDougal, U. S. Navy, commanding U. S. S. Hendrick Hudson, regarding the capture of cotton by boat expedition from that vessel.

U. S. S. HENDRICK HUDSON,
Tampa Bay, September 20, 1864.

SIR: I have the honor to report the following: On the evening of the 16th instant Acting Master J. J. Russell, commanding the tender

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Ariel, attached to this vessel, having heard of the whereabouts of some cotton belonging to a notorious blockade running shipper by the name of David Hope, organized an expedition for its capture, which was entirely successful. The cotton, between 4,000 and 5,000 pounds, was about 5 miles from Yellow Bluff, inland, and to bring it to the beach Mr. Russell pressed the horses and wagons of the country people in service. No opposition was made, and the cotton was brought away without accident. I shall send it to Key West for adjudication as soon as practicable. I herewith enclose a list of officers and men entitled to share in the proceeds of the capture.

I am, respectfully, your obedient servant,

CHARLES J. McDOUGAL,
Lieut. Comdr. U. S. Navy, Comdg. U. S. S. H. Hudson.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, *September 19, 1864.*

The *Cuyler* can take you to Key West, the vessel to return.

G. V. FOX,
Assistant Secretary of the Navy.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

Instructions of the Secretary of the Navy to Commodore Stribling, U. S. Navy, upon assignment to command the East Gulf Blockading Squadron.

NAVY DEPARTMENT, *September 23, 1864.*

SIR: The Department has designated you to command the East Gulf Blockading Squadron, and will detail the U. S. S. *Neptune* to carry you to your destination. The *Neptune* is at New York, but has been ordered to proceed to Philadelphia, from which port you will embark. When your preparations are completed, and the *Neptune* is in all respects ready, you will proceed in her to sea and use all practicable dispatch in reaching your station.

The squadron is under the temporary command of Captain T. P. Greene. On relieving him of it, you will hoist your flag on such vessel as you may think proper. Captain Greene can be retained in the squadron in an appropriate capacity should you desire his services, or return home if it should be his wish to do so.

The headquarters of the squadron were removed to Tampa in consequence of yellow fever, but have been reestablished at Key West.

The limits of the squadron are as follows:

The Florida coast from Cape Canaveral on the east to St. Andrew's on the west, including the latter point and the keys adjacent to the coast.

The Bahamas to as far east as the Crooked Island Passage.

The shores of Cuba, including the passage between that island and Yucatan.

I transmit herewith a copy of the last return, September 1, of the vessels of the squadron, showing their respective stations. During the

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summer several of the vessels had to be ordered north on account of yellow fever, thus reducing the squadron below its usual standard. The efficiency of the squadron will soon be restored by ordering them to return or by ordering others in their places. The *San Jacinto*, repairing at Portsmouth, N. H., will be sent out to you for your flagship. The schooner *Beauregard* and bark *Midnight* are under orders to the squadron; also the steamer *Isonomia*. The latter vessel was sent out more especially to cruise in the Bahamas. The *Neptune*, which carries you out, may be retained by you for service on the station.

The Department will endeavor to provide you with a squadron sufficiently ample to maintain an effective blockade, and give protection to the commercial interests of the United States within the limits of your command. You can exercise your discretion in sending home vessels that are compelled to have repairs which can not be executed on the station.

In carrying out the duties intrusted to you, you may be brought more or less in contact with the colonial authorities of neutral powers within the limits of your station, and the ships of these powers in cruising in that quarter, and it is very desirable that a mutual, friendly feeling should be cultivated and maintained between them and yourself and the officers of your squadron.

A strict regard for neutral rights and neutral waters is earnestly impressed upon you. The British colonial ports should not be visited by the vessels of your squadron if it can be avoided, and when necessary to enter them, or the ports of any other neutral nation, the established regulations, whatever they may be, must be complied with. If the treatment be such as to warrant complaint, the facts and circumstances can be communicated to the Department. The practice, in a liberal and generous spirit, of all customary courtesies and civilities goes a great way toward allaying irritations which may exist and preserving friendship. Your patience and forbearance may at times be taxed under the present state of affairs, but the Department looks to your prudence and intelligence to guide you into the proper course.

The observance of the neutral proclamations of foreign powers, especially as to the use of their waters by belligerents, is a matter of great importance and one that should never be lost sight of. This Government adheres to, recognizes, and insists upon the principle that the maritime jurisdiction of every nation covers a full marine league from the coast, and acts of hostility or authority within that limit can not be legally exercised, and if committed or exercised will certainly bring upon the offending party the displeasure of this Government.

A vessel within a marine league of a neutral coast is regarded as free from interruption. It is not lawful to chase, fire at, bring to, or capture any vessel within the waters or jurisdiction of a neutral. Nor is it proper to make a convenience in any manner of neutral ports or neutral territory for the purpose of exercising in the vicinity thereof the belligerent right of search or seizure. The captain of a vessel after standing off and on in neutral waters or lying in wait within the same for the purpose, although the capture may have been actually made beyond the jurisdiction of the neutral, might not be recognized as valid; and the right of search can not be properly exercised when it is known previously that whatever the result of the search, the capture would not be lawful.

Your attention is particularly called to the circular letter of this

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Department (copies herewith enclosed), issued August 18, 1862, recapitulating the instructions that had been given from time to time, and the restrictions and precautions to be observed by our cruisers in reference to the blockade, and the exercise of the right of search and seizure. These instructions, restrictions, and precautions must be faithfully observed. Dissatisfaction has been expressed by foreign governments that our vessels of war on several occasions have, without giving the customary notice, fired shotted guns across the bows of vessels approaching the blockaded coast, and sometimes on the high seas. The recognized practice of ascertaining the character of a suspicious vessel or of expressing a desire to communicate by firing a blank cartridge should be adhered to. A vessel approaching the blockade at night without making the usual signals can not be regarded as entitled to the customary courtesies of the sea.

Proper disposition of persons found on board vessels seized for breach of blockade is a matter requiring close attention. That you may understand clearly the practice in such cases and not be embarrassed in your action, I transmit herewith printed instructions sent in May last to the commanding officers of the several blockading squadrons on the subject. It must be particularly remembered that bona fide foreign subjects, merely charged with violating the blockade, can not be treated as prisoners of war when captured in neutral vessels. They may be detained as witnesses. The fact of their having repeatedly violated the blockade gives no authority for their detention. But when such persons are captured on board rebel vessels, and are serving as officers or crew, they can be treated as prisoners of war and are to be held as such, subject to exchange, however, if coming within the class of passengers and have no interest in vessel or cargo, and are not connected with the rebel Government.

I transmit herewith copies of various printed general orders and circulars issued by the Department within the past year or two, copies of laws of last session of Congress, uniform regulations, and plates. I also transmit extracts from instructions that have been given from time to time to the commanding officers of the blockading squadrons in relation to matters and in answer to questions which may arise in the course of your command. They may assist you much in coming to a correct conclusion in parallel cases, and you may regard them as a basis for your action.

The Department desires you to keep it advised of your proceedings and to communicate to it anything that may suggest itself to you for the advancement of the Navy and the public good.

Forward to the Department on the 1st and 15th of each month a statement of the position of each vessel of the squadron, similar to that herewith enclosed, with an additional column showing the number of guns carried by each.

It is scarcely necessary to remind you that the paramount duty with which you are intrusted is the maintenance of a strict blockade of the insurgent coast within the limits of your command.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore C. K. STRIBLING,
Apptd. Comd. East. Gulf Blockdg. Squad., Philadelphia.

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Order of the Secretary of the Navy to Captain Greene, U. S. Navy, regarding the U. S. S. Galena.

NAVY DEPARTMENT, *September 24, 1864.*

SIR: The U. S. S. *Galena* need not be sent back to Rear-Admiral Farragut, but can be detained as a part of the East Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain THEO. P. GREENE,
Comdg. (pro tem.) East. Gulf Blockdg. Squadron, Key West.

Letter of commendation from the Secretary of the Navy to Chief Engineer Zeller, U. S. Navy, transmitting report of Acting Rear-Admiral Bailey, U. S. Navy.

NAVY DEPARTMENT, *September 28, 1864.*

SIR: In forwarding to you a copy of a report from your late commander, Acting Rear-Admiral T. Bailey, relating to the very efficient and satisfactory manner in which you performed your arduous duties as fleet engineer of the East Gulf Blockading Squadron, the Department can not withhold the expression of its sincere gratification and pleasure in communicating to you such reliable testimony of your character as an officer and services to the Government as expressed in this report.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Chief Engineer THEODORE ZELLER, U. S. Navy,
New York.

[Enclosure.]

U. S. FLAGSHIP DALE,
Key West, August 5, 1864.

SIR: In availing myself of your permission to proceed north for the purpose of recruiting my health, I am desirous before my departure of placing upon the records of the Department some recognition of the very valuable services that have been rendered to the Government by Mr. Zeller, the fleet engineer.

The Department is doubtless aware of the constant pressure that is brought to bear upon the commanding officer of a squadron to get vessels north on the plea that the boilers and machinery need extensive repairs—and to meet this pressure on the part of interested parties, he has only the integrity and sound judgment of the fleet engineer and his resisting power to depend on. Mr. Zeller has done his duty so well in this respect that I am told he has incurred much ill feeling on the part of those officers (I am sorry to say not a few in number) to whose unpatriotic efforts to take their vessels north he has so persistently refused to lend himself, and in the same proportion he is entitled to the just recognition of the value of his services on my part.

This officer is an enthusiast in his profession, an untiring worker, and a devoted servant of the Government. In saying this in his behalf

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I am confident that I say no more than a year of unremitting labor in the interests of the Government (during which time he has personally superintended the machine shop and 80 machinists, in addition to his other duties) has entitled him to receive.

Respectfully,

THEODORUS BAILEY,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Martine, U. S. Navy, commanding U. S. bark Roebuck, regarding the arrival of that vessel at Portsmouth, N. H., with yellow-fever patients.

U. S. BARK ROEBUCK,
Portsmouth, N. H., September 28, 1864.

SIR: I have the honor to report the arrival at this port of the U. S. bark *Roebuck*, under my command, and in obedience to orders received from Captain Theodore P. Greene, U. S. Navy. I would respectfully submit a detailed report of the sickness (yellow fever) which has prevailed on board this vessel.

July 21, having been relieved at Indian River Inlet by the U. S. schooner *J. S. Chambers*, in obedience to orders I proceeded with the *Roebuck* under my command in tow of U. S. transport *Hussar* toward Key West, where we arrived July 24 at 7 a. m. Anchored 3 miles outside the fort. At 10 a. m. the U. S. tug *Marigold* came down to us, bringing orders for me to come on shore, and not to have any other communication. Having two small prizes in tow, the next morning, in obedience to orders, took the officer and two men, who were among the captors, up to the prize commissioners; the same afternoon received on board 10,000 feet of hemlock lumber; at 8 p. m. received orders to get underway and proceed to Tampa Bay in tow of the U. S. S. *Honeysuckle*. Up to this time the bark was remarkably healthy, not having a man on the sick list for four days previous.

The same night we left, about 12 or 1 o'clock, two men were attacked, and before night again we had 6 cases. On the 28th we arrived at Tampa Bay, with 9 more cases of fever on board. I immediately went on board the U. S. S. *San Jacinto*, Captain Theodore P. Greene, for medical assistance, there being no medical officer on board the bark. Captain Greene immediately sent assistance and all care taken of the sick; the officers and crew continued to be taken down, from 1 to 5 every day, and at one time we had only 5 men and 1 officer not on the sick list or able to do duty. A few days after the *San Jacinto* left the U. S. S. *Hendrick Hudson*, Captain McDougal, senior officer of the division, [arrived]. He immediately rendered me all assistance; everything was done that possibly could be to check the infection, but impossible. Some of the crew, after returning on board convalescent, were taken the second time. A medical survey was held on the bark, and September 12th we received orders to proceed to Portsmouth, N. H.

On the morning of the 13th we were towed to sea by the U. S. S. *Sunflower*, and proceeded on our way. On the 13th one new case of fever; 14th, three of the nurses, who had been at the hospital tending

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on the sick all through the worst stages, were taken down with the fever, and on the 21st one of them died. All the clothing of the officers and men that have died has been destroyed. Everything in the way of disinfectants has been used that could be.

Copperas dissolved in water has been turned down the pumps, peak, and run, and the vessel smoked throughout every morning with red hot bolt dipped in tar. Vessels containing chloride of lime and others of the copperas have been plentifully distributed about the ship.

I am, very respectfully, your obedient servant,

WM. L. MARTINE,
Acting Master, Commanding.

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

Order of Commander Clary, U. S. Navy, to Acting Master King, U. S. Navy, to proceed to Boston in charge of prize steamer Herald.

U. S. GUNBOAT TIOGA,
Key West, September 30, 1864.

SIR: You will proceed to Boston in charge of the prize steamer *Herald*, and upon your arrival will report, through the commandant of that station, to the Navy Department for further orders.

Your obedient servant,

A. G. CLARY,
Commander.

Acting Master THOMAS KING, U. S. Navy.

Stations of vessels composing the East Gulf Blockading Squadron, October 1, 1864.

HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
Key West, October 1, 1864.

Name.	Class.	Commanding officer.	Where stationed.
Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	West Pass.
Clyde	do	Actg. Vol. Lt. Q. A. Hooper	Cedar Keys.
Dale	Ship	Commander R. Handy	Ordnance, Key West.
Eugenie	Schooner	Actg. Master W. McClintock	Guard, Key West.
Fort Henry	Ferryboat	Actg. Vol. Lt. I. B. Baxter	West Pass, Apalachicola.
Gem of the Sea	Bark	Actg. Master G. H. Leinas	Charlotte Harbor.
Hendrick Hudson	Steamer	Lt. Comdr. C. J. McDougal	Tampa Bay.
Honduras	do	Actg. Vol. Lt. T. R. Harris	Repairing, Key West.
Honeysuckle	Tug	Actg. Master Cyrus Sears	To supply squadron.
Isonomia	Steamer	Lt. Comdr. E. Simpson	Ordered to West Pass.
Iuka	do	Actg. Vol. Lt. W. C. Rogers	Gone north; convoy prize.
J. L. Davis	Bark	Actg. Master W. N. Griswold	St. Joseph's Bay.
Magnolia	Steamer	Actg. Vol. Lt. W. S. Cheesman	Key West; sails to-day.
Marigold	Tug	Actg. Master L. D. D. Voorhees	Harbor duty, Key West.
Nita	Steamer	Actg. Vol. Lt. R. B. Smith	Suwanee River.
Proteus	do	Commander R. W. Shufeldt	Cruising northwest Cuba.
Pursuit	Bark	Actg. Vol. Lt. W. R. Browne	Ordered Indian River.
Restless	do	Actg. Vol. Lt. W. P. Randall	St. Andrew's Bay.
Sagamore	Gunboat	Lt. Comdr. C. E. Fleming	West Pass, Apalachicola.
Somerset	Ferryboat	Actg. Master W. P. Rogers	Do.
Stars and Stripes	Steamer	Actg. Vol. Lt. J. Sherrill	St. Marks.
Sunflower	Tug	Actg. Master J. S. Williams	Towing coal, West Pass.
Wanderer	Schooner	Actg. Ensign B. P. Trask	Hospital, Key West.

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Stations of vessels composing the East Gulf Blockading Squadron, October 1, 1864—Cont'd.

TENDERS.

Names.	Class.	Attached to—	Commanding officer.	Where stationed.
Annie	Schooner.	Eugenie	Actg. Master R. Hunter	Guard, Boca Chica.
Ariel	do.	H. Hudson	Actg. Master J. J. Russell	Tampa and Cedar Keys.
Fox	do.	d	Actg. Master F. Burgess	St. Marks and Cedar Keys.
Rosalie	Sloop.	Gem of the Sea	Actg. Ensign H. W. Wells	Charlotte Harbor.
Sea Bird	Schooner.	H. Hudson	Actg. Ensign E. L. Robbins	Cedar Keys and Tampa.
Stonewall	do.	do	Actg. Master H. B. Carter	Tampa and offshore.
Two Sisters	do.	do	Actg. Master J. P. Montague	St. Marks and Cedar Keys.

Respectfully submitted.

THEO. P. GREENE,
Captain, Commanding East Gulf Blockading Squadron.

Report of Captain Greene, U. S. Navy, regarding the arrival at Key West of the U. S. schooner O. H. Lee.

No. 42.] HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
Key West, October 2, 1864.

SIR: The schooner *O. H. Lee*, Acting Master Oliver Thacher, commanding, arrived here this morning from Boston and reported for duty in this squadron.

I have ordered her to the blockade at St. Marks, and she sails this afternoon.

Very respectfully, your obedient servant,

THEO. P. GREENE,
Captain, Comdg. East Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy, to Commodore Stribling, U. S. Navy, transmitting communication from the Spanish Government.

NAVY DEPARTMENT, *October 6, 1864.*

SIR: I enclose herewith a copy of a letter from the Secretary of State dated the 26th ultimo, and of the papers therein referred to, communicating the decision of the Government of Spain relative to vessels of war of foreign powers, which is adverse to their lying off Havana and sending in boats, except in case succor is needed.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commodore C. K. STRIBLING,
Appointed to Command E. G. B. Squadron, Key West.

[Enclosures.]

DEPARTMENT OF STATE,
Washington, September 26, 1864.

SIR: I have the honor to enclose herewith for your information a dispatch from Mr. Perry, our secretary of legation at Madrid,

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together with a translated copy of a note addressed to him by Mr. Pacheco, concerning the course pursued by the captain-general of Cuba in regard to the entrance into the port of Havana of foreign vessels of war.

I will thank you to return the enclosures to me.

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

F. W. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

LEGATION OF THE UNITED STATES TO SPAIN,
San Sebastian, August 28, 1864.

SIR: I have the honor to enclose a translation of the note of Mr. Pacheco dated the 11th instant at San Yldefonse in which he informs me that the Government of the Queen has decided to approve the order of the captain-general of Cuba prohibiting foreign men-of-war, who remain outside of the port of Habana [Havana], from sending in their boats to that port except in the sole cause that the vessel is in need of succor.

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

HORATIO G. PERRY.

Hon. W. H. SEWARD,
Secretary of State, Washington.

[Translation.]

MINISTERIAL DEPARTMENT OF STATE,
San Yldefonse August 11, 1864.

SIR: In fulfillment of what was said by this Department to that legation on the 17th of April, last year, I have now the honor to inform you that the Government of her Majesty has been pleased to approve the measure adopted by the superior governor of the island of Cuba in respect to impeding the entrance into the port of the Habana of the boats of foreign vessels of war, which themselves remain outside. In the sole case that the said vessels should be in urgent need of succor, it will be permitted to the vessel demanding it to remain, without communication, at the entrance of the port, while the consul of the nation to which the vessel belongs furnish the same. In the adoption of this measure, observed by all nations in their port regulations, the Government of her Majesty has had no other object than to put in operation the rules of maritime police and of sanitary police of that island.

I avail myself of this occasion to renew to you the assurance of my distinguished consideration.

G. F. PACHECO.

CHARGÉ D'AFFAIRES OF THE UNITED STATES.

Report of Acting Rear-Admiral Stribling, U. S. Navy, upon assuming command of the East Gulf Squadron.

No. 1.] HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
Key West, Fla., October 14, 1864.

SIR: I have the honor to report my arrival here in the *Neptune* on the 12th instant, and of my having, in obedience to your orders, relieved

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Captain Greene from the temporary command of the East Gulf Blockading Squadron.

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

C. K. STRIBLING,
Acting Rear-Admiral, Commanding E. G. B. Squadron.

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

Order of the Secretary of the Navy to Acting Rear-Admiral Stribling, U. S. Navy, regarding the duty of the U. S. S. Isonomia.

NAVY DEPARTMENT, *October 15, 1864.*

SIR: The U. S. S. *Isonomia* was sent to the East Gulf Blockading Squadron with the especial view and instructions to cruise in the vicinity of Nassau and the Bahama Banks. I have just received a dispatch from Captain Greene, temporarily in command of the squadron, in which he says that, in consequence of a report from her commanding officer that she was unfit for sea service, and her incapacity to carry much coal, he assigned her to blockade duty at West Pass.

This action is disapproved. The *Isonomia* is very fast, and amongst the Bahamas can easily find shelter. Coal could be easily sent to her, or a vessel loaded with coal might accompany her. The vicinity of Nassau is a great center for blockade runners, and the *Isonomia* was assigned to the East Gulf Blockading Squadron for the especial purpose of making an effort to capture some of them. Order her on this duty, and if a trial should be unsuccessful she can be withdrawn from it.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Acting Rear-Admiral C. K. STRIBLING,
Comdg. Eastern Gulf Blockdg. Squadron, Key West.

Order of Acting Rear-Admiral Stribling, U. S. Navy, to Commander Sanford, U. S. Navy, commanding U. S. S. Neptune, to proceed to Philadelphia for repairs to that vessel.

HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
Key West, Fla., October 15, 1864.

SIR: You will proceed with the *Neptune* without delay to Philadelphia for repairs.

Report to the commandant upon your arrival and to the Secretary of the Navy by letter.

I would recommend you on your passage to keep inshore, so as to reach a port in case the leak should make it necessary to do so.

After the repairs of the vessel are completed you will return to this station, unless ordered to the contrary by the Department.

Respectfully,

C. K. STRIBLING,
Commanding East Gulf Blockading Squadron.

Commander J. P. SANFORD,
Commanding U. S. S. Neptune.

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Stations of vessels composing the East Gulf Blockading Squadron, Key West.

HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
Key West, [*October 15, 1864*].

No. of guns.	Name.	Class.	Commanding officer.	Present duty or station.
6	Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	Ordered to Key West as supply steamer.
2	Clyde	do	Actg. Vol. Lt. Q. A. Hooper	Blockade, St. Marks.
.....	Dale	Ship	Comdr. R. Handy	Ordnance, Key West.
.....	Eugenie	Schooner	Actg. Master W. McClintock	To be sold.
6	Fort Henry	Ferryboat	Actg. Vol. Lt. I. B. Baxter	West Pass, Apalachicola.
11	Galena	Steamer	Lt. Comdr. C. H. Wells	Key West.
5	Gem of the Sea	Bark	Actg. Vol. Lt. C. H. Rockwell	Charlotte Harbor.
6	Hendrick Hudson.	Steamer	Lt. Comdr. C. J. McDougal	Tampa Bay.
4	Honduras	do	Actg. Vol. Lt. T. R. Harris	Repairing, Key West.
2	Honeysuckle	Tug	Actg. Ensign O. S. Brock	Do.
3	Isonomia	Steamer	Lt. Comdr. E. Simpson	West Pass, Apalachicola.
5	Iuka	do	Actg. Vol. Lt. W. C. Rogers	Gone north to convoy prize.
4	Jas. L. Davis	Bark	Actg. Master W. N. Griswold	St. Joseph's.
5	Magnolia	Steamer	Actg. Vol. Lt. W. S. Cheesman	Cruising N.W. Cape San Antonio.
8	Midnight	Bark	Actg. Master J. C. Wells	Tampa Bay.
2	Marigold	Tug	Actg. Master L. D. D. Voorhees.	Towboat, Key West.
3	Nita	Steamer	Actg. Vol. Lt. R. B. Smith	Off Suwanee River.
2	O. H. Lee	Schooner	Actg. Master O. Thacher	St. Marks.
11	Proteus	Steamer	Comdr. R. W. Shufeldt	Repairing, Key West.
7	Pursuit	Bark	Actg. Vol. Lt. W. R. Browne	Indian River.
7	Restless	do	Actg. Vol. Lt. W. P. Randall	St. Andrew's Bay.
5	Sagamore	Steamer	Lt. Comdr. C. E. Fleming	Cedar Keys.
14	San Jacinto	Steam sloop	Capt. T. P. Greene	Gone north.
7	Somerset	Ferryboat	Actg. Vol. Lt. W. P. Rogers	West Pass, Apalachicola.
5	Stars and Stripes	Steamer	Actg. Vol. Lt. J. Sherrill	Ordered to Key West.
2	Sunflower	Tug	Actg. Master J. S. Williams	Do.
1	Wanderer	Schooner	Actg. Master Wm. McClintock	Guard vessel, Key West.

TENDERS.

.....	Annie	Schooner	Actg. Master's Mate W. R. Hunter	Guard, Boca Chica.
1	Ariel	do	Actg. Master J. J. Russell	Tampa Bay.
2	Fox	do	Actg. Master F. Burgess	Cedar Keys and St. Marks.
1	Rosalie	Sloop	Actg. Ensign H. W. Wells	Charlotte Harbor.
1	Sea Bird	Schooner	Actg. Ensign E. L. Robbins	Tampa and Cedar Keys.
1	Stonewall	do	Actg. Ensign T. W. Bell	St. Marks and Cedar Keys.
1	Two Sisters	do	Actg. Ensign J. P. Montague	Tampa and Cedar Keys.

Respectfully submitted.

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. S. Iuka, to proceed to duty in the East Gulf Blockading Squadron.

NAVY DEPARTMENT, *October 17, 1864.*

SIR: Proceed with the U. S. S. *Iuka* to Key West, Fla., and report to Acting Rear-Admiral C. K. Stribling for duty in the East Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Acting Volunteer Lieutenant W. C. ROGERS, U. S. Navy,
Commanding U. S. S. Iuka, Boston, Mass.

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Letter from the Secretary of the Navy to Acting Rear-Admiral Stribling, U. S. Navy, regarding the reported agreement for the enlistment abroad of soldiers for the Confederate Government.

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.

Acting Rear-Admiral C. K. STRIBLING,
Commanding East Gulf Blockading Squadron, Key West.

Report of Acting Rear-Admiral Stribling, U. S. Navy, transmitting report regarding the destruction of Confederate fishery in Ocklockonee River.

No. 22.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., October 29, 1864.

SIR: I have the honor to inform you of the destruction of a valuable and extensive Government (rebel) fishery on Marsh's Island, north of the Ocklockonee River, by an expedition from the U. S. S. *Stars and Stripes*, Acting Volunteer John Sherrill, commanding.

I enclose the report of Lieutenant Sherrill, giving a detailed account of the expedition. The happy issue of this enterprise, resulting in the destruction and capture of a large amount of rebel property and the capture of 16 Confederate soldiers, without any loss on our side, reflects credit on the officer in charge, Acting Master George E. Hill, and I heartily concur with Lieutenant Sherrill in recommending his promotion.

I also recommend Acting Ensign O. S. Roberts to the favorable consideration of the Department, as he has been represented as a very worthy officer. The prisoners have been delivered to the army authorities.

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

C. K. STRIBLING,
Acting Rear-Admiral, Commanding East Gulf Squadron.

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

[Enclosure.]

U. S. S. STARS AND STRIPES,
Off St. Marks, Fla., October 19, 1864.

SIR: I have the honor to report to you that having learned of the existence of a valuable and extensive Government fishery on Marsh's

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Island, on the north side of the Ocklockonee River, I dispatched an expedition last night, consisting of the launch, first and second cutters of this vessel, with armed crews, the whole under the command of Acting Master George E. Hill, to destroy it, and do such other injury to the enemy as the circumstances and opportunity might permit.

The expedition returned at 9 o'clock this morning, Mr. Hill having landed at daybreak with 30 men, fully accomplishing the object for which it was sent. All the permanent fixtures of the establishment, consisting of the fish and dwelling houses and the kettles of the salt works attached to the fishery, were entirely destroyed, a large and valuable seine and 2 fishing boats captured, together with 16 Confederate soldiers (2 of them sergeants) detailed for the purpose of operating and guarding the works. I am happy to add that the whole was accomplished without any loss on our part.

When I inform you that this was regarded as one of the most important and reliable fisheries on this coast, furnishing large supplies not only to the interior districts of this State, but also to the commissariat of the rebel Army, I think that you will join with me in regarding those by whom the expedition was so efficiently carried out as entitled to the favorable consideration of the proper authorities.

To the enterprise and clear judgment of Mr. Hill the success of the expedition is chiefly due, and for this and his long and faithful services in the Navy I would most cordially recommend him for promotion.

I would further beg to refer to Acting Ensign O. S. Roberts, who displayed on this occasion that degree of zeal and intelligence that my knowledge of his antecedents led me to expect of him. His advancement to a higher grade would be but a just recognition of those qualities.

The prisoners belong mostly to the Second and Fifth Florida Cavalry, and I shall send them to Key West by the first convenience for your disposition.

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

JOHN SHERRILL,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral C. K. STRIBLING,
Commanding East Gulf Blockading Squadron.

Order of the Secretary of the Navy to Acting Rear-Admiral Stribling, U. S. Navy, for a search for the missing steamer Roanoke among the Bahamas.

NAVY DEPARTMENT, *October 19, 1864.*

SIR: It is feared that the steamer *Roanoke*, which sailed from Havana on the 29th ultimo for New York, has been captured by a party of rebels, who are reported to have taken passage in her. She is a side-wheel steamer of about 1,050 tons.

Advise any vessels you may have cruising among the Bahamas of the fact of the *Roanoke* being missing and direct them to make a search for her within the limits of their cruising grounds.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral C. K. STRIBLING,
Commanding Eastern Gulf Blockading Squadron.

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Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding the destruction of salt works in St. Andrew's Bay by expedition from the U. S. bark Restless.

No. 9.] HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
Key West, October 20, 1864.

SIR: Reports received this day from Acting Volunteer Lieutenant W. P. Randall, commanding U. S. bark *Restless*, on blockade duty at St. Andrew's Bay, Fla., contain details of a successfu' expedition on the 5th and 6th instant, by boats from that vessel under the command of Acting Ensign Henry Eason.

It resulted in the destruction of 50 boilers for salt making, 500 to 1,000 gallons each; 90 kettles for salt making, 65 to 200 gallons each; 300 bushels of salt; 31 wagons and several large casks; 500 cords of wood; 150 buildings, dwelling houses for the employés, and sheds, storehouses, etc., besides other damage.

All this was the property of the Confederates, and although it is probable that they may again be rebuilt, it is certain that a severe blow has been struck at the rebel forces in Georgia.

In consideration of the intelligence, energy, and judgment displayed in this expedition, I respectfully recommend that Acting Ensign Henry Eason be promoted to be an acting master.

Very respectfully, your obedient servant,

C. K. STRIBLING,
Acting Rear-Admiral, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, *October 20, 1864.*

Direct the *San Jacinto* to proceed to Key West and report to Rear-Admiral C. K. Stribling.

GIDEON WELLES,
Secretary of the Navy.

Commodore T. BAILEY,
Commandant Navy Yard, Portsmouth, N. H.

Report of Lieutenant-Commander McDougal, U. S. Navy, commanding U. S. S. Hendrick Hudson, regarding the capture, October 21, 1864, of the British schooner Lucy, from Bahia Honda.

U. S. S. HENDRICK HUDSON,
Tampa Bay, October 23, 1864.

SIR: I have the honor to report the capture of the English schooner *Lucy*, with an assorted cargo, by the U. S. schooner *Sea Bird*, a tender to this vessel, the circumstances of which are as follows:

On the morning of the 21st of October, while the *Sea Bird* was cruising off Bayport, a sail was discovered and chase given. The stranger evincing no disposition to heave to, fire was opened on him and he finally, seeing the hopelessness of his case, ran ashore, and all hands, with the exception of one man, took the only boat belonging to her, deserted her, and pulled for the shore, closely pursued by an armed boat from the *Sea Bird*, which, however, was unsuccessful in their attempt to capture.

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On boarding the vessel she was found to be the English schooner *Lucy*, from Bahia Honda, with an assorted cargo, and cleared for Matamoras. I send the schooner in charge of a prize crew to Key West for adjudication, and with her all the papers, etc., found on board, together with the one man, who, unfortunately for himself, was too drunk to escape to the shore with the remainder of the crew. The capture was made in latitude 28° 20′ N., longitude 82° 55′ W. I herewith enclose a prize list of those entitled to share in the capture.

I am, respectfully, your obedient servant,

CHARLES J. McDOUGAL,
Lieutenant-Commander, Comdg. U. S. S. H. Hudson.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the prize commissioner at Key West to the Secretary of the Navy, reporting the arrival at Key West of the prize steamer Lucy, captured October 21, 1864.

OFFICE OF THE PRIZE COMMISSIONERS,
Key West, November 3, 1864.

SIR: I have the honor to report the arrival at this port, on the 29th ultimo, of the British prize schooner *Lucy*, captured on the 21st October, off Tampa Bay, by the U. S. schooner *Sea Bird*, Acting Ensign E. L. Robbins, tender to the U. S. gunboat *Hendrick Hudson*, Lieutenant-Commander Charles J. McDougal, commander.

The schooner was first seen by the *Sea Bird*, lying at anchor, and before she could get to her the crew, except one man, had left in the boat. The man found on board this schooner reports that the captain had been murdered after leaving Havana.

The cargo has been discharged, and I beg leave to send you herewith an inventory of the same.

I have the honor to be, your obedient servant,

R. W. WELCH,
Prize Commissioner.

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

Order of Acting Rear-Admiral Stribling, U. S. Navy, to Lieutenant-Commander Wells, U. S. Navy, commanding U. S. S. Galena, to proceed to Philadelphia for repairs to that vessel.

HEADQUARTERS EASTERN GULF SQUADRON, FLORIDA,
October 24, 1864.

SIR: My order to you of the 21st to proceed to St. Marks is hereby revoked, and you will, in obedience to my order of the 18th instant, proceed without delay with the *Galena* under your command to Philadelphia for repairs, reporting your arrival to the Secretary of the Navy and the commandant of the yard.

I am, very respectfully, your obedient servant,

C. K. STRIBLING,
Acting Rear-Admiral, Commanding Squadron.

Lieutenant-Commander C. H. WELLS,
Commanding U. S. S. Galena, Key West, Fla.

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Report of Acting Master Leinas, U. S. Navy, commanding U. S. bark Gem of the Sea, regarding the capture of a sloop boat, without name, off Little Marco, Fla.

U. S. BARK GEM OF THE SEA,
Charlotte Harbor, Fla., October 24, 1864.

SIR: I beg respectfully to report to you the capture of a sloop boat (no name) off Little Malco [Marco] by sloop *Rosalie*, tender to this vessel, Acting Ensign H. W. Wells in charge. Although clearing from Key West to go sponging and fishing on Florida Keys, and loaded with stores and ballast, she was found 100 miles north of her course, and she beating to the northward, and loaded with salt, shoes, and other articles. I have therefore sent her to Key West for adjudication.

Respectfully, your obedient servant,

G. H. LEINAS,
Acting Master, Commanding.

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

Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Nita, regarding the capture of schooner Unknown, off Clearwater Harbor.

U. S. S. NITA,
Tampa Bay, Fla., October 24, 1864.

SIR: I have the honor to report the capture of the schooner *Unknown*, under the following circumstances, viz:

At 8:30 a. m. of this day, being off Clearwater Harbor in 4½ fathoms water, discovered a schooner at anchor close in to the land.

Headed the ship for her, and soon discovered a boat containing two or three persons pulling toward the mainland. At the same time discovered a smoke arising from her, forward and aft.

At 9:30 a. m. anchored near her, and sent two armed boats (furnished with water buckets) in charge of Acting Ensign P. Pease to board her. He soon subdued the fire. No person was found on board and no papers of any kind. An English ensign was the only thing found by which her nationalty could be judged. The crew escaped.

Very respectfully, your obedient servant,

R. B. SMITH,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Captain Greene, U. S. Navy, detaching him from the command of the East Gulf Blockading Squadron.

NAVY DEPARTMENT, *October 28, 1864.*

SIR: You are hereby detached from duty as temporary commander of the East Gulf Blockading Squadron, from the 17th instant, and you will regard yourself as waiting orders.

Keep the Department advised of your address.

Very respectfully, GIDEON WELLES.

Captain THEODORE P. GREENE, U. S. Navy,
Brattleboro, Vt.

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Stations of vessels composing the East Gulf Blockading Squadron, October 31, 1864.

HEADQUARTERS EAST GULF SQUADRON,
Key West, Fla., November 1, 1864.

No. of guns.	Vessel.	Class.	Commanding officer.	Present duty or station.
6	Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	Ordered to Key West for repairs.
2	Clyde	do	Actg. Master Cyrus Sears	Cedar Keys.
.....	Dale	Ship	Comdr. R. Handy	Ordnance ship, Key West.
.....	Eugenie	Schooner	.....	Waiting instructions.
6	Fort Henry	Ferryboat	Actg. Vol. Lt. I. B. Baxter	West Pass, Apalachicola.
11	Galena	Steamer	Lt. Comdr. C. H. Wells	Ordered north for repairs.
5	Gem of the Sea	Bark	Actg. Master G. H. Leinas	Charlotte Harbor.
6	Hendrick Hudson.	Steamer	Actg. Master A. Wallace	Tampa Bay.
4	Honduras	do	Actg. Vol. Lt. T. R. Harris	Repairing at Key West.
2	Honeysuckle	Steam tug	Actg. Master J. J. Russell	Do.
3	Isonomia	Steamer	Lt. Comdr. E. Simpson	West Pass, Apalachicola.
5	Iuka	do	Actg. Vol. Lt. W. C. Rogers	Gone north to convoy prize.
4	Jas. L. Davis	Bark	Actg. Master W. N. Griswold	St. Joseph's Bay.
5	Magnolia	Steamer	Actg. Vol. Lt. W. S. Cheesman	Supplying squadron.
2	Marigold	Steam tug	Actg. Ensign C. F. Palmer	Harbor duty, Key West.
8	Midnight	Bark	Actg. Master J. C. Wells	Tampa Bay.
3	Nita	Steamer	Actg. Vol. Lt. R. B. Smith	Suwanee River.
2	O. H. Lee	Schooner	Actg. Master O. Thacher	St. Marks.
11	Proteus	Steamer	Comdr. R. W. Shufeldt	Cruising northwest of Cuba.
7	Pursuit	Bark	Actg. Vol. Lt. W. R. Browne	Indian River.
7	Restless	do	Actg. Vol. Lt. W. P. Randall	St. Andrew's Bay.
5	Sagamore	Gunboat	Lt. Comdr. C. E. Fleming	Ordered to Key West for repairs.
7	Somerset	Ferryboat	Actg. Master W. P. Rogers	Do.
5	Stars and Stripes	Steamer	Actg. Vol. Lt. J. Sherrill	Key West, loading to supply squadron.
2	Sunflower	Steam tug	Actg. Master J. S. Williams	Repairing at Key West.
1	Wanderer	Schooner	Actg. Master W. McClintock	Guard ship, Key West.
9	Neptune	Steamer	Comdr. J. P. Sanford	Ordered north for repairs.

TENDERS.

No. of guns.	Name.	Class.	Attached to—	Commanding officer.	Present duty or station.
.....	Annie	Schooner	Wanderer	Actg. Master's Mate A. M. Rivers.	Guard, Boca Chica.
1	Ariel	do	H. Hudson	Actg. Ensign F. H. Bacon.	Charlotte Harbor and Tampa Bay.
2	Fox	do	do	Actg. Master F. Burgess	Cedar Keys and St. Marks.
1	Rosalie	Sloop	Gem of the Sea	Actg. Ensign H. W. Wells	Charlotte Harbor.
1	Sea Bird	Schooner	Wanderer	Actg. Ensign E. L. Robbins.	General duty at Key West.
1	Stonewall	do	H. Hudson	Actg. Ensign J. R. Bell	St. Marks and Cedar Keys.
1	Two Sisters	do	do	Actg. Ensign J. P. Montague.	Cedar Keys and Tampa Bay.

C. K. STRIBLING,
Acting Rear-Admiral, Commanding.

Report of Lieutenant-Commander Simpson, U. S. Navy, giving information received from refugees regarding affairs in Columbus, Ga.

U. S. S. ISONOMIA,
West Pass, St. George's Sound, Fla., November 11, 1864.

SIR: I forward to Key West by the U. S. S. *Isonomia* two refugees, foreigners, who have lately left Columbus, Ga.

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Mrs. Kelley is a Scotch woman, whose husband left Columbus in August and was forwarded from here some time in September by the *Union*. Mrs. Kelley is following her husband.

The other refugee is Mr. Peter Farrell (a tailor), who has his certificate of foreign birth. From the statement of this man I find that foreigners are being forced into the conscription for the Southern Army. The manner in which this is effected is as follows: The foreigner is directed that in the course of the following ten days he must enlist in one of the companies organized (ostensibly) for the defense of the city, or leave the State; if he joins a company, as soon as it is thoroughly organized it is sent to the front, and he finds himself a soldier of the Confederacy without any hope of relief. If he chooses the other alternative and leaves the State he receives a similar warning as soon as he is domesticated in his new abode. In this dilemma those who are desirous to leave the country turn their attention to the Union fleet, but their movements in this direction, I fear, will be retarded by the circular relating to refugees, of May 13, 1864, the purport of which, I perceive, is known on shore. They will fear being refused by the fleet, even if they should succeed in reaching the coast.

I respectfully suggest, in this connection, that the only effect that can be produced by the circular referred to is to add men to the ranks of the enemy. If we receive all that offer, coming with or without their families, no matter whether they enter the service or not, we must reduce the ranks of the enemy one able-bodied man for every family we receive. I respectfully ask the attention of the commander in chief to this circular.

The two foreign refugees that I now forward have been residents of Columbus, Ga., for some time, and their statements embrace the following interesting facts: Columbus had a population of about 11,000 or 12,000 inhabitants, which is now much increased by the influx of refugees from Atlanta and that region of country. These refugees are mostly women and children, the men having been conscripted. Huts are built about the city for their accommodation and are extended for a distance of 100 miles along the railroads from Fort Valley to Columbus and from Fort Valley to Eufaula. Some of the old rolling stock of the roads is used for the purpose of sheltering the refugees. Their condition is described as perfectly destitute; they are supplied by the State with enough corn meal to prevent them from starving. Columbus has several factories in operation—

1st. Naval Iron Works, employing 400 white men.

2d. Hayman's factories, one of which is devoted to the manufacture of pistols and the other to that of swords, bayonets, etc., employing 175 white men.

3d. Ordnance Department, under Major Humphreys, C. S. Army, divided into two establishments, one for the manufacture of saddles, bridles, harness, and equipments for artillery, while the other establishment is devoted to casting shot and shells, and to the work of a laboratory. The department of Major Humphreys employs about 150 white men and 150 women.

4th. Major Dillard, Quartermaster, C. S. Army, has a large tannery and shoemaking establishment, in which are employed about 225 white men detailed from the Army. Major Dillard has also about 25 men employed at tailoring for the army.

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In addition to the establishments already enumerated, there are three cotton factories in operation, one belonging to Grant, working about 75 white men; one belonging to Brown, working about 200 white men; one belonging to Fountain, working about 60 white men.

There is also a paper mill worked by a man named Winters, who employs about 25 white men. It is to be understood that in all these factories, workshops, etc., the working force is increased by a large number of negroes.

The Naval Iron Works, mentioned first, are occupied exclusively in the manufacture of machinery and boilers, and it is from here that these valuable equipments have been provided for the rebel ironclads in the South.

As far as I can discover, there are no guns being cast in Columbus at the present time.

There are engineer officers employed on the defenses, working a large force of negroes; the works are intended to surround the entire city, those designed for the protection of the city in front being constructed in Alabama on the west side of the Chattahoochee River.

There are no regular troops stationed at Columbus, but for the defense of the town all the workmen in the different factories and workshops are organized into companies and battalions, supposed to make up a force of about 2,000 men.

The *Muscogee* (ironclad) and *Chattahoochee* (wooden gunboat) are at Columbus. The *Muscogee* was originally constructed shorter than the other rebel vessels of this class, and her casemate was carried down to the rail forward and aft, but the armature has never been placed on it. An effort was made to launch her last December, but a powerful steamer, tugging at her, could not drag her off the ways in 16 feet of water. Her casemate was reduced in size, uncovering a portion of the original deck; her hull has also been lengthened in hopes to give her more buoyancy; the new casemate has as yet no armor on it, nor is there any armor on the new portion of the hull; there is difficulty in procuring the iron. All seem so well satisfied that she is a failure that there seems little probability that the work of completing her armature will be continued, or that any further attempt will be made to launch her. Work, however, is still continued on her, the woodwork not being all completed. The *Chattahoochee* has been of no use since her first boiler burst on her way down the river. At present she has no boiler in her, or she has boilers not at all adapted to the engine that is in the boat (accounts differ on this point), but whichever account is correct it is certain that she requires a new boiler before she can be of service. She now lies at Columbus waiting for a new boiler, but all the work of this kind which is completed at the Naval Iron Works is at once transported to Charleston or Savannah, and the *Chattahoochee* still waits unprovided. Her engine is in order, but she has no guns on board.

There are no troops on the river between Columbus and Chattahoochee, but at the latter place there is stationed one large company, under Captain J. L. Dunham, C. S. Army, numbering (it is said) 140 men, and having with them a battery of 4 guns. Captain Dunham has his headquarters on board the side-wheel river boat *W. H. Young*, in which he cruises down the river about 40 or 50 miles in a straight line to a plantation called Iola, Florida, below Rickoe's Bluff. This town is considerably more than halfway from Chattahoochee to the obstructions. The camp for the portion of this company that is quartered on

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shore is about a half mile out from Chattahoochee, above the city and near the arsenal, which is now devoted to the accommodation of the families of the troops forming this command. There are no tents in the encampment, the men sleeping out as a regular practice.

The river steamboats that are now running from Columbus to Chattahoochee are *Jackson*, stern wheel, drawing 2 feet 2 inches; *Munnerlyn*, stern wheel, drawing 2 feet 2 inches; *Mist*, stern wheel, drawing 2 feet 2 inches.

The following are repairing at Columbus: *Euchee*, side-wheel, drawing 3 feet 3 inches; *Marianna*, side-wheel, drawing 3 feet 3 inches.

On Friday, the 28th ultimo, Mrs. Kelley stopped at Fort Gadsden, where she met but five men and a corporal as a picket guard, and she is confident that there are no guns in the work.

There is no reason why this information should not be considered authentic, and I submit it as the most satisfactory statement of affairs that I have yet received. Should you desire any more elaborate statements on any particular point the witnesses will be at hand to supply the information.

I have nothing to add in the way of report except that the blockade has been strictly observed since my last communication of 28th ultimo.

Very respectfully, your obedient servant,

E. SIMPSON,
Lieutenant-Commander and Senior Officer Present.

Acting Rear-Admiral C. K. STRIBLING,
Commanding East Gulf Blockading Squadron.

Respectfully submitted to the Department.

C. K. STRIBLING,
Commanding East Gulf Blockading Squadron.

Report of Acting Rear-Admiral Stribling, U. S. Navy, transmitting report regarding a reconnoissance in Tampa Bay, with a view to the destruction of salt works.

HDQRS. EASTERN GULF BLOCKADING SQUADRON,
Key West, Fla., November 14, 1864.

SIR: I have received a report dated November 12 from Acting Volunteer Lieutenant R. B. Smith, commanding U. S. S. *Nita*, of an expedition sent to destroy rebel salt works in Tampa Bay, in which one man was wounded and captured and five men supposed to have deserted. I presume these men straggled from the party sent on shore and were captured by the rebels. Such expeditions must of necessity be left to the discretion of commanding officers at the blockaded ports, and are too frequently, I fear, undertaken without due caution and without regard to consequences, in hope of doing something to bring themselves prominently into notice.

I take occasion to bring to the notice of the Department the fact that at this time all the vessels on the blockade are commanded by volunteer officers, and I have no vessels commanded by regular officers of the Navy, except those employed to cruise after blockade runners.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockdg. Squadron.

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

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[Enclosure.]

U. S. S. NITA,
Tampa Bay, Fla., November 12, 1864.

SIR: I have the honor to make the following report: On the 10th instant I proceeded up this bay on a reconnoissance in order to ascertain the cause of many fires in the vicinity of Gadsden's Point and Old Tampa Bay. Having received from the *Hendrick Hudson* Acting Master Alex. Wallace and 10 men, and the weather being thick and rainy, on the 11th instant I advanced nearly to the head of Old Tampa Bay and landed there. Finding no indications of any movements on the part of the enemy in that direction, I scouted for some distance inland and gave the order to return on board. The weather at this time was very thick and rainy. On mustering the shore party five of the *Hudson's* men were missing, and as I kept my position all night and made signal from time to time, as well as sending several boats in quest of them, it is to be presumed that they have deserted. Early on the morning of the 12th instant I proceeded slowly down the bay, and when near Rocky Point discovered evidences of quite extensive salt works a short distance inland. I anchored as near the shore as possible, and dispatched a force in charge of Acting Masters Partridge and Wallace to reconnoiter. They found the water so shoal as to oblige them to leave the boats and wade for some distance in order to reach the shore. The necessary pickets having been thrown out, they advanced through a dense undergrowth and swamp in the direction of the salt works, but after they had proceeded some distance a body of horsemen were seen from the masthead of this ship, endeavoring to cut them off. A gun was immediately fired and a recall set, and Mr. Partridge ordered a retreat. The picket on the right, Francis Lupke, seaman, by a direct disobedience of the orders given him, came out in the open ground and was wounded and captured. With this exception, the whole party reached the boats in safety and returned on board. During the return of my force I caused the bushes to be shelled vigorously, and believing that my force was too small to effect the destruction of the salt works, I returned to this station. The works are quite extensive and belong to the rebel Government. It is my intention to attempt to destroy them this week.

Very respectfully, your obedient servant,

R. B. SMITH,
Acting Volunteer Lieutenant, Commanding.

Report of Acting Volunteer Lieutenant Smith, U. S. Navy, regarding the capture of Seaman Lupke during reconnoissance, November 12, 1864, in Tampa Bay.

U. S. S. NITA,
Tampa Bay, Fla., December 23, 1864.

SIR: I have to report that on November 12, 1864, during a reconnoissance of a set of salt works at Rocky Point, Fla., Francis Lupke, seaman, having been stationed as a picket in a bunch of bushes on the right of the place of landing, and having exceeded his orders and advanced into an open plain beyond his post, he was captured by the

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enemy, having been slightly wounded. I learn that he is at present held at Brooksville, Fla., and has the liberty of the camp.

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

R. B. SMITH,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Stations of vessels composing the East Gulf Blockading Squadron, November 15, 1864.

No. 35.]

No. of guns.	Name.	Class.	Commanding officer.	Present duty or station.
6	Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	Key West.
3	Beauregard	Schooner	Actg. Master W. H. Baldwin	St. Marks.
2	Clyde	Steamer	Actg. Master Cyrus Sears	Cedar Keys.
.....	Dale	Ship	Commander R. Handy	Ordnance ship, Key West.
6	Fort Henry	Ferryboat	Actg. Vol. Lt. I. B. Baxter	West Pass, Apalachicola.
5	Gem of the Sea	Bark	Actg. Vol. Lt. Geo. Taylor	Charlotte Harbor.
6	Hendrick Hudson.	Steamer	Actg. Vol. Lt. C. H. Rockwell	West Pass, Apalachicola.
4	Honduras	do	Act. Vol. Lt. T. R. Harris	Key West.
2	Honeysuckle	Steam tug	Actg. Master J. J. Russell	Repairing at Key West.
3	Isonomia	Steamer	Lt. Comdr. E. Simpson	Key West.
5	Iuka	do	Actg. Vol. Lt. Comdr. W. C. Rogers	Cruising near Cape San Antonio.
4	Jas. L. Davis	Bark	Actg. Master W. N. Griswold	St. Joseph's.
5	Magnolia	Steamer	Actg. Vol. Lt. W. S. Cheesman	Repairing at Key West.
2	Marigold	Steam tug	Actg. Ensign C. F. Palmer	Harbor duty, Key West.
8	Midnight	Bark	Actg. Master J. C. Wells	St. Andrew's.
3	Nita	Steamer	Actg. Vol. Lt. R. B. Smith	Cruising near Anclote Keys.
2	O. H. Lee	Schooner	Actg. Master Oliver Thacher	Ordered to Key West.
11	Proteus	Steamer	Comdr. R. W. Shufeldt	Key West, coaling.
7	Pursuit	Bark	Actg. Vol. Lieut. W. R. Browne	Indian River.
7	Restless	do	Actg. Vol. Lieut. W. P. Randall	Ordered to Key West.
5	Sagamore	Gunboat	Lieut. Comdr. C. E. Fleming	Ordered north for repairs.
14	San Jacinto	Steam sloop	Capt. R. W. Meade	Not yet arrived.
7	Somerset	Ferryboat	Actg. Master W. P. Rogers	Apalachicola.
5	Star and Stripes	Steamer	Actg. Vol. Lieut. J. Sherrill	Tampa Bay, Fla.
*2	Sunflower	Steam tug	Actg. Master J. S. Williams	Havana, being docked.
1	Wanderer	Schooner	Actg. Master W. McClintock	Guard vessel, Key West.
9	Neptune	Steamer	Comdr. J. P. Sanford	Repairing, north.

TENDERS.

No. of guns.	Name.	Class.	Attached to—	Commanding officer.	Present duty or station.
0	Annie	Schooner	Wanderer	Actg. Master's Mate A. M. Rivers.	Guard, Boca Chica.
1	Ariel	do	H. Hudson	Actg. Ensign F. H. Bacon	Charlotte Harbor.
2	Fox	do	do	Actg. Master F. Burgess	Cedar Keys and St. Marks.
1	Rosalie	Sloop	Gem of Sea	Actg. Ensign H. W. Wells	Charlotte Harbor.
1	Sea Bird	Schooner	Wanderer	Actg. Ensign E. L. Robbins	General duty at Key West.
1	Stonewall	do	H. Hudson	Actg. Ensign J. R. Bell	St. Marks and Cedar Keys.
1	Two Sisters.	do	do	Actg. Ensign J. P. Montague.	Cedar Keys and Tampa Bay.

C. K. STRIBLING,
Acting Rear-Admiral, Commanding Eastern Gulf Squadron.

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Report of Acting Volunteer Lieutenant Stodder, U. S. Navy, commanding U. S. S. Adela, regarding the capture of Confederate schooner Badger.

U. S. S. ADELA,
Key West, Fla., November 16, 1864.

SIR: I have the honor to report that the Confederate schooner *Badger*, from St. Marks bound to Havana, was taken possession of by the boats from this vessel off the middle entrance of St. George's Sound, Fla., on the 6th of November, 1864. The following are the circumstances attending the affair:

On the 6th of November, 1864, whilst lying at anchor at Middle Pass, St. George's Sound, Fla., a strange sail was reported from the masthead. I gave orders to get up steam, but before it could be done the sail was close to the breakers on the beach. I dispatched all the boats and had one of them hauled across to the outside and launched through the breakers, which was gallantly done by Acting Ensign F. A. Strandberg, who reached her and brought her in safety alongside. She proved to be the Confederate schooner *Badger*, S. B. Caldwell, master, bound from St. Mark's to Havana, with a cargo of cotton, 25 packages of which were captured with the vessel. The captain threw overboard his papers, also the deck load, consisting of 9 bales. I subsequently dispatched boats up and down the coast and succeeded in picking up 5 bales and a quantity of loose cotton. Accompanying I forward prize list.

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

LOUIS N. STODDER,
Acting Volunteer Lieutenant, Commanding.

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

Letter from the Secretary of the Navy to Acting Rear-Admiral Stribling, U. S. Navy, in response to request for reinforcements.

NAVY DEPARTMENT, *November 19, 1864.*

SIR: I have received your No. 29 in relation to the want of more vessels in the Eastern Gulf Blockading Squadron.

Contemplated operations within the limits of the North Atlantic Squadron have required an extraordinary force in that quarter and interfered with the reinforcement of other squadrons. Early attention shall be given to your application.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral C. K. STRIBLING,
Comdg. East Gulf Blkdg. Squadron, Key West.

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Order of the Secretary of the Navy to the commandant navy yard, Boston, regarding the U. S. ship Ino.

NAVY DEPARTMENT, *November 22, 1864.*

SIR: Direct the U. S. Ship *Ino* to proceed to Key West and report to Acting Rear-Admiral C. K. Stribling for duty in the East Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. H. STRINGHAM,
Commandant Navy Yard, Boston.

Order of the Secretary of the Navy to Acting Ensign Wold, U. S. Navy, commanding U. S. schooner Matthew Vassar, to proceed to duty in the East Gulf Squadron.

NAVY DEPARTMENT, *November 29, 1864.*

SIR: Proceed without delay with the U. S. schooner *Matthew Vassar* to Key West, Fla., and report to Acting Rear-Admiral C. K. Stribling for duty in the East Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Ensign LAURITZ WOLD,
Commanding U. S. S. Matthew Vassar, Washington.

Stations of vessels composing the East Gulf Blockading Squadron, November 30, 1864.

No. of guns.	Name.	Class.	Commanding officer.	Present duty or station.
6	Adela	Steamer	Actg. Vol. Lt. L. N. Stodder	Gone north for repairs to New York.
3	Beauregard	Schooner	Actg. Master W. H. Baldwin	St. Marks.
2	Clyde	Steamer	Actg. Master Cyrus Sears	Cedar Keys.
	Dale	Ship	Comdr. R. Handy	Ordnance ship, Key West.
6	Fort Henry	Ferryboat	Actg. Vol. Lt. I. B. Baxter	West Pass, Apalachicola.
5	Gem of the Sea.	Bark	Actg. Vol. Lt. Geo. Taylor	Charlotte Harbor.
6	Hendrick Hudson.	Steamer	Actg. Vol. Lt. C. H. Rockwell	West Pass, Apalachicola.
4	Honduras	do	Actg. Vol. Lt. T. R. Harris	Key West.
2	Honeysuckle	Steam tug	Actg. Master J. J. Russell	Repairing at Key West.
3	Isonomia	Steamer	Lt. Comdr. E. Simpson	Cruising.
5	Iuka	do	Actg. Vol. Lt. Comdr. W. C. Rogers	Do.
4	Jas. L. Davis	Bark	Actg. Master W. N. Griswold	St. Joseph's.
5	Magnolia	Steamer	Actg. Vol. Lt. W. S. Cheesman	Cruising.
2	Marigold	Steam tug	Actg. Ensign C. F. Palmer	Harbor duty at Key West.
8	Midnight	Bark	Actg. Master J. C. Wells	St. Andrew's.
3	Nita	Steamer	Actg. Vol. Lt. R. B. Smith	Cruising near Anclote Keys.
2	O. H. Lee	Schooner	Actg. Master Oliver Thacher	Key West.
11	Proteus	Steamer	Comdr. R. W. Shufeldt	Cruising.
7	Pursuit	Bark	Actg. Vol. Lt. Geo. Taylor	Indian River.
7	Restless	do	Actg. Vol. Lt. W. P. Randall	Repairing at Key West.
5	Sagamore	Gunboat	Lt. Comdr. C. E. Fleming	Gone to Philadelphia for repairs.
14	San Jacinto	Steam sloop	Capt. R. W. Meade	Not yet arrived.
7	Somerset	Ferryboat	Actg. Master W. P. Rogers	Apalachicola.
5	Starsand Stripes	Steamer	Actg. Vol. Lt. Sherrill	Tampa Bay, Florida.
2	Sunflower	Steam tug	Actg. Master C. G. Loring	West Pass, Apalachicola.
1	Wanderer	Schooner	Actg. Master W. McClintock	Guard vessel, Key West.

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

TENDERS.

No. of guns.	Name.	Class.	Attached to—	Commanding officer.	Present duty or station.
.....	Annie	Schooner.	Wanderer	Actg. Master's Mate A. M. Rivers.	Guard, Boca Chica.
1	Ariel	....do	Starsand Stripes	Actg. Ensign F. H. Bacon.	Charlotte Harbor.
2	Fox	....do	H. Hudson.....	Actg. Master F. Burgess ..	Cedar Keys and St. Marks.
1	Rosalie	Sloop	Gem of the Sea .	Actg. Ensign H. W. Wells.	Charlotte Harbor.
1	Sea Bird	Schooner.	Wanderer	Actg. Ensign E. L. Robbins	General duty, Key West.
1	Stonewall ..	....do	Starsand Stripes	Actg. Ensign J. R. Bell	St. Marks and Cedar Keys.
1	Two Sisters.	....do	.....do	Actg. Master J. P. Montague.	Cedar Keys and Tampa Bay.

C. K. STRIBLING,
Acting Rear-Admiral, Commanding Squadron.

Report of Acting Rear-Admiral Stribling, U. S. Navy, transmitting report of the total destruction of salt works in Tampa Bay.

No. 52.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., December 3, 1864.

SIR: I have the honor to report the destruction of a set of salt works on Rocky Point, Old Tampa Bay, by detachments from the *Nita*, *Stars and Stripes*, *Hendrick Hudson*, and the tenders *Ariel* and *Two Sisters*.

The expedition was made at the instance and under the orders of Acting Volunteer Lieutenant R. B. Smith, of the *Nita*, and was in every respect a complete success, resulting in the demolition of seven large boilers and everything of value connected with the works, without a single casualty on our part.

I enclose a copy of Acting Volunteer Lieutenant Smith's report, and take this opportunity to recommend that officer to the Department for his zeal and energy and good judgment manifested in this enterprise, which was conceived with clearness and executed with order and dispatch.

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

C. K. STRIBLING,
Acting Rear-Admiral, Commanding East Gulf Squadron.

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

Report of Acting Master Wells, U. S. Navy, commanding U. S. bark Midnight, regarding the destruction of salt works in St. Andrew's Bay.

U. S. BARK MIDNIGHT,
St. Andrew's Bay, Fla., December 4, 1864.

SIR: I have the honor to report the following since relieving the U. S. bark *Restless* on this station: I have had reason to believe, by what I could glean from refugees, that there was considerable salt

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making on the bays above here. Consequently, on the 30th of November last I dispatched an expedition with 24 men, in command of Acting Master Charles H. Cadieu, accompanied by Acting Ensign E. O. Drew and Acting Assistant Surgeon Edward W. Avery, up the bay to destroy salt works and salt, which they did effectually. They captured and brought away with them the 16 salt makers, whom I have since paroled. Three contrabands, who are here; 1 has enlisted, and the others object to enlist on the ground that they have left their families in Secessia. The expedition also captured 2 Confederate cavalry pickets, with their horses. The prisoners of war I shall send to Key West, for your disposal, by the earliest opportunity. The expedition captured the following firearms: Two flintlock muskets, 1 flintlock rifle, 1 breech-loading carbine; also, 1 double-barreled fowling piece.

I respectfully enclose with this a copy of the details of the expedition as handed to me by Acting Master C. H. Cadieu, and would suggest that a tender be attached to this blockade for cruising up the bay and keeping these salt works down. The upper bays are so large and numerous that it takes some time to make the circuit of them in open boats, and it leaves men exposed to the weather for a considerable length of time. If the admiral should deem it proper to attach a tender to this blockade, I would respectfully recommend Acting Master C. H. Cadieu to the command of her.

Very respectfully, your obedient servant,

J. C. WELLS,
Actg. Master, U. S. Navy, Comdg. U. S. Bark Midnight.

Acting Rear-Admiral C. K. STRIBLING,
Comdg. East Gulf Blkg. Squadron, Key West, Fla.

Report of Acting Rear-Admiral Stribling, U. S. Navy, of the arrival at Key West of the U. S. S. San Jacinto.

HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., December 10, 1864.

SIR: I have the honor to report the arrival of the *San Jacinto* at this place on the 3d instant. I have to-day hoisted my flag on board the *San Jacinto*, designated by the Department as the flagship of the squadron.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blkg. Squadron.

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

Report of Acting Master Loring, U. S. Navy, commanding U. S. S. Sunflower, regarding the capture of sloop Pickwick.

U. S. S. SUNFLOWER,
West Pass, St. George's Sound, December 14, 1864.

SIR: On the night of December 6, 1864, at 9:10 p. m., I seized the sloop *Pickwick* for attempting to violate the blockade. By the prize master I sent all the papers found on board, together with the

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captain and crew, to Key West. I captured her near the coast of Florida, in latitude 28°, longitude 83° 10′, the nearest land bearing east, 12 miles distant. My reasons for regarding her as a prize are:

1st. The position in which she was found when captured, taken with the captain's statement that he was bound from Havana to Matamoras, and had steered west ever since leaving port.

2d. The fact that when first seen the vessel had all sail set, but about the time she must have seen us the sails were lowered and she came to anchor.

3d. Although we saw the sloop lower here sails, yet when we hailed her, ten minutes after, all hands pretended to be asleep.

4th. The character of the cargo and the class of vessel, one consisting of the articles most required in the rebel States and the other being peculiarly adapted to running the blockade at the place where she was captured.

No other vessel was in sight at the time of the capture. Enclosed I send the prize list.

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

CHAS. G. LORING 3D,
Acting Master, Commanding.

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

Stations of vessels composing the East Gulf Blockading Squadron, December 15, 1864.

No. 64.]

No. of guns.	Name.	Class.	Commanding officer.	Present duty or station.
3	Beauregard	Schooner ...	Actg. Master W. H. Baldwin.....	Apalachicola.
2	Clyde.....	Steamer	Actg. Master Cyrus Sears.....	Cedar Keys.
.....	Dale.....	Ship.....	Comdr. R. Handy	Ordnance ship, Key West.
6	Fort Henry	Ferryboat ..	Act. Vol. Lt. I. B. Baxter.....	Apalachicola.
5	Gem of the Sea .	Bark	Actg. Master G. H. Leinas	Charlotte Harbo
6	Hendrick Hudson.	Steamer	Actg. Vol. Lt. C. H. Rockwell	St. Marks.
4	Honduras	.....do	Actg. Vol. Lt. T. R. Harris	Supplying the squadron.
2	Honeysuckle ...	Steam tug ..	Actg. Master J. J. Russell.....	On passage to Cedar Keys.
3	Isonomia	Steamer	Lt. Comdr. E. Simpson	Key West, repairing.
9	Ino	Ship.....	Actg. Vol. Lt. C. A. French	Under orders to Tampa.
5	Iuka.....	Steamer	Actg. Vol. Lt. Comdr. W. C. Rogers.	Key West for coal.
4	Jas. L. Davis....	Bark	Actg. Master W. N. Griswold.....	St. Joseph's.
5	Magnolia	Steamer	Actg. Vol. Lt. W. S. Cheesman ...	Cruising Campeche Banks.
8	Midnight	Bark	Actg. Master J. C. Wells	St. Andrew's.
2	Marigold	Steam tug ..	Actg. Ensign C. F. Palmer	Harbor duty, Key West.
2	O. H. Lee.....	Schooner ...	Actg. Master O. Thacher	St. Marks.
3	Nita	Steamer	Actg. Vol. Lt. R. B. Smith.....	Cruising, between Anclote Keys and Suwanee River.
11	Proteus	.....do	Comdr. R. W. Shufeldt	Key West, calking.
7	Pursuit	Bark	Actg. Vol. Lieut. Geo. Taylor	Indian River.
7	Restless	.....do	Actg. Vol. Lieut. W. P. Randall..	Key West, under repairs.
14	San Jacinto	Steamsloop.	Capt. R. W. Meade	Key West.
7	Somerset	Ferrboat ..	Actg. Vol. Lieut. W. P. Rogers ...	Apalachicola.
5	Stars and Stripes	Steamer	Actg. Vol. Lieut. John Sherrill ..	Tampa Bay.
2	Sunflower	Steam tug ..	Actg. Master C. G. Loring	Apalachicola.
1	Wanderer	.....	Actg. Master W. McClintock	Guard ship, Key West.

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

TENDERS.

No. of guns.	Name.	Class.	Attached to—	Commanding officer.	Present duty or station.
.....	Annie	Schooner.	Gem of the Sea.	Actg. Ensign H. W. Wells.	Key West, under repair.
1	Ariel	.....do....	Stars and Stripes	Actg. Ensign F. H. Bacon.	Tampa Bay.
2	Fox	.....do....	H. Hudson	Actg. Master F. Burgess ..	Cruising between Cedar Keys and St. Marks.
1	Rosalie	Sloop	Wanderer	Actg. Master's Mate S. H. Pickles.	Guard vessel, Boca Chica.
1	Sea Bird....	Schooner.	Ino	Actg. Master E. L. Robbins.	On her way to Tampa Bay.
1	Stonewall ..	.....do....	Clyde.....	Acting Ensign J. R. Bell ..	Cruising about Cedar Keys.
1	Two Sisters.	.....do....	Stars and Stripes	Actg. Master T. Chatfield .	Cruising between Tampa Bay and Cedar Keys.

C. K. STRIBLING,
Acting. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding the capture of the small vessels Sort and Peep o' Day.

No. 67.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., December 16, 1864.

SIR: The *O. H. Lee* captured the schooner *Sort*, under English colors, near Anclote Keys, on the 10th instant, with a cargo of 78 bales of cotton, and the boats of the *Pursuit* captured the *Peep o' Day*, without colors (small boat), on the 4th instant, near Indian River, with 7 or 8 bales of cotton.

I have the honor to be, very respectfully, your obedient servant,
C. K. STRIBLING,
Acting Rear-Admiral, Commanding East Gulf Squadron.

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

Report of Acting Rear-Admiral Stribling, U. S. Navy, forwarding information regarding an expected raid on the blockade in St. George's Sound.

No. 68.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., December 17, 1864.

SIR: I enclose a copy of a letter just received from Acting Volunteer Lieutenant I. B. Baxter, the senior officer of the blockade in St. George's Sound, [Apalachicola Bay]. I have directed him to be prepared to repel the rebel vessels if they should attempt to raise the blockade.

This information is similar to former reports, and although I doubt the account given of the draft of water and force of the ironclad and other vessels referred to, I regret that it is not in my power to increase the force now in St. George's Sound. The *Somerset*, now there, can be used only as a floating battery, her boilers being worn out and her steam power useless.

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The *Fort Henry*, schooner *Beauregard*, and steam tugboat *Sunflower* are the only other vessels at that place. Simply to keep up the blockade, they are sufficient, but not enough if attacked by such a force as referred to in the enclosed letter.

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

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

[Enclosure.]

U. S. S. FORT HENRY,
West Pass, St. George's Sound, [Apalachicola Bay], Fla., December 12, 1864.

SIR: I have the honor to report that the following information was received from the prisoners John Ellsion, Lawrence Brannan, Michael Riley, and Charles Parsons: That the ironclad gunboat building at Columbus, Ga., is about completed and ready for launching. She has all her machinery on board and will carry a battery of 6 7-inch rifled guns, and is not intended to draw above 6 feet of water with her armament and a full supply of fuel and stores on board.

She is clad with 2-inch iron below the knuckle and 4 inch above it and is considered a more formidable vessel than the *Tennessee*. There is a torpedo boat building at the same place which is nearly completed, and also the gunboat *Chattahoochee* is there undergoing thorough repairs on hull, machinery, and boilers; and [they] are making every preparation to make a raid on the blockade at this place.

I am, very respectfully, your obedient servant,

I. B. BAXTER,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral C. K. STRIBLING,
Comdg. East Gulf Blockdg. Squadron, Key West, Fla.

Report of Acting Master Thacher, U. S. Navy, commanding U. S. schooner O. H. Lee, regarding the capture of the schooner Sort, of Nassau, New Providence.

U. S. SCHOONER O. H. LEE,
Cedar Keys, December 17, 1864.

SIR: I have the honor to report to you the capture of the English schooner *Sort*, of Nassau, New Providence. I captured the vessel under the following circumstances: December the 10th, 1864, latitude 28° 38′ N., longitude 83° 4′ W., Anclote Keys bearing S. E. ½ E., distance from land 24 miles. Saw a schooner bearing N. E., steering to the westward; hauled to wind, beat to quarters. At 6:30 a. m. fired bow gun as a signal for her to heave to. She immediately backed ship and stood in for the land, making all possible speed. On nearing her fired a shot across her bow. She not changing her course, and evidently determined to escape, fired several shells at her, the last one bursting between her masts. Wind dying away, lowered first and second cutters, armed and manned them, and sent them in chase. She, seeing escape impossible, hauled down her jib. On coming up with her

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found her to be the English schooner *Sort*, of Nassau, New Providence, having run the blockade loaded with 78 bales of cotton from the Withlacoochee River; overhauled her and found her crew consisted of captain and 4 men and 6 passengers. All documents found on board were sealed up and handed to prize master. Having put a prize crew on board, I sent her to Key West for adjudication. No vessel in sight at time of capture.

Very respectfully, your obedient servant,

OLIVER THACHER,
Acting Master, Commanding U. S. Schooner O. H. Lee.

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

Report of Commander Werden, U. S. Navy, on reporting as fleet captain, East Gulf Blockading Squadron.

HEADQUARTERS EASTERN GULF BLOCKADING SQUADRON,
Key West, Fla., December 18, 1864.

SIR: I have the honor to inform you that I have, in obedience to your orders of the 21st ultimo, this day reported to Acting Rear-Admiral C. K. Stribling for duty as fleet captain of the East Gulf Squadron.

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

R. WERDEN,
Commander, U. S. Navy.

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

[Telegram.]

NAVY DEPARTMENT, *December 21, 1864.*

Order the *Tallapoosa* to proceed to Key West and report to Acting Rear-Admiral Stribling for duty.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. H. STRINGHAM,
Commandant Navy Yard, Boston.

Letter from the Secretary of the Navy to Acting Rear-Admiral Stribling, U. S. Navy, announcing the confirmation of his appointment.

NAVY DEPARTMENT, *December 22, 1864.*

SIR: Agreeably to the nomination, the Department informs you that the Senate advises and consents to your appointment as commander of the East Gulf Blockading Squadron.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral C. K. STRIBLING,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

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Letter from the Secretary of the Navy to Acting Rear-Admiral Stribling, U. S. Navy, regarding additional vessels for his command.

NAVY DEPARTMENT, *December 27, 1864.*

SIR: The paddle-wheel steamer *Mahaska*, Lieutenant-Commander Gibson, and the schooner *Sophronia*, Acting Master J. A. French, have been ordered to proceed to Key West and report to you for duty. The *Matthew Vassar* left Washington on the 1st instant, to join the East Gulf Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral C. K. STRIBLING,
Commanding Eastern Gulf Blockading Squadron, Key West.

Stations of vessels composing the East Gulf Blockading Squadron, December 31, 1864.

HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
Key West, Fla., December 31, 1864.

No. of guns.	Name.	Class.	Commanding officer.	Present duty or station.
3	Beauregard	Schooner ...	Actg. Master W. H. Baldwin	Apalachicola.
2	Clyde.....	Steamer	Actg. Master C. Sears.....	Key West, repairing.
.....	Dale.....	Ship.....	Comdr. R. Handy	Ordnance ship Key West.
6	Fort Henry.....	Steamer	Actg. Vol. Lt. I. B. Baxter	Apalachicola.
5	Gem of the Sea .	Bark	Actg. Master G. H. Leinas	Charlotte Harbor.
6	Hendrick Hudson.	Steamer	Actg. Vol. Lt. C. H. Rockwell	St. Marks.
4	Honduras	.....do	Actg. Vol. Lt. T. R. Harris	Supplying squadron.
2	Honeysuckle ...	Steam tug ..	Actg. Master J. J. Russell.....	Cedar Keys.
5	Iuka.....	Steamer	Actg. Vol. Lt. Comdr. W. C. Rogers.	Cruising between Tortugas, Cape San Antonio, and Alacran Reef.
9	Ino.....	Ship.....	Actg. Vol. Lt. C. A. French	Tampa Bay.
3	Isonomia.....	Steamer	Actg. Vol. Lt. L. D. D. Voorhees..	Cruising, vicinity Nassau and Bahamas.
4	Jas. L. Davis	Bark	Actg. Master W. N. Griswold	St. Joseph's.
5	Magnolia.....	Steamer	Actg. Vol. Lt. W. S. Cheesman ...	Cruising westward.
8	Midnight.....	Bark	Actg. Master J. C. Wells	St. Andrew's.
2	Marigold	Steam tug ..	Actg. Ensign C. F. Palmer.....	Harbor duty, Key West.
3	Nita	Steamer	Actg. Vol. Lieut. R. B. Smith	Cruising between Anclote Keys and Suwanee River.
2	O. H. Lee	Schooner ...	Actg. Master O. Thacher	St. Marks.
11	Proteus.....	Steamer	Comdr. R. W. Shufeldt	Cruising westward.
7	Pursuit.....	Bark	Actg. Vol. Lt. G. Taylor.....	Indian River.
7	Restless	.....do	Actg. Vol. Lt. W. P. Randall	Key West, repairing.
14	San Jacinto	Steam sloop	Capt. R. W. Meade.....	Cruising, Nassau and Bahamas.
7	Somerset	Ferryboat ..	Actg. Vol. Lt. W. P. Rogers	Apalachicola.
5	Stars and Stripes	Steamer	Actg. Vol. Lt. J. Sherrill	Key West, repairing.
2	Sunflower	Steam tug ..	Actg. Master C. G. Loring	Apalachicola.
1	Wanderer	Schooner ...	Actg. Master W. McClintock	Guard ship, Key West.

TENDERS.

No. of guns.	Name.	Class.	Attached to—	Commanding officer.	Present duty or station.
1	Annie	Schooner .	Gem of the Sea.	Actg. Ensign H. W. Wells .	Ordered to Charlotte Harbor.
1	Ariel	.....do	Ino.....	Actg. Ensign F. H. Bacon .	Ordered to Tampa.
2	Fox	.....do	H. Hudson.....	Actg. Master F. Burgess ..	St. Marks, cruising.
1	Rosalie	Sloop	Wanderer	Actg. Master's Mate S. H. Pickles.	Guard ship, Boca Chica.
1	Sea Bird....	Schooner .	Ino.....	Actg. Master E. L. Robbins	Tampa Bay.
1	Stonewall ..	.....do	Clyde.....	Actg. Ensign J. R. Bell....	Cedar Keys, cruising.
1	Two Sisters.	.....do	Ino.....	Actg. Master T. Chatfield .	Ordered to Key West.

C. K. STRIBLING,
Acting Rear-Admiral, Commanding Squadron.

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[Telegram.]

NAVY DEPARTMENT, *January 1, 1865.*

Order the *Hibiscus* to proceed to Key West and report to Acting Rear-Admiral Stribling for duty.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Loss of the U. S. S. San Jacinto, off Abaco, Bahama Islands, January 1, 1865.

Report of Captain Meade, U. S. Navy, transmitting copy of detailed report regarding the accident.

NO NAME CAY, ABACO ISLAND, BAHAMAS,
January 4, 1865.

SIR: I have the honor to enclose to the Department a copy of the communication which I have this day addressed to Rear-Admiral C. K. Stribling, commanding East Gulf Blockading Squadron, giving the circumstances attending the loss of the U. S. S. *San Jacinto*, recently under my command, and to respectfully ask that the honorable Secretary of the Navy may grant me a court of enquiry as early as practicable.

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

R. W. MEADE,
Captain, U. S. Navy.

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

Report of Captain Meade, U. S. Navy, late commanding U. S. S. San Jacinto.

NO NAME CAY, ABACO ISLAND, BAHAMAS,
January 4, 1865.

SIR: It has become my painful duty to report to you the loss of the U. S. S. *San Jacinto*, lately under my command. She struck the reef off this place at 0^h 40′ on the morning of the 1st instant, about 14 miles to the northward and westward of Elbow Cay.

After making every exertion to relieve the ship without success, and finding her to be bilged, I was reluctantly compelled to abandon the hope of saving her, and to turn my attention to the saving of the lives of my men and officers, my guns, ordnance stores, and such other Government property as might be possible.

The wind blew a strong gale during the remainder of the night and the following day, but I am happy to say that the crew were all landed safely, notwithstanding the sea broke heavily alongside and ahead of the ship.

On the 2d, wind and sea having moderated, I succeeded in landing the men's bags and hammocks, with three weeks' provisions, sails and light spars to make shelter, with view to the health and comfort of the men and officers.

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I have chartered a schooner of 76 tons to receive the guns and ordnance stores (hoping to save them all), at $25 per day detention, and at $1,000 to deliver them at Key West, all to be paid in gold.

This will be handed you by Acting Master Pilot William Richardson, who will proceed in a sloop, chartered at $400 United States currency to carry this communication. He is a reliable officer, and will furnish you all the information which you may require with regard to the circumstances as they exist at present and those preceding our misfortune, and pilot a steamer, if you advise the same, to receive my crew.

May I beg to request that the Department may be informed of the loss of the ship and of my earnest desire that a court of enquiry be convened, at as early a period as the exigencies of the service will permit, to investigate the circumstances.

I desire this with the abiding confidence that my conduct and course of action throughout will be sustained by every officer and man belonging to my command, without myself entering into detail.

I throw my case entirely upon that decision of the Government which may result from any trial. I therefore respectfully request that a copy of this communication may be forwarded to the Department.

The sloop which I have chartered is named the *Garibaldi*, of Key West, J. Albury, master, who is a brother of the postmaster at that place.

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

R. W. MEADE,
Captain.

Forwarded.

C. K. STRIBLING,
Commanding East Gulf Blockading Squadron.

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding assistance rendered to Captain Meade, U. S. Navy.

No. 8.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., January 10, 1865.

SIR: On the 8th instant I received information of the loss of the *San Jacinto* on No Name Cay, near Great Abaco. I immediately sent the *Honduras* (the only vessel in port not under repairs) to the assistance of Captain Meade, and shall send the *Magnolia* as soon as she arrives (expected every hour with the *Glaucus* from San Domingo).

These vessels can take on board the crew of the *San Jacinto*. Captain Meade has already made arrangements for bringing here the guns, etc., saved from the ship. I am happy to report that all the crew of the *San Jacinto* were safely landed and are not suffering for provisions, having saved from the ship abundant supplies. The crew are sheltered by tents made of sails, etc.

I have to-day received Captain Meade's report of the loss of the *San Jacinto*, with a letter to the Department. Both are herewith enclosed.

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

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

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Report of Acting Rear-Admiral Stribling, U. S. Navy, referring to arrangements for a court of enquiry.

No. 23.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., January 27, 1865.

SIR: By the arrival of the *Magnolia* from the wreck of the *San Jacinto* I learn that the wreckers have burned the ship to the water's edge, to facilitate their taking the copper, etc., from the ship. I expect Captain Meade in the *Honduras* in a day or two, as his remaining there any longer will be of little service. I expect him to appoint a person on the part of the United States to receive anything saved from the wreck by the wreckers and to have the property sent here. As soon as Captain Meade arrives I shall make arrangements for sending the officers and crew north, or such of them as may be necessary in any investigation the Department may order as to the loss of the *San Jacinto*. I could not have a court of enquiry here, for the want of proper officers to compose a court without detaining vessels in port about to leave on cruises or blockades.

I have the honor to be, very respectfully, etc.,

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding the departure of officers ordered to appear before the court of enquiry.

No. 55.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., February 26, 1865.

SIR: I informed you on the 27th ultimo that I should send Captain Meade and the officers of the *San Jacinto*, and such of the crew as might be supposed to know anything about the loss of the ship, to the North, as I had not the means of organizing a proper court here for an investigation. At the request of Captain Meade, I have permitted him to return north via Havana. A portion of the officers left here in the *Fort Morgan* on the 14th instant, and the remainder of them will take passage in the *Bermuda*, with such of the crew as above referred to, and all the marine guard not required to fill up the complement of marines allowed to vessels on the station.

I will take this occasion, without referring to the cause of the loss of the *San Jacinto*, to state that Captain Meade appears to have been untiring in his efforts to save the public property after the loss of the ship.

All the guns, much of the ordnance stores, anchors and cables, boats, sails, and rigging, and much other valuable property, were saved and brought here. The expense of doing this has been considerable for freight and salvage. Some more property will be saved from the wreck, which I shall send for, upon which a salvage of 50 per cent has been promised.

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

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blockading Squadron.

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

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Report of Acting Rear-Admiral Stribling, U. S. Navy, transmitting letter from police magistrate at Abaco.

No. 8.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., March 22, 1865.

SIR: I enclose herewith copy of a letter received from J. Nibbs Brown, esq., police magistrate at Abaco, Bahamas, and my reply to it. Considering the announcement of Mr. Brown in advance, that one of our armed vessels could not be permitted to go there to take the property saved from the wreck of the *San Jacinto* from the island, as intended to constrain me to employ some vessel of the Bahamas for this purpose, and believing such an order could not emanate from the proper authority, I beg to refer the matter to your decision, as well as the claim made for sending a vessel to Nassau to announce the wreck of the *San Jacinto*, without the authority or knowledge of Captain Meade to do so.

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

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blockading Squadron.

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

[Enclosure.

GREEN TURTLE CAY, ABACO,
March 15, 1865.

SIR: Captain R. W. Meade, of the U. S. Navy, and late commander of the ill-fated *San Jacinto*, will have informed you of the condition under which I agreed to undertake the agency or supervision of the affairs of that vessel.

Since his departure I have communicated with his excellency the governor of the Bahamas, who, as I anticipated, regards the agency of the said ship as incompatible with my judicial office, and has directed my appointing a substitute, as authorized by Captain Meade, with the understanding that I will, on behalf of the British Government, superintend the proceedings of such substitute and render every assistance in my power to provide for the satisfactory execution of the wishes of Captain Meade and the United States Government.

I have in consequence appointed John M. Sweeting, of this place, as such substitute, who will perform the little that remains to be done under my immediate direction.

Captain Meade took with him, in the *Tallapoosa*, metal of the value of $517.42, not settled for, the moiety of which as salvage will be $258.71.

There have been deposited in the warehouse since his departure—

526 pounds lead, valued at 8 cents per pound	$42.08
1,533 pounds brass, valued at 10 cents per pound	153.30
276 pounds copper sheathing, 14 cents per pound	38.64
864 pounds copper bolts, 15 cents per pound	129.60
7,769 pounds wrought iron, 3 cents per pound	233.07
3,174 pounds cast iron, 1 cent per pound	31.74
27,978 pounds shell iron, 1 cent per pound	279.78
Making together	908.21

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The moiety for salvage being	454.10
Amount of articles taken away by Captain Meade and not settled for	258.71
One month's rent of warehouse to 21st instant	15.00
	727.81

It has been blowing strongly from the northeast for several days past, precluding any work at the wreck.

The propeller is still imbedded in the rock, no part of it having been saved.

You will please place me in possession of funds to meet the salvage due on the metal saved and the rent of the warehouse, the salvors being urgent, and should your remittance be in a draft, it will be necessary to add 5 per cent to meet the discount.

The salvors will expect the amount due them ere the removal of the articles.

The emergency or necessity connected with the wreck having ceased, it will not be practicable for me to permit one of your armed vessels to enter this port for the transmission of the articles in warehouse. You will therefore be pleased to arrange for their transport by a vessel of other description.

Should you advise it, I may be able to procure a vessel here at a reasonable rate. Please let me hear from you at your earliest convenience, as I am desirous of settling with the salvors.

I have not heard from Captain Meade with reference to the claim of the owners of the sloop *Mary*, for taking my letters, on the 2d January last, to Governor Ranson and the United States consul at Nassau. They hold me responsible for $300, they having been shut out from any salvage from the wreck, owing to their absence.

Your kind attention to these matters will much oblige me.

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

J. NIBBS BROWN,
Police Magistrate, Abaco, Bahamas.

Rear-Admiral C. K. STRIBLING, U. S. Navy,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

Letter from Captain Meade, U. S. Navy, to the U. S. consul at Abaco, Bahamas, informing him of desertions from the crew of the U. S. S. San Jacinto.

NO NAME CAY, BAHAMAS, ABACO,
January 7, 1865.

SIR: I would respectfully inform you that two blockade runners have lately visited this port, one of which, losing her men, has been endeavoring to get my men to desert. The numerous wreckers on the different cays have in large bodies been here, and have aided and abetted in the desertion of 46 of my men. Since the 6th instant I have had no desertions, having asked the assistance of Police Justice J. [Nibbs] Brown, who has been very vigilant with the very small force at his command to render me much service in warning them from my camp.

My crew consists of "bounty men," having received large sums from State and Government, in some cases amounting to $1,400, otherwise largely in debt to the Government in the usual advance granted. I respectfully enclose a descriptive list of these deserters, many of whom, I am informed, have reached Nassau. Eight of them shipped

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on board of a blockade runner, the master of which, fearing some sinister design on their part, I am informed, received them on their consent to be ironed, which, I am told, was done.

I have apprehended four, whom I shall bring to court-martial to make a serious example of.

I advise you thus early of this fact to place you on your guard against any such parties approaching you for relief, and that they may be apprehended, to be sent to Key West to Rear-Admiral C. K. Stribling, commanding East Gulf Blockading Squadron.

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

R. W. MEADE, *Captain.*

THOS. KIRKPATRICK,
U. S. Consul, Nassau, New Providence.

Report of Captain Meade, U. S. Navy, regarding measures for the protection and removal of property saved from the wreck.

NO NAME CAY, ABACO, BAHAMAS,
January 13, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of January 3, 1865, per Captain Preston, R. N., of H. B. M. S. *Medea*, and also that of January 5, 1865, and have to thank you for your kind advice and suggestions.

I am in receipt of orders from Acting Rear-Admiral C. K. Stribling, commanding East Gulf Blockading Squadron, by which I am directed to transfer all Government property to Key West, and have placed at my disposal two steamers, the *Tallapoosa* and *Honduras*, with the promise of a third as early as possible.

I have saved all my armament and ammunition and have forwarded them to Key West. I have this day appointed J. Nibbs Brown, esq., police magistrate, an agent for the protection of all Government property that may hereafter be saved from the wreck, with instructions to report to the commanding officer at Key West for further instructions. All property now saved I shall take with me to Key West.

I had already, previous to the receipt of your letter of the 3d January, 1865, informed the Department through my commanding officer at Key West of the loss of the *San Jacinto*, with attending circumstances.

I have again to thank you for your prompt tender of assistance, but am now in such a position as to warrant the hope that I shall leave here to-morrow, and that in my absence the interest of the Government will be fully protected by J. Nibbs Brown, esq., police magistrate, whom I beg you will mention particularly to his excellency the governor, and state that I have requested Mr. Brown to act for me as a matter of necessity, there being no one else in whom I could intrust so important a trust. Mr. Brown feared that under other circumstances the government at Nassau might object to his acting for a foreign power.

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

R. W. MEADE,
Captain, U. S. Navy.

THOS. KIRKPATRICK, Esq.,
U. S. Consul, Nassau, New Providence.

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Letter from the Secretary of the Navy to the Secretary of State, complaining of lack of international comity on the part of the British authorities in the Bahamas.

NAVY DEPARTMENT, *April 12, 1865.*

SIR: The U. S. S. *San Jacinto*, under the command of Captain R. W. Meade, having been recently wrecked on a reef near the Island of Abaco, Bahamas, Captain Meade deemed it expedient to avail himself of the services of a police magistrate of Abaco, named J. Nibbs Brown, as an agent for supervising the affairs of the wrecked vessel and taking charge of the property saved from it.

A dispatch received by the Department from Acting Rear-Admiral Stribling, commanding the East Gulf Squadron, to which the *San Jacinto* was attached, enclosed a copy of a letter from Mr. Brown, in which he states that "his excellency the governor of the Bahamas" has directed him to relinquish the agency for the wrecked vessel. Mr. Brown further writes to Rear-Admiral Stribling in these words:

> The emergency or necessity connected with the wreck having ceased, it will not be practicable for me to permit one of your armed vessels to enter this port for the transmission of the articles in warehouse. You will therefore be pleased to arrange for their transport by a vessel of other description. Should you advise it, I may be able to procure a vessel here at a reasonable rate.

I beg leave to call your attention to this proceeding on the part of the British authority in the Bahamas, which wears the appearance of an unnecessary departure from international comity.

I have the honor to be, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

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

Report of Captain Meade, U. S. Navy, regarding the expenses of sending a vessel to the scene of the wreck.

BROOKLYN, N. Y., *April 14, 1865.*

SIR: I have the honor to forward for your examination a copy of the correspondence between Acting Rear-Admiral C. K. Stribling, commanding East Gulf Blockading Squadron; James Nibbs Brown, esq., police magistrate, Abaco, Bahamas, and myself, in reference to the expenses incurred in dispatching a vessel from Green Turtle Cay, the scene of the wreck of the U. S. S. *San Jacinto*, conveying the intelligence of the disaster to the U. S. consul and to the governor of the Bahamas at Nassau, New Providence, and in relation thereto I respectfully submit the following statement:

The U. S. S. *San Jacinto* grounded upon the reef off Green Turtle Cay, Bahamas, at nearly 1 o'clock a. m., January 1, 1865. The usual signs of distress were exhibited, and were answered some time after daylight by the appearance on board of James Nibbs Brown, esq., police magistrate of Abaco, at great risk to himself, resulting in serious injury to his leg and foot, from which he is suffering.

Finding that there was no hope of saving the ship, he returned to the shore.

During the night and following morning the weather forbade any approach to the *San Jacinto*, and Mr. Brown, having no opportunity to consult with me, took the responsibility of dispatching a vessel to Nassau with letters to the U. S. consul and governor relating to the wreck. The governor immediately sent a British vessel of war to our

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assistance, the *Medea*, Captain D'Arcy Preston, R. N. I did not desire at any time to communicate with Nassau, and hence did not avail myself of the advantages offered by the officials there. The aid tendered me might have been of the utmost value earlier, but circumstances were such (the ship having bilged) as to render it too late and make me independent of any such tender. The expense incurred was $300 in gold, which, in view of all the circumstances, I trust will be paid by our Government.

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

R. W. MEADE,
Captain, U. S. Navy, late Commanding U. S. S. San Jacinto.

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

Charges and specifications of charges preferred by the Secretary of the Navy against Richard W. Meade, a captain in the naval service of the United States.

NAVY DEPARTMENT, *January 4, 1866.*

CHARGE 1: Violation of the seventh section of the seventh article of the rules for the better government of the Navy.

Specification: In this, that on or about the first day of January, eighteen hundred and sixty-five, the said Captain Richard W. Meade, at that time commanding the U. S. S. *San Jacinto*, then cruising in the neighborhood of Elbow Key, so called, did negligently and inattentively give the orders and direct and command the navigation of said U. S. S. *San Jacinto*, and did unlawfully suffer the said *San Jacinto*, a vessel of the Navy, to be run upon a rock.

CHARGE 2: Culpable inefficiency in the discharge of his duty.

Specification: In this, that at the time and place mentioned in the foregoing specification the said Captain Richard W. Meade, being then in command of the U. S. S. *San Jacinto*, did, through culpable inefficiency, fail to make his orders for the navigation of the vessel intelligible to those to whom they were given, and did fail to give to the execution of his said orders that personal attention which it was his duty to have done.

GIDEON WELLES,
Secretary of the Navy.

Finding of the court.

NAVY YARD, PHILADELPHIA,
Saturday, February 10, 1866.

The court met at 11 o'clock a. m., pursuant to adjournment. Present, Captain William K. Latimer, president; captains Charles Boarman, John P. Gillis, Oliver S. Glisson; commanders T. Darrah Shaw, John C. Carter, Edward R. Thomson, members, and A. Thomas Smith, esq., judge-advocate.

The record of the proceedings of yesterday was read and approved.

The court was then cleared, and after full and mature deliberation upon the charges and specifications, the evidence adduced, and the defense of the accused, it doth find that:

The specification of the first charge is proven, except the words "give the orders and."

And the said Captain Richard W. Meade is guilty of the first charge.

The specification of the second charge is proven, except the words "fail to make his orders for the navigation of the vessel intelligible to those to whom they were given, and did."

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And the said Captain Richard W. Meade is guilty of the second charge.

And the court doth sentence the said Captain Richard W. Meade to be suspended from rank and command for the term of three years.

In coming to this conclusion, the court would remark that, from a careful review of all the evidence in this case, it appears that the accused did not exercise proper care and vigilance in the navigation of the ship in the vicinity of a dangerous coast at night, in not keeping the lead going when running for the land. Acting Master [William G.] Wright, the navigating officer, proves that the kedge was let go in 4 fathoms water, 80 or 100 fathoms from the ship after she struck; and that soundings could have been obtained at about 8 ship's lengths from where she was aground.

Notwithstanding the state of the weather was such that a light could have been seen at a greater distance from aloft than from the deck of the ship, a lookout was not stationed aloft; nor does it appear that orders were given to the officer of the deck or to any of the lookouts to keep a bright lookout for a light-house, nor was the direction of the light-house given. The position of the ship was not ascertained by sights for the chronometer on the afternoon of the 31st of December, 1864, although it appears that they might have [been] taken up to 3 o'clock p. m. The speed which the vessel is shown to have made by the revolutions of the engine, as testified to by the engineers on watch on that night and by the log, would not have brought her to the reef if the position indicated on the chart at 8 o'clock p. m. of that day had been correct, as from the testimony of Acting Master Wright the ship could have been run from there for 25 miles on a S. by W. course with safety, and if she had been run 20 miles she would then have been 11 miles from the point of danger. It further appears that when the accused came on deck, after 10 o'clock on that night, he did not observe the course the ship was heading by compass. Either the commanding officer himself or one of the masters on board should have been on deck on the lookout while running for the light on "Elbow Key," especially when from the dangerous character of the navigation in that vicinity, as testified to by Acting Master Wright before the court-martial at Brooklyn, where he swore that he would not venture himself within 20 miles of the coast in the night, it was not proper that the vessel should then have been left entirely in charge of an acting ensign as officer of the deck.

W. K. LATIMER,
President of the Court.
CHARLES A. BOARMAN,
Captain, U. S. Navy.
JOHN P. GILLIS,
Captain, U. S. Navy.
O. S. GLISSON,
Captain, U. S. Navy.
T. D. SHAW,
Commander, [U. S. Navy].
J. C. CARTER,
Commander, [U. S. Navy].
E. R. THOMSON,
Commander, [U. S. Navy].

A. THO. SMITH,
Judge-Advocate.

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NAVY DEPARTMENT,
Washington, December 15, 1866.

SIR: The unexpired term of the sentence of a naval general court-martial in your case is this day remitted, and you will consider yourself on waiting orders.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Captain RICHARD W. MEADE,
Washington, D. C.

Order of the Secretary of the Navy to Acting Rear-Admiral Stribling, U. S. Navy, regarding additional vessels for his command.

NAVY DEPARTMENT, *January 9, 1865.*

SIR: The U. S. S. *Merrimac*, Acting Master William Earle, and *Spirea*, Acting Volunteer Lieutenant G. E. Nelson, have been ordered to Key West for duty in the East Gulf Squadron. The U. S. S. *Hibiscus*, Acting Volunteer Lieutenant W. L. Martine, sailed from New York on the 5th instant under similar orders.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral C. K. STRIBLING,
Comdg. East Gulf Blockading Squadron, Key West.

Stations of vessels composing the East Gulf Blockading Squadron, January 16, 1865.

HEADQUARTERS EAST GULF BLOCKADING SQUADRON.
Key West, Fla., January 16, 1865.

Guns.	Name.	Class.	Commanding officer.	Present duty or station.
3	Beauregard	Schooner	Actg. Master W. H. Baldwin	Apalachicola.
2	Clyde	Steamer	Actg. Master Cyrus Sears	Key West, repairing.
.....	Dale	Ship	Comdr. R. Handy	Ordnance ship, Key West.
6	Fort Henry	Ferryboat	Actg. Vol. Lt. I. B. Baxter	Apalachicola.
5	Gem of the Sea	Bark	Actg. Master G. H. Leinas	Ordered to Key West.
6	Hendrick Hudson.	Steamer	Actg. Vol. Lt. C. H. Rockwell	St. Marks.
4	Honduras	do	Actg. Vol. Lt. T. R. Harris	Wreck of San Jacinto.
2	Honeysuckle	Steam tug	Actg. Master J. J. Russell	Cedar Keys.
6	Iuka	Steamer	Actg. Vol. Lt. W. C. Rogers	Key West, repairing.
9	Ino	Ship	Actg. Vol. Lt. C. A. French	Tampa Bay.
3	Isonomia	Steamer	Actg. Vol. Lt. L. D. D. Voorhees	Cruising off St. Marks.
4	Jas. L. Davis	Bark	Actg. Master W. N. Griswold	St. Joseph's Bay.
5	Magnolia	Steamer	Actg. Vol. Lt. W. S. Cheesman	Wreck of the San Jacinto.
2	Marigold	Steam tug	Actg. Ensign C. F Palmer	Harbor duty, Key West.
3	Matthew Vassar	Schooner	Actg. Ensign Lauritz Wold	Key West.
8	Midnight	Bark	Actg. Master J. C. Wells	St. Andrew's.
3	Nita	Steamer	Actg. Vol. Lt. R. B. Smith	Cruising between Anclote Keys and Suwanee River.
2	O. H. Lee	Schooner	Actg. Master O. Thacher	St. Marks.
11	Proteus	Steamer	Comdr. R. W. Shufeldt	Key West, repairing.
7	Pursuit	Bark	Actg. Vol. Lt. Geo. Taylor	Indian River.
7	Restless	do	Actg. Vol. Lt. W. P. Randall*	Charlotte Harbor.
14	San Jacinto	Steam sloop.	Capt. R. W. Meade	Wrecked off "No Name Cay."
7	Somerset	Ferryboat	Actg. Vol. Lt. W. P. Rogers	Apalachicola.
5	Stars and Stripes	Steamer	Actg. Vol. Lt. J. Sherrill	Key West, repairing.
2	Sunflower	Steam tug	Actg. Master C. G. Loring	Apalachicola.
10	Tallapoosa	Steamer	Lt. Comdr. J. E. DeHaven	Cruising on Bahama Banks.
1	Wanderer	Schooner	Actg. Master W. McClintock	Guard ship, Key West.

*Absent on leave, vessel in charge of Acting Master H. B. Carter.

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Stations of vessels composing East Gulf Blockading Squadron, January 16, 1865—Cont'd.

TENDERS.

Guns.	Name.	Class.	Attached—	Commanding officer.	Present duty or station.
1	Annie	Schooner	Restless	Actg. Ensign H. W. Wells.	Charlotte Harbor.
1	Ariel	do	Ino	Actg. Ensign F. H. Bacon.	Tampa, cruising.
2	Fox	do	Hendrick Hudson.	Actg. Master F. Burgess	St. Marks, cruising.
1	Rosalie	Sloop	Wanderer	Actg. Master's Mate S. H. Pickles.	Guard vessel Boca Chica.
1	Sea Bird	Schooner	Ino	Actg. Master E. L. Robbins	Tampa, cruising.
1	Stonewall	do	Clyde	Actg. Ensign J. R. Bell	St. Marks, cruising.
1	Two Sisters	do	Ino	Actg. Master T. Chatfield	Key West, repairing.

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Report of Acting Rear-Admiral Stribling, U. S. Navy, transmitting report regarding result of expedition from the U. S. bark Midnight, in Apalachicola River.

HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
Key West, Fla., March 6, 1865.

SIR: I enclose herewith the report of Acting Master Wells of an expedition from the *Midnight* for the purpose of capturing a steamer on the Chattahoochee River, and though it did not succeed in capturing the vessel, it was otherwise successful in capturing 16 soldiers and bringing off 43 contrabands without any loss of men.

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

C. K. STRIBLING,
Acty. Rear-Admiral Comdg. East Gulf Blockdg. Squadron.

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

[Enclosure.]

U. S. BARK MIDNIGHT,
St. Andrew's Bay, Fla., January 29, 1865.

SIR: I have the honor to enclose you the following report of an expedition sent from this ship in command of Acting Master Charles H. Cadieu, accompanied by Acting Assistant Surgeon E. W. Avery, Acting Ensign W. H. Grubb, Acting Master's Mate J. R. Mitchell, with the launch, howitzer, and second cutter, containing 30 armed men. The object of the expedition was to capture the steamer that runs from Columbus, Ga., to Ricoes [Rickoe's] Bluff, with supplies for the Confederate Army. The details of the expedition I state hereunder as given to me by Acting Master Charles H. Cadieu. They are as follows:

On the 16th instant, in obedience to your orders, at 2 p. m. I left the ship with the expedition, taking young man Parker (refugee) as pilot. I proceeded up St. Andrew's Bay, and at 10:30 p. m. landed at Barge Bluff, situated on Wetappo Creek, 1 mile from the head of East Bay. Here we encamped for the night, and at daylight on the following morning proceeded up the Wetappo. At 8 a. m. we arrived

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at the lagoon, where I concealed the launch. Transferring the howitzer and ammunition to the second cutter, I sent it up the creek to what is known as the old salt house. I proceeded by land with the balance of the party, and reached the salt house at noon on the 17th instant. Here I was joined by three deserters, who met me by a previous appointment. Having sent a party to guard the old telegraph road, which the rebel cavalry were said to patrol, I started in company with one of the deserters, by the name of Tate, for the house of his father, who is a strong Union man. I procured from him a wagon and two yoke of oxen, so as to transport the second cutter across the country to the Chipola River. I then returned to the salt house, where I arrived at 11 p. m. At 5 a. m. I got the boat ready for transportation, and at 8 o'clock we started. The road running from the salt house to White's Bluff was in a very bad condition, so that our progress was slow. We arrived at the Bluff at 10 p. m., a distance of 14 miles. The Chipola enters the Apalachicola 20 miles below White's Bluff; but 8 miles above the bluff there is a cut-off which connects with the Apalachicola.

At daylight we took in the pickets from the old Telegraph road, and, having embarked part of the men in the second cutter and the remainder in canoes, we proceeded up the river. We landed at the house of Mr. Whitehard, whose son was with us, and remained there for the day and night. I here found a runaway negro who was well acquainted with the country and who promised to be our guide. At 3 p. m. I started for the house of Mr. Caraway to get information in regard to a steamer said to ply in the Apalachicola between Chatta hoochee and Ricoes [Rickoe's] Bluff and which I was hoping to capture. I remained there the night and returned on the morning of the 20th. At 2 p. m. we embarked and proceeded through the cut-off into the Apalachicola. The river being very high and weather rainy, we made slow progress. At 8 p. m. we arrived at Atkin's Landing and encamped for the night. At 10 a. m. on the 21st we reembarked and kept up the river to a place which I learned from our guide was suitable for concealment. Here the fields were overflown to a depth of 3 and 4 feet. Accordingly we took the boat and canoes across the field behind a clump of trees, where they were concealed from the river. Leaving a guard in the boats, I proceeded with the remainder of the party along a high ridge about a mile and selected a very dense place for our camp. At 4 p. m. I left the camp with two men and the guide to reconnoiter the vicinity of Ricoes [Rickoe's] Bluff, 7 miles distant. We went up the Apalachicola 2 miles and, turning into the Florida River, proceeded to the junction of the Wepaluxet Creek; proceeding up the creek 5 miles, we landed at a place 1 mile in the rear of Rickoe's Bluff. On the bluff is the residence of a planter named Nixon. My guide, being acquainted with all the negroes on the plantation, called out one that was deemed trustworthy, and from him I received the following information, viz: That the steamer was expected daily and that there was a picket of 13 men at the bluff, commanded by a lieutenant. I approached so close to the picket station as to be able to see the sentinel on duty and ascertain where the guard slept. I then returned to the camp, arriving at 11 p. m. We remained in camp during the following day and night. On the 23d at 2 p. m. we embarked, and at 5 p. m. we arrived at an old gin house on the banks of the Wepaluxet Creek, 1½ miles from Rickoe's Bluff. Here we remained through the night, intending to return to our encampment

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the following day if the steamer did not arrive that night. At 7 p. m. on the 24th a little negro girl came in sight of our picket, and, being frightened, ran away, contrary to our orders to stop. Seeing that we were discovered, I immediately held a consultation with the officers. We concluded that the best course to pursue under the circumstances was to capture the pickets and return. Accordingly at dusk we started for the camp, which is about a mile from the bluff. Arriving in sight of the camp fires, we halted and concealed ourselves until about 8 p. m., when everything seemed favorable for the attack. After stationing 5 men as pickets to prevent any escape, I divided the remainder of the party into four squads, each under command of an officer, with instructions to quietly surround the houses that had lights and fires in them. In this way we charged together upon the houses, burst open the doors, and took everyone prisoner without firing a gun. We captured here 1 lieutenant, 1 sergeant, and 3 privates; also 10 horses, 8 carbines, 2 shotguns, 1 musket, and 1 rifle. Leaving our prisoners under guard, we started for the bluff, where a picket of 4 men was stationed. At the same time Mr. Grubb with 4 men surrounded the house of Mr. Nixon and succeeded in capturing his son, who is a sergeant in Smith's cavalry company, he being home at the time on a furlough. With the remainder of the party I captured the picket at the bluff. We then returned to the camp with our prisoners. Leaving the camp, Dr. Avery, myself, and a boy as guide started for a house a mile and a half distant, where we captured the only remaining picket at the station. Returning to the camp, we remained there until daylight, when we left for the bluff. Here upwards of 30 negroes, men, women, and children, were collected, desiring to go with us. On the bluff was a Government storehouse containing a large quantity of corn, which I destroyed by fire. Embarking all the prisoners and negroes, I proceeded down the creek, taking the precaution to remove all boats at Rickoe's Bluff and on the creek, to prevent pursuit. I was obliged to leave the horses, having no means of transporting them across the river. Arriving at the mouth of the creek, I sent Mr. Grubb with the negroes and prisoners down the river to White's Bluff. Taking 4 men, I started for Freeman's, a planter, who owned about a dozen negroes. I arrived there at 4 p. m. and took every negro on his plantation, also one rifle and one double-barreled fowling piece. I immediately proceeded down the river to White's Bluff, arriving on the following morning at 9:30 a. m. I found that Mr. Grubb had sent the prisoners and negroes across the country toward the salt house, keeping a boat's crew with him at the bluff. Procuring a team from Mr. Tate to transport the baggage, I sent the remainder of the negroes across the country. I then ordered Mr. Grubb to proceed down the river with the second cutter and a crew of 11 men to capture a picket of 6 men which was stationed at old Fort Gadsden, and proceed down the river and report to blockading vessel at Apalachicola Bay and return to the *Midnight* along the coast. I then returned to the salt house and down the creek to the place where the launch was concealed. Here I encamped for the night. On the morning of the 27th I sent the contrabands down the creek in charge of Mr. Mitchell with orders to land them at Barge Bluff. The prisoners were sent down to the ship in charge of Dr. Avery with orders to report to you to send back the launch in tow of the first cutter. I remained at the salt house with two men to forward the baggage to the bluff, where I arrived on

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the morning of the 28th. At 5 p. m. the launch and first cutter arrived from the ship. At 6 p. m. we embarked and proceeded to the ship, where we arrived at 4 a. m. on the 29th.

The following are the details of the expedition of Acting Ensign W. H. Grubb in obedience to orders received from Acting Master Charles H. Cadieu, in Apalachicola River:

U. S. S. MIDNIGHT,
St. Andrew's Bay, Fla., January 31, 1865.

SIR: In obedience to Mr. Cadieu's orders, I left White's Bluff at 1:30 p. m. of the 26th instant in the second cutter with a crew of 11 men. Passing down the Chipola River through Gum Swamp, I arrived at Fort Gadsden shortly after dark, a distance of 35 miles. Having been informed that the picket was in the habit of staying in a scow in the middle of the river, I took in my oars about 2 miles above the fort and drifted silently down the stream, having hands ready with boat hooks to grapple as we came alongside. But no scow was there, it having sunk about two weeks before. Having drifted past the fort, I landed my party one-half mile below and attempted to march up, but was stopped by a wide, deep creek, which we could not cross. Embarking my party again and muffling the oars, pulled up the river about 1 mile and landed at Brick Yard Bluff. Moving quickly across the fields, we captured the sentry, and, entering the guardhouse, found a sergeant and one man, which was all that were on the station at that time, three men having permission to pass the night at their homes. Taking the three prisoners and their arms, we went to the house of a Mrs. Buckles and encamped for the remainder of the night. At 8 a. m. of the 27th I started for the house of a man named Wellington, 5 miles down the river. As we approached the house he started for the woods and escaped. I secured his carbine, shot his horse, and started for a place called Bloody Bluff, where two men lived, belonging to the same company. We found them at home and took them and their arms. At 1:30 p. m. we started for the blockade at Apalachicola. Arriving at 10 p. m., I reported immediately to Acting Volunteer Lieutenant Baxter, commanding the U. S. S. *Fort Henry*, who ordered the U. S. S. *Sunflower* to take us to St. Andrew's Bay. We left West Pass at 4:30 p. m. of the 29th instant and arrived at 8 a. m. next morning, bringing 5 prisoners and 6 stand of arms.

The result of the above expeditions are briefly this, viz: The capture of 1 lieutenant, 3 sergeants, 12 privates, and 19 stand of arms, besides bringing away 43 contrabands and destroying a government storehouse which contained 150 bushels of corn belonging to the Confederate Government. I would further state that I can not speak too highly of the officers and men (without exception) belonging to this ship for their bravery and the amount of good judgment shown on their numerous expeditions.

Very respectfully,
J. C. WELLS,
Acting Master, Commanding Officer.

Acting Rear-Admiral C. K. STRIBLING,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

Report of Acting Rear-Admiral Stribling, U. S. Navy, transmitting report regarding the probable loss of the U. S. tender Annie.

HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
Key West, Fla., January 26, 1865.

SIR: The schooner *Annie*, tender, left here on the 30th day of December for Charlotte Harbor for blockade service at that place. Since then she has not been heard of and I fear she has been lost. The wreck of a schooner was seen near Cape Roman several days since. Every effort will be made along the coast to discover the crew, as they may have reached shore after the vessel was lost. I enclose herewith

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a copy of Acting Master Carter's report giving information of the probable loss of the *Annie*.

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

C. K. STRIBLING,
Acting. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

[Enclosure.]

U. S. BARK RESTLESS,
Charlotte Harbor, Fla., January 20, 1865.

SIR: I have the honor to report my arrival at this place Monday, the 16th instant. I found the schooner *Ariel* here from Tampa Bay, with refugees for Fort Myers. Having no means of transportation at my disposal but the ship's boats, I accordingly armed and manned the first cutter next morning and sent them down under charge of Acting Ensign Alex. Hinckley.

The first cutter returned to-day (20th) and Mr. Hinckley reported to me that the captain of the schooner *Matchless*, lying at Point Rosa [Punta Rasa?], informed him "that about 12 miles to the northward of Cape Roman he passed the wreck of a schooner with her mainmast gone and foremast broken, and that night he saw a large fire ashore."

The wreck I concluded to be that of the schooner *Annie*, which left Key West for this port about two weeks ago. I again and immediately armed, manned, and provisioned the first cutter, under charge of Acting Ensign Alex. Hinckley, to ascertain if my surmises were correct, and, if so, to render assistance or succor to those of her survivors that might need it.

Captain [Jonathan W.] Childs, commanding post at Fort Myers, informs me of his intention of sending a party across to Cape Roman.

Hoping my action in this matter may meet with your approval,

I remain, very respectfully, your obedient servant,

H. B. CARTER,
Acting Master, Commanding.

Acting Rear-Admiral C. K. STRIBLING,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding the cruises of the U. S. S. Isonomia in the vicinity of Nassau and the Bahama Banks.

No. 23.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., January 27, 1865.

SIR: Referring to your letter of the 15th of October last. The *Isonomia* was immediately withdrawn from the blockade at West Pass, and has since made two unsuccessful cruises in the vicinity of Nassau and the Bahama Banks. In both cruises blockade runners were chased and escaped by superior speed or running within neutral territory. In both cruises much of the time was spent under shelter of the cays in the Bahama Banks, and it was only when the weather was moderate she could keep the open sea. On her last cruise the *Isonomia* received

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considerable damage to her sponsons and wheelhouses. Having received information from the consul-general at Havana that a steamer was about to attempt to enter the port of St. Marks, I dispatched the *Isonomia* to cruise near that place in the hope, with her speed in smooth water the vessel might be captured. Upon her return from this service she will have to be repaired. The inability of the *Isonomia* to keep the sea in rough weather, and taking shelter under the cays on the Bahama Banks, and want of speed except in very smooth sea, render her, in my judgment, unfit for the service for which she was intended by the Department. The authorities of the Bahamas find fault with our vessels (the *Isonomia* is the only one) seeking shelter under the cays in bad weather and ready to take the first opportunity of wind and weather to chase vessels bound to or from Nassau. Her light draft of water and the vicinity of harbors will make her a useful vessel near St. Marks and Cedar Keys.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Capture of British schooners Augusta and Fannie McRae, off Cedar Keys, January 17 and 23, 1865.

Report of Acting Real-Admiral Stribling, U. S. Navy, transmitting reports.

No. 24.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., January 30, 1865.

SIR: I have the honor to report the capture of the schooners *Augusta* and *Fannie McRae* (both British vessels) while attempting to run the blockade; the former by the *Honeysuckle* on the 17th instant and the latter on the 23d instant by the *Fox*, a tender to the *Hendrick Hudson*. I enclose herewith reports of the captures and prize lists.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Report of Acting Master Russell, U. S. Navy, commanding U. S. S. Honeysuckle, regarding the capture of schooner Augusta.

U. S. S. HONEYSUCKLE,
Cedar Keys, Fla., January 21, 1865.

SIR: I have the honor to report that receiving information on the morning of the 17th instant from a Union refugee that a suspicious looking boat containing 5 men had boarded him about 20 miles up the coast, representing themselves as belonging to the U. S. S. *Honduras*, and wishing him to come with them and pilot her into the Suwanee River, as they were after two blockade runners, supposed to be there,

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and also that the steamer was lying about 5 miles to the northward behind a key; informing them of his ignorance of the channel, he left them.

Communicating this intelligence to me, I at once dispatched Acting Ensign Charles N. Hall, and Acting Third Assistant Engineer Charles E. Taber with two armed boats to ascertain if there was any vessel there. After a toilsome pull of over seven hours, on the afternoon of the 17th instant, they succeeded in overhauling a schooner at the entrance to Suwanee River, endeavoring to enter the river by the west channel. She proved to be the English schooner *Augusta*, 55 tons, Jerome Lakin, master, from Havana, January 3, with a clearance for Matamoras. The crew consisted of six men, captain included, who all acknowledged that they were endeavoring to violate the blockade.

The cargo consists of pig lead, flour, gunny cloth, and coffee.

The lead was consigned to Edward Hobard, special agent of War Department, Niter and Mining Bureau, Tallahassee, Fla.

The customary papers were all captured on the schooner, with the exception of the register.

A small portion of the cargo was thrown overboard to lighten the vessel, previous to the capture.

There were no vessels in sight at the time of the capture.

Owing to the intricacy of the channel, and unfavorable weather, Acting Ensign Hall was unable to reach this place with the schooner until the 21st instant.

I send the prize schooner to Key West for adjudication, in charge of Acting Ensign Charles N. Hall, with 6 men as a prize crew, also the master and mate as the required witnesses. The remaining 4 of the schooner's crew I retain for passage to Key West by the first naval conveyance.

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

JAMES J. RUSSELL,
Acting Master, Commanding U. S. S. Honeysuckle.

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

Forwarded.

C. K. STRIBLING,
Commanding East Gulf Blockading Squadron.

[Enclosure.]

U. S. S. HENDRICK HUDSON,
Off St. Marks, Fla., January 25, 1865.

SIR: I have the honor to report the capture of the British schooner *Fannie McRae*, on the 23d instant, by the U. S. schooner *Fox*, a tender to this ship. Enclosed I send a copy of the report of the capturing officer, with a prize list containing the names of those entitled to a share.

Very respectfully,

C. H. ROCKWELL,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

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[Subenclosure.]

U. S. SCHOONER (TENDER) FOX,
Off St. Marks, Fla., January 25, 1865.

SIR: I have the honor to report that on the 23d instant, at meridian, while cruising between St. Marks and Deadman's Bay, I discovered a schooner at anchor, near the mouth of Warrior River, bearing E. N. E. I immediately steered in that direction, and at 2 p. m. anchored near her. On boarding her she proved to be the British schooner *Fannie McRae*, from Havana, cleared from Matamoras, with an assorted cargo. As the captain acknowledged that he was endeavoring to run the blockade into the Aucilla River, I have taken possession of her and brought her to this station as a prize. Herewith are all the papers found on board of her. At the time of capture she was within 3 miles of the shore.

Respectfully,

F. BURGESS,
Acting Master, Commanding.

Report of Acting Volunteer Lieutenant French, U. S. Navy, commanding U. S. ship Ino, regarding expedition to Manatee River for the capture of cotton and sugar.

U. S. SHIP INO,
Tampa Bay, Fla., January 31, 1865.

SIR: I have the honor to report the capture of a boat loaded with cotton and 12 barrels of sugar on the 27th instant, under the following circumstances: Having received information from reliable persons that a certain rebel agent residing on the Manatee River had Government stores on his premises, I accordingly proceeded on board tender *Ariel* and one armed boat's crew up the Manatee River, with the design also to destroy a small salt work.

At the mouth of said river captured a boat loaded with cotton, which was the property of a rebel army officer named Maloney, of which circumstance I had previous information. After the capture of the boat, proceeded to the residence of one called McNeal, who being then absent, I proceeded to examine his premises and found 12 barrels of sugar, which his wife affirmed belonged to the rebel Government, and which, with the captured boat, I brought to this vessel. For more minute particulars I would refer you to my reports* of the expedition.

The captured sugar and boat I will forward the first opportunity to Key West, Fla.

Enclosed please find a prize list, signed by the paymaster of this vessel and myself.

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

CHARLES A. FRENCH,
Acting Volunteer Lieutenant, Commanding.

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

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*Not found.

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Stations of vessels composing the East Gulf Blockading Squadron, February 1, 1865.

No. 26.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., February 1, 1865.

Guns.	Name.	Class.	Commanding officer.	Present duty or statfon.
3	Beauregard	Schooner...	Actg. Master W. H. Baldwin	Apalachicola.
2	Clyde.....	Steamer	Actg. Master Cyrus Sears.....	Key West, repairing.
.....	Dale.....	Ship	Comdr. R. Handy	Ordnance ship, Key West.
6	Fort Henry.....	Ferryboat ..	Actg. Vol. Lt. I. B. Baxter	Apalachicola.
5	Gem of the Sea.	Bark	Actg. Master G. H. Leinas.....	Ordered north for repairs.
6	Hendrick Hudson.	Steamer	Actg. Vol. Lt. C. H. Rockwell....	Ordered to Key West for repairs.
4	Honduras	.....do	Actg. Vol. Lt. T. R. Harris	No Name Key, wreck of San Jacinto.
2	Honeysuckle...	Tug	Actg. Master J. J. Russell.....	Cedar Keys.
5	Iuka.....	Steamer	Actg. Lt. Comdr. W. C. Rogers ...	Havana, repairing.
9	Ino	Ship	Actg. Vol. Lt. C. A. French	Tampa Bay.
3	Isonomia.....	Steamer	Actg. Vol. Lt. L. D. D. Voorhees .	Key West, coaling.
4	Jas. L. Davis ...	Bark	Actg. Master W. N. Griswold	St. Andrew's.
5	Magnolia.....	Steamer	Actg. Vol. Lt. W. S. Cheesman ...	Key West, repairing.
8	Midnight.....	Bark	Actg. Master J. C. Wells	St. Joseph's Bay.
2	Marigold	Tug	Actg. Ensign C. F. Palmer.....	Harbor duty, Key West.
3	M. Vassar	Schooner...	Actg. Master G. E. Hill	Cruising between St. Marks and St. George's.
4	Nita	Steamer	Actg. Vol. Lt. R. B. Smith	Cruising between Anclote Keys and Suwanee River.
2	O. H. Lee	Schooner...	Actg. Master O. Thacher	St. Marks.
11	Proteus.....	Steamer	Comdr. R. W. Shufeldt	Key West, repairing.
7	Pursuit.....	Bark	Actg. Vol. Lt. Geo. Taylor.....	Off Indian River.
7	Restless	.....do	Actg. Vol. Lt. W. P. Randall *....	Charlotte Harbor.
7	Somerset.....	Ferryboat ..	Actg. Vol. Lt. W. P. Rogers.....	Apalachicola
5	Stars and Stripes	Steamer	Actg. Vol. Lt. John Sherrill.....	St. Marks.
2	Sunflower.....	Tug	Actg. Master C. G. Loring	Apalachicola.
10	Tallapoosa	Steamer	Lt. Comdr. J. E. DeHaven	Cruising off Bahamas.
1	Wanderer	Schooner...	Actg. Master W. McClintock	Guard vessel, Boca Chica.

*Absent on leave; vessel in charge of Acting Master H. B. Carter.

TENDERS.

Guns.	Name.	Class.	Attached to—	Commanding officer.	Duty or station.
1	Annie	Schooner.	Restless	Actg. Ensign H. W. Wells .	Supposed to be lost.
1	Ariel	.....do	Ino	Actg. Ensign F. H. Bacon .	Tampa, cruising.
2	Fox	.....do	Stars and Stripes	Actg. Master F. Burgess...	St. Marks, cruising.
1	Rosalie	Sloop	Wanderer	Actg. Master's Mate S. H. Pickles.	Guard vessel, Boca Chica.
1	Sea Bird....	Schooner.	Ino	Actg. Master E. L. Robbins	Tampa, cruising.
1	Stonewall ..	.....do	Clyde.....	Actg. Ensign J. R. Bell....	St. Marks, cruising.
1	Two Sisters.	.....do	Restless	Actg. Master T. Chatfield .	Charlotte Harbor.

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

Report of Acting Master Hill, U. S. Navy, commanding U. S. schooner Matthew Vassar, regarding the capture of schooner John Hale, off St. Marks, Fla.

U. S. SCHOONER MATTHEW VASSAR,
Off St. Marks, Fla., February 4, 1865.

SIR: I have honor to inform the Department of the capture of the schooner *John Hale* on the 3d instant after a sharp chase of four hours, in which I expended 33 shell. I first saw him about 10 miles offshore, and 9 miles to the eastward of the Econfenee River. As soon as he made us out he immediately altered his course to the southward, crowding on all canvas. I boarded him in 29° 46′ north latitude and

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84° 10′ west longitude, St. Marks light-house bearing N., distant 18 miles. The boarding officer could find no ship's paper. The vessel was in charge of the mate, a citizen of Galveston, Tex., who said that the captain and supercargo had taken the papers ashore with them early in the morning to go to Tallahassee. As near as I could make out these men were landed at or about Point Edwards. The cargo consists mostly of lead, blankets, shelter coverings, and rope. For about half an hour before she was boarded the crew were throwing overboard what I think must have been arms. I could find nothing floating. I herewith enclose a list of the officers and crew entitled to share in the said prize.

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

G. E. HILL,
Acting Master, Commanding.

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

Report of Lieutenant-Commander Gibson, U. S. Navy, commanding U. S. S. Mahaska, of arrival at Key West for duty in East Gulf Blockading Squadron.

U. S. S. MAHASKA,
Key West, February 4, 1865.

SIR: I have the honor to report that I arrived here this morning, ten days from Boston, and in obedience to your order reported to Rear-Admiral C. K. Stribling for duty in the East Gulf Squadron.

We had rough weather in crossing the Gulf Stream, and a strong N. W. gale, with a large, heavy, combing sea between Hatteras and Bermuda. I ran the *Mahaska* pretty well before it, and she shipped but little water and behaved well generally. Being a double-ender, with a steering apparatus specially adapted to river service and deeply laden with her armament and stores, I was agreeably surprised to find her a fair sea boat, and think the fact worth mentioning to the Department.

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

WILLIAM GIBSON,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Lieutenant-Commander Fleming, U. S. Navy, commanding U. S. S. Sagamore.

NAVY DEPARTMENT, *February 6, 1865.*

SIR: As soon as the *Sagamore* is ready proceed with her to Key West, Fla., and report to Acting Rear-Admiral C. K. Stribling for duty in the East Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander C. E. FLEMING,
Commanding U. S. S. Sagamore, Philadelphia.

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Report of Acting Rear-Admiral Stribling, U. S. Navy, transmitting account of the finding and raising of the wreck of the U. S. schooner Annie.

No. 31.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., February 8, 1865.

SIR: I informed the Department on the 27th ultimo of the probable loss of the schooner *Annie*, commanded by Acting Ensign H. W. Wells. Orders were given to search for the vessel, and I now enclose a copy of the report of Acting Volunteer Lieutenant C. H. Rockwell, commanding the *Hendrick Hudson*, giving a full account of the finding of the wreck of the schooner and its condition. From the account of Lieutenant Rockwell, I think there is reason to believe that the *Annie* was accidentally blown up. I have ordered the accounts of the crew of the *Annie* to be forwarded to the Fourth Auditor, and will forward to the Department a list of the crew as soon as received from the *Restless*, where the accounts were kept.

I have the honor to be, very respectfully, your obedient servant,
C. K. STRIBLING,
Acty. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

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

[Enclosure.]

U. S. S. HENDRICK HUDSON,
Key West, Fla., February 7, 1865.

SIR: I have the honor to report the arrival of this ship under my command in this port, in obedience to your orders of the 21st ultimo. Upon being relieved by the U. S. S. *Stars and Stripes*, and after turning over to her paymaster the accounts of the *O. H. Lee* and *Fox*, I took the mails brought up by the *Stars and Stripes* to West Pass, and having received the mails for Key West from the vessels on that station left there, after laying six hours on the 2d instant. On the morning of the 4th, being off Charlotte Harbor, I ran in to ascertain if anything had been heard from the ill-fated schooner *Annie* and to get the mails from the *Restless*. I was there informed that the mast of a vessel had been seen off Cape Roman. Leaving Charlotte Harbor the same day, I ran as far as Malco Inlet [Marco Pass?] and anchored at midnight. On the 5th I again weighed anchor, and, with a smooth sea and very favorable circumstances, succeeded at 1 p. m. in discovering the mast referred to in 6 fathoms of water, Cape Roman bearing N. E. by N., distant about 10 miles. I immediately hauled the bow of this ship alongside of the mast, and with such means as I possessed succeeded at 11 p. m. in raising the wreck sufficiently to bring her bow out of water and identify her as the *Annie*, and discovered her condition. The catastrophe by which she was wrecked is still a mystery, and unless her crew have been saved I fear must remain so. From her foremast aft her deck is entirely gone, with the exception of the port side of the trunk cabin aft. From just abaft the fore rigging, on the starboard side, she is entirely gone—deck, bottom, timbers, and everything from the keel out being completely cut off, with the exception of two or three of her floor timbers. No vestige of her mainmast or the sail could be discovered, not even the stump. The pole of the

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maintopmast was found fast to the jib stay, the pennant halyards being wound around it with the toggle and head of the pennant. On the port side, from the fore rigging aft, her rail was entirely gone, but I think her plank-sheer was whole on that side as far as the cabin. A more complete wreck could scarcely be imagined. Everything that could be found was saved. Her gun could not be discovered, and I am satisfied was not on board. The foresail and everything connected with it was gone. I procured her anchors and chains with the jib and a few other articles—a list of which I enclose and which I hold subject to your order. An octant in its case was found with the chains forward. On the 6th, at 9 a. m., finding that nothing more could be saved, I caused the wreck to be hung by the mast, and cutting the rigging as far down as it could be got at the mast drew out and was saved, and the ill-fated schooner sank in 6 fathoms of water. With the grapnels and other appliances the whole hull was felt over to ascertain if any of the bodies of the crew could be discovered, but nothing was found except some clothing and bedding. Nothing could be found to throw any light on the manner of her loss. As I discovered her no vessel could have run her down and injure her to the extent seen by a single blow, although much may have washed off from her since her loss. From all I could see I think she must have been blown up, and can account for it in no other way.

Very respectfully,

C. H. ROCKWELL,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral C. K. STRIBLING,
Commanding East Gulf Blockading Squadron.

Report of Acting Volunteer Lieutenant Martine, U. S. Navy, commanding U. S. S. Hibiscus, of arrival at Key West, Fla.

U. S. S. HIBISCUS,
Key West, February 11, 1865.

SIR: I have the honor to report the arrival of this vessel under my command at this port last evening, from New York via Port Royal.

Very respectfully, your obedient servant,

WM. L. MARTINE,
Acting Volunteer Lieutenant, Commanding.

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

Letter from the Secretary of the Navy to Acting Rear-Admiral Stribling, U. S. Navy, announcing the transfer to the Confederate Government of the ram Stonewall.

NAVY DEPARTMENT, *February 11, 1865.*

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

The dispatch from the consul at Nantes, communicating this information, is dated the 28th ultimo. The ram was then at the island of

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Houat and preparing to leave immediately. Her destination is doubtless some point on our coast, and it behooves you to be prepared against surprise, as she is represented to be formidable and capable of inflicting serious injury.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral C. K. STRIBLING,
Comdg. East Gulf Blockdg. Squadron, Key West, Fla

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding the capture of the schooner John Hale, near St. Marks, Fla.

No. 33.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., February 13, 1865.

Sir: I have the honor to inform you that the schooner *John Hale*, under English colors, was captured near St. Marks, Fla., on the 3d instant, while trying to run the blockade, by the U. S. schooner *Matthew Vassar*.

I have also to report the destruction of a rebel salt works, situated at the south point of Deadman's Bay, by an expedition from the *Fox* and *Stonewall*, tenders to the *Stars and Stripes*, without loss on our part.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Stations of vessels composing the East Gulf Blockading Squadron, February 15, 1865.

No. 38.] HDQRS. EAST GULF BLOCKADING SQUADRON,
February 15, 1865.

Guns.	Name.	Class.	Commanding officer.	Present duty or station.
3	Beauregard	Schooner	Actg. Master W. H. Baldwin	Apalachicola.
4	Britannia	Steamer	Actg. Vol. Lt. W. B. Sheldon	Key West.
2	Clyde	do	Actg. Master Cyrus Sears	Key West, repairing.
....	Dale	Ship	Comdr. R. Handy	Ordnance ship, Key West.
6	Fort Henry	Ferryboat	Actg. Vol. Lt. I. B. Baxter	Apalachicola.
6	Hendrick Hudson.	Steamer	Actg. Vol. Lt. C. H. Rockwell	Key West, repairing.
4	Honduras	do	Actg. Vol. Lt. T. R. Harris	Supply steamer for squadron.
2	Honeysuckle	Tug	Actg. Master J. J. Russell	Cedar Keys.
6	Hibiscus	Steamer	Actg. Vol. Lt. Wm. L. Martine	Ordered to Tampa.
5	Iuka	do	Actg. Vol. Lt. Comdr. W. C. Rogers.	Havana, repairing.
9	Ino	Ship	Actg. Vol. Lt. C. A. French	Ordered to Key West.
3	Isonomia	Steamer	Actg. Vol. Lt. L. D. D. Voorhees	Cruising about St. Marks.
4	Jas. L. Davis	Bark	Actg. Master W. N. Griswold	St. Joseph's Bay.
5	Magnolia	Steamer	Actg. Vol. Lt. W. S. Cheesman	Key West, repairing.
10	Mahaska	do	Lt. Comdr. W. Gibson	Apalachicola.
8	Midnight	Bark	Actg. Master J. C. Wells	St. Andrew's Bay.
2	Marigold	Tug	Actg. Master J. F. Alcorn	Harbor duty, Key West.
3	Matthew Vassar.	Schooner	Actg. Master G. E. Hill	St. Marks.

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Stations of vessels composing East Gulf Blockading Squadron, February 15, 1865—Cont'd.

Guns.	Name.	Class.	Commanding officer.	Present duty or station.
3	Nita	Steamer	Actg. Vol. Lt. R. B. Smith	Cruising between Suwanee River and Anclote Keys.
2	O. H. Lee	Schooner	Actg. Master O. Thacher	St. Marks.
11	Proteus	Steamer	Comdr. R. W. Shufeldt	Key West, repairing.
7	Pursuit	Bark	Actg. Vol. Lt. Geo. Taylor	Off Indian River.
7	Restless	do	Actg. Vol. Lt. W. P. Randall	Charlotte Harbor.
7	Somerset	Ferryboat	Actg. Vol. Lt. W. P. Rogers	Apalachicola.
6	Spirea	Steamer	Actg. Vol. Lt. Geo. E. Nelson	Key West, repairing.
5	Stars and Stripes	do	Actg. Vol. Lt. John Sherrill	Key West.
2	Sunflower	Tug	Actg. Master C. G. Loring	St. George's Sound.
10	Tallapoosa	Steamer	Lt. Comdr. J. E. De Haven	Cruising.
1	Wanderer	Schooner	Actg. Master W. McClintock	Guard vessel, Key West.

TENDERS.

Guns.	Name.	Class.	Commanding officer.	Attached to—	Station.
1	Ariel	Schooner	Actg. Ensign F. H. Bacon.	Hibiscus	Cruising, Tampa.
2	Fox	do	Actg. Master F. Burgess	Stars and Stripes	Cruising, St. Marks.
1	Rosalie	Sloop	Actg. Master's Mate S. H. Pickles.	Wanderer	Guard vessel, Boca Chica.
1	Sea Bird	Schooner	Actg. Master E. L. Robbins.	Hibiscus	Cruising, Tampa.
1	Stonewall	do	Actg. Ensign J. R. Bell	Clyde	Cruising, Cedar Keys.
1	Two Sisters.	do	Actg. Master T. Chatfield.	Restless	Cruising, Charlotte Harbor.

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East. Gulf Blkdg. Squadron.

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

U. S. S. BRITANNIA,
Key West, Fla., February 16, 1865.

SIR: I have the honor to report, in obedience to orders from Rear-Admiral David D. Porter, I have reported with this ship to Acting Rear-Admiral C. K. Stribling, commanding East Gulf Squadron, for duty.

* * * * * * *

Very respectfully, your obedient servant,

W. B. SHELDON,
Acting Volunteer Lieutenant, Commanding.

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

Report of Acting Rear-Admiral Stribling, U. S. Navy, forwarding report of Lieutenant-Commander Gibson, U. S. Navy, commanding U. S. S. Mahaska, regarding the capture of the schooner Delia, off Bayport, Fla., February 17, 1865.

HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
Key West, Fla., February 23, 1865.

SIR: I have the honor to report the capture of the schooner *Delia*, under English colors, near Bayport, on the 17th instant, by the *Mahaska*,

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Lieutenant-Commander Gibson commanding, with a cargo of pig lead and some cases of sabers.

I forward Lieutenant-Commander Gibson's report of the capture to the Department, but have withheld the muster roll for correction.

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

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

[Enclosure.]

U. S. S. MAHASKA,
Off Bayport, Fla., February 17, 1865.

SIR: I have the honor to report that this day, with the boats of this vessel, I captured a schooner purporting to be the *Delia.*

We discovered her about 8 o'clock this morning steering out from the vicinity of Bayport on a wind to the southward. Upon seeing us she made all sail for the nearest land. We chased her until stopped by shoal water, firing at her with the Parrott 100-pounder about a dozen times. I then sent a boat in pursuit, followed soon after by another.

The leading boat went alongside of her, finding her with all sail set, the English flag at the main and the rebel flag at the fore, and abandoned, the boats of the deserters and people on the beach in view. No papers except one or two trifling memoranda, from which the name of the vessel is inferred (as also from a burgee), were found on board. The boat which first boarded the schooner was in charge of Acting Master's Mates J. C. Boteler and J. W. Sanderson. When boarded her cabin was partially in flames, and in addition a slow match was discovered in a bucket of turpentine. I wish to commend the judgment and promptitude displayed by these gentlemen in extinguishing the fire and throughout the whole affair.

The *Delia* is a center-board schooner of apparently about 80 tons burden. Her cargo consists of pig lead and some cases of sabers. Part of her cargo was thrown overboard. I have taken some 15 gallons of rum belonging to her on board this ship for safe-keeping.

I forward herewith a muster roll of the officers and crew.

No other naval vessel was in sight.

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

WILLIAM GIBSON,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding expedition from the U. S. bark Midnight for destruction of salt works in West Bay.

No. 47.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., February 23, 1865.

SIR: I have the honor to inform you that an expedition from the bark *Midnight* left the vessel on the 1st instant to destroy salt works

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on West Bay, and returned to the vessel on the 4th instant, having destroyed salt works of 13,615 gallons of boiling power, besides 70 bushels of salt and 125 pounds of Epsom salt.

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

C. K. STRIBLING,
Acting Rear-Admiral, Comdy. East Gulf Blkdg. Squadron.

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

Joint operations in the vicinity of St. Marks, Fla., February 23 to March 7, 1865.

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding transportation afforded to troops under the command of General Newton, U. S. Army.

HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
Key West, Fla., March 3, 1865.

SIR: An expedition left here on the 23d ultimo, under General Newton, for the west coast of Florida, intended for St. Marks or some place near it.

I was happy to cooperate with the army by affording the general transportation for the troops in the *Magnolia* and *Honduras*, there being no army transports here at the time, and by ordering Lieutenant-Commander Gibson, the senior officer on the blockade at St. George's Sound, to unite with General Newton with all the vessels on the blockade and cruising from St. George's Sound to Tampa, leaving a sufficient force to keep up the blockade at the different ports. Several of the vessels can enter the river at St. Marks and will be of great service if the general should attack that place. We have not heard of the expedition since it left here.

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

C. K. STRIBLING,
Acting Rear-Admiral, Comdy. East Gulf Blkdg. Squadron.

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

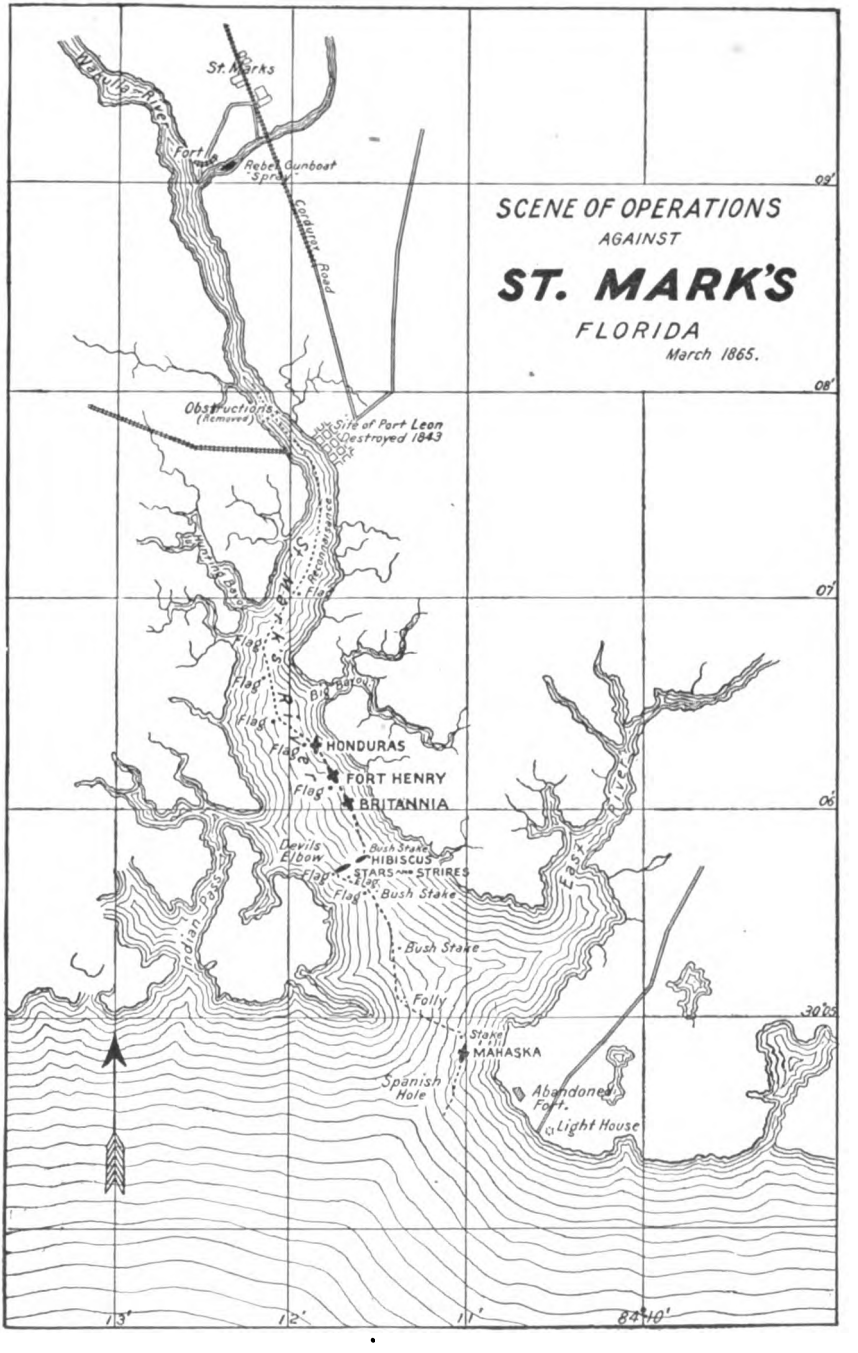
Detailed Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding the expedition.

No. 74.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., March 14, 1865.

SIR: I have the honor to inform you of the result of the expedition to St. Marks which I reported on the 3d instant left here on the 23d ultimo. The vessels from St. George's Sound under Lieutenant-Commander Gibson, and the vessels with the troops under the command of General Newton, arrived simultaneously off St. Marks.

The naval force then consisted of the *Mahaska*, *Fort Henry*, *Spirea*, *Stars and Stripes*, *Hibiscus*, *Honduras*, *Magnolia*, *Britannia* (steamers), and the schooners *Matthew Vassar*, *O. H. Lee*, and *Two Sisters*. Subsequently the force was increased by the *Proteus*, *Iuka*, *Isonomia*, and *Hendrick Hudson*. Commander Shufeldt, being the senior officer, assumed the command of the naval forces cooperating with the army.

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Arrangements were immediately made for landing the troops and for such of the vessels to enter the river as drew the least water. The *Honduras*, *Fort Henry*, *Hibiscus*, and *Britannia* succeeded in getting up the river some distance after great efforts. The *Mahaska*, *Spirea*, and *Stars and Stripes* got aground, the *Stars and Stripes* just below the *Hibiscus*, the *Mahaska* near the light-house, and the *Spirea* farther out. While the vessels were attempting to ascend the river, the troops were landed near the light-house and commenced their march into the interior toward Tallahassee. Every effort was made by Commander Shufeldt to get the vessels up the river to attack the forts. On the 6th instant information was received that the army was falling back. By this time the vessels named above had succeeded in getting within a mile and a half of Port Leon. Commander Shufeldt, deeming it, under the circumstances, useless to attempt to ascend higher, Lieutenant-Commander Gibson was ordered to send a party on shore to hold the bridge, which was accomplished, and after the army had crossed the bridge was burned by Acting Ensign Whitman, who had charge of the party. On the morning of the 7th, after an interview with General Newton, the squadron was ordered to drop back to an anchorage off the light-house. General Newton stated to Commander Shufeldt that he had accomplished all that he contemplated at present. There is no doubt that preparations had been made by staking out the channel, removing obstructions, and garrisoning the fort, to make St. Marks in some sort a compensation for the loss of Wilmington. Commander Shufeldt states "as the navy now has possession of the mouth of the river, the only point which is of any naval importance whatever, I consider the object so far as we are concerned fully gained."

This effectually closes the river so long as we keep an adequate force there. I enclose a sketch of the mouth of the river and the distance it was ascended by several vessels of the squadron. It affords me great pleasure to report the zealous cooperation of the Navy with the Army on this occasion. All worked with a will, and the only regret felt by the officers and men was their not being able to get under fire. The arrangements made by Lieutenant-Commander Gibson before the arrival of Commander Shufeldt were judicious, and the zeal, intelligence, and industry of Commander Shufeldt, ably supported as he was by the officers and crews of the vessels, in ascending the rivers, is worthy of commendation. I beg to commend to your favorable notice Acting Ensign Whitman and the four men named in the letter of Commander Shufeldt, herewith enclosed.

Although the expedition has not been attended with the success expected, it has been the means of showing the temper of the officers and men of this squadron who, from the nature of the blockade service, have not been so situated as to render any brilliant service but are ready and anxious for an opportunity to show that they are made of the same stuff that gained such glorious victories at New Orleans, Fort Morgan, and Fort Fisher.

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

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

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Report of Commander Shufeldt, U. S. Navy, commanding U. S. S. Proteus, commending the conduct of participants from the U. S. schooner O. H. Lee and U. S. S. Magnolia.

U. S. S. PROTEUS,
Off St. Marks, March 10, 1865.

SIR: In connection with a military expedition toward St. Marks, Fla., in which the naval forces on this station cooperated, I have the honor to recommend for promotion to the grade of acting master Acting Ensign John F. Whitman, of the schooner *O. H. Lee*, for efficient services on shore, and for general good conduct as reported to me by Lieutenant-Commander Gibson, of the *Mahaska*.

The general commanding also brings to my notice as deserving the highest praise for good conduct and gallantry George Pyne, seaman; Thomas Smith, seaman; Charles Reed, ordinary seaman, and John S. Land, landsman, all of the steamer *Magnolia*, while serving with the army in charge of navy howitzers. These men (Pyne particularly, although wounded) stuck to their guns throughout a severe engagement in a manner highly creditable to themselves and to the service to which they belong.

Very respectfully,

R. W. SHUFELDT,
Commander and Senior Officer Present.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Stribling, U. S. Navy, giving additional names for honorable mention.

No. 76.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., March 14, 1865.

SIR: Referring to the report of Commander Shufeldt, enclosed in my dispatch No. 74, of the good conduct of George Pyne, seaman, Charles Reed, John S. Land, and Thomas Smith, of the *Magnolia*, I beg leave to add the names of George Shultz and John Mack, of the *Hendrick Hudson*, whose names were accidentally omitted, who, with the others named in the report, deserve honorable mention for their coolness and determination under fire and remarkable efforts in rendering assistance in transporting the guns.

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

C. K. STRIBLING,
Acty. Rear-Admiral, Comdg. East Gulf Blockading Squadron.

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

Detailed report of Brigadier-General Newton, U. S. Army, regarding expedition.

HDQRS. DISTRICT OF KEY WEST AND TORTUGAS,
Key West, Fla., March 19, 1865.

COLONEL: I have the honor to submit the following report of operations in this district.

* * * * * * *

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February 23.—Headquarters were embarked on the steamer *Honduras*, Acting Volunteer Lieutenant Harris, commanding, and likewise three companies, A, B, and K, of the Second U. S. Colored Infantry, destined for Punta Rasa.

February 24.—Reached Punta Rasa, where the *Magnolia* was found. Both steamers sailed for Cedar Keys at 3 p. m.

February 25.—Arrived at Cedar Keys at 6 p. m. Major Weeks, commanding post, being absent on a raid, he was directed to return. No chance to cut off or intercept the enemy's force in the South Peninsula appeared to offer itself.

February 27.—Major Weeks returned. Companies C, D, and E, Second Florida Cavalry (dismounted), and Companies E, G, and H, Second U. S. Colored Infantry, were embarked on the *Magnolia*, leaving at Cedar Keys a sufficient detail from the companies above mentioned to protect the place in our absence. Transferred headquarters to the *Alliance*, which had arrived from Key West.

February 28.—Arrived off Ocklockonee buoy, near St. Marks Bar, 13 miles from land, where the naval force was directed to assemble. The fog was dense.

March 1 and 2.—Steamers *Mahaska*, *Honduras*, *Magnolia*, *Stars and Stripes*, *Spirea*, *Fort Henry;* schooners *O. H. Lee*, *Matthew Vassar*, and *Two Sisters* assembled together. Heavy fog. Lieutenant-Commander William Gibson commanded the naval force. After full and free consultation the following plan of operations was adopted: First, to land a party of seamen and of the Second Florida Cavalry on Light-House Island on the night of the 3d to take possession of the bridge over East River, and to surprise and capture the pickets there if possible; second, to land the troops on the same night in readiness to start at daylight on the 4th; third, the land expedition was to march to Newport, destroy the public establishments there, cross the river St. Marks, take St. Marks in rear or strike the railroad between St. Marks and Tallahassee, attacking isolated bodies of the enemy to prevent a concentration and destroying and capturing such property as might be useful to the enemy; fourth, in order to effect these objects, parties were landed to destroy the railroad and other bridges over the Ocklockonee River, the trestle or bridge over the Aucilla River, and to break up the railroad between St. Marks and Tallahassee; fifth, the naval force was to endeavor to silence the batteries at St. Marks and capture it, to land a force of 500 to 600 seamen at Port Leon to cover the land expedition, to prevent the enemy crossing in its rear between St. Marks and Newport, and to threaten St. Marks. There was no doubt entertained that this landing at Port Leon would be effected.

March 3.—The fog having risen, the whole fleet put to sea, sailing until after dark in order to deceive the enemy, should he have discovered the presence of the vessels. After dark, returned to the bar, which the pilot in vain endeavored to cross, though he had indicated no difficulty previously. A heavy gale sprang up and the vessels were of necessity anchored until morning, by which the landing of the troops was unfortunately delayed. In the meantime Major Weeks, with 60 men of the Florida cavalry and 30 seamen under Acting Ensign Whitman, surprised, but did not succeed in capturing the enemy's pickets at the bridge over East River.

March 4.—Early in the morning the fleet got underway (the *Spirea*

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leading) for the light-house. The pilot ran the *Spirea* hard and fast aground; the *Honduras*, containing troops, likewise grounded. In the meantime Major Weeks' expedition returned to the light-house, because his position at the bridge was too advanced in the absence of the main force. The enemy's cavalry followed him, skirmishing. The steamers *Hibiscus*, *Proteus*, and *Iuka* arrived. The last two anchored and remained outside. After the delays arising as above stated from the fog and from the grounding of the vessels, the troops were finally debarked by 4 p. m., and the whole command was moved forward about 2½ miles upon a spot of elevated ground suitable for an encampment, where we were to await the landing of the artillery, ammunition, and ambulances. This being effected about 8 a. m. on the 5th, the whole command advanced upon the road leading to the bridge over East River, where we found the planking of the bridge taken up and the enemy's cavalry, with one piece of artillery, upon the opposite bank prepared to dispute the passage. * * *

The expedition returned because the navy was unable to cooperate in any manner; the ammunition was nearly expended, and our communications, owing to the failure to land a force of seamen at Port Leon, as agreed upon, would have been assuredly cut in less than eight hours. The whole force of the expedition was 893 enlisted men, 2 navy boat howitzers, and 1 light 12-pounder captured from the enemy. The artillery was drawn by hand the whole distance. Our wounded were all brought off with the exception of 8 fatally wounded, left at a house 2 miles from the field of battle. Our loss was 148 killed, wounded, and missing, of which 35 are missing. This number will be further reduced, it is reasonable to anticipate. The force of the enemy is stated by a prisoner (an officer of militia) to have been from 1,500 to 2,000, and further reinforcements were continually arriving. The enemy was liberally supplied with field artillery. The bridges over the Ocklockonee and the Aucilla were not damaged, nor the railroad obstructed, so far as known. Indeed, the party for the Ocklockonee returned without making a serious attempt to reach the bridge. The men sent were picked, and had a good knowledge of the country, and they would, with little risk to themselves, have obstructed for several days these railroads. A refugee is known to have left one of the blockading vessels and to have given the enemy two weeks' notice of the expedition; hence their large concentration of force, a party of which is said to have come from Georgia and from the vicinity of Pensacola. The expedition, though it did not effect all that was anticipated, was far from being unfruitful in its results. Two important bridges, one foundry, and two large mills were burned; extensive salt works partially destroyed, and laid open for the future to raiding parties. It is proper to state that this expedition has likewise established the blockade vessels off the light-house instead of outside the bar as before. St. Marks is now thoroughly blockaded. The enemy has little to boast of in the military operations of this expedition. Though having two weeks' notice, he was obliged to burn the important bridge at Newport, so useful to him, and was finally driven off the field near the Natural Bridge, having allowed an inferior force to march 25 miles into his territory and return without losing an article of public property, but, on the contrary, carrying off one captured piece of artillery. It is unnecessary to state that we were in ignorance of the fact that information had been furnished the enemy until the expedition was over.

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We would otherwise not have landed. St. Marks and neighborhood presented the greatest if not the sole inducements for a raid or expedition within the limits of this district. The absence of large numbers of rebel troops in the South Peninsula, as before stated, fixed the proper moment for the attempt, and it was not suitable to pass unnoticed the attempt of the rebels to capture Fort Myers and annoy the garrison at Cedar Keys. The rebel troops at Chattahoochee, Tallahassee, St. Marks, and as far east as Madisonville were by unanimous testimony put at less than 600 men. It was likewise thought that the expedition from Pensacola, of which I had heard, would naturally draw the rebels from the neighborhood of Tallahassee and St. Marks, though it is now known that the information of our intended operations in that vicinity drew their troops in the opposite direction; a great advantage, at all events, to our column starting from Pensacola into the interior. After the expedition was over, all the troops were returned to the posts at Cedar Keys, Punta Rasa, and Key West. Fort Myers has been broken up. The officers and men of the expedition behaved nobly under the most trying circumstances, marching 50 miles in forty-four hours, of which they rested only five hours, and fought or skirmished most of the time. When we recrossed the bridge at East River we found there a guard of 40 seamen under command of Acting Ensign Whitman. For this precaution we were indebted to the foresight of Commander Shufeldt, who in my absence had relieved Lieutenant-Commander Gibson of the command of the naval force.

I can not close this communication without expressing the obligations I am under to Rear-Admiral Stribling for the hearty cooperation which he ordered his officers to afford, and his own endeavors to make the expedition a complete success. And this desire of the admiral was, so far as I could perceive, cheerfully responded to by his officers. I will forward a list of recommendations for gallant services in the field.

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

JOHN NEWTON,
Brigadier-General, Commanding.

Lieutenant-Colonel C. T. CHRISTENSEN,
A. A. G. Hdqrs. Mil. Div. of West Miss., New Orleans, La.

Report of Lieutenant-Commander Gibson, U. S. Navy, commanding U. S. S. Mahaska.

U. S. S. MAHASKA,
St. Marks River, Florida, March 21, 1865.

SIR: I have the honor to forward a communication received on the 18th instant by a flag of truce from Major-General Sam Jones, commanding at Tallahassee, with a copy of my reply. On the 20th the enemy sent another flag, only to say that if we wished to communicate we should fire a gun at 8 a. m. and they would meet us at Four-mile Point. Quite a number of refugees, white men and contrabands, have recently come on board. From two—a one-legged white man named James Wetzel, who claims to have been taken prisoner from the U. S. Army, and a colored man named Charles Amos—I have information which, as it was received at different times and closely tallies, may be considered reasonably reliable. I send you the men that you may personally question them. On the 18th instant Captain Strickland and one private of his party were executed by the rebels (shot). The salt works here are of vital importance to the rebels. After our attack salt

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went from $30 to $50 per bushel, Confederate money. About 2,000 of the enemy encountered General Newton at the Natural Bridge, near Newport. A moiety was collected from the vicinity, old men and young boys included, and 1,000 well-drilled volunteer troops from Georgia arrived toward the close of the fight. About 3,500 men are all that they can gather now at Tallahassee. Their description of the fort agrees with that given us before the attack, with additional particulars. The magazine is at the east end of the fort and is higher than the top of the parapet. It is made of logs, 7 feet thick. A small magazine for the largest rifle gun is at the other extremity. In anticipation of the attack, all the guns had been removed from the *Spray* and mounted on the fort. Two smooth-bore, old-pattern, ringed, cascabel 32-pounders were left on the lighter alongside the *Spray*. The armament of the fort, thus increased, was two 32-pounders, rifled; one rifle gun, described as a Parrott (probably 30-pounder), and one 12-pounder rifle gun, captured from us, and two smoothbore 32-pounders, similar to those on the lighter. But at the time of the attack (they state) there were only three men left in the fort, and trains were laid and orders left to blow up both the fort and vessel on the near approach of the gunboats. Wetzel says there are no good artillerists in the fort. As regards obstructions, a flatboat was sunk in the river a short distance below Port Leon a long time since. Recently (as our own people had seen) many of the stones were taken out of her and she was floating to one side, leaving a channel, the soldier says, to the left of her going up. At the time of the fleet moving up there were no obstructions between Port Leon and the fort. Pens (to be sunken with stones) were being made, and pine logs chained together, with spearheads pointing downstream (such as they had at Charleston), were to be submerged in what was intended to be an inviting channel between the pens. These were not in readiness, and withal would have been only 100 yards from the fort. We have reason to believe, from watching the movements of the *Spray's* boat and from the talk of some of the contrabands, that they are dropping torpedoes in the river. They have thrown up rifle pits in rear of the fort.

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

WM. GIBSON,
Lieutenant-Commander,
Commanding First Div., East Gulf Blkdg. Squadron.

In the fight near Newport the enemy's loss is reported to be more severe than ours. Individual information states 3 officers killed and 30 men killed and wounded.

WM. GIBSON,
Lieutenant-Commander.

Acting Rear-Admiral C. K. STRIBLING,
Commanding East Gulf Blockading Squadron.

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Report of Brigadier-General Newton, U. S. Army, commanding expedition.

HEADQUARTERS DISTRICT OF KEY WEST AND TORTUGAS,
Key West, Fla., April 19, 1865.

GENERAL: I have the honor to submit herewith a report of the operations in this district during the months of February and March. This report, although previously sent to headquarters Military Division of West Mississippi, is likewise, by advice from thence, transmitted direct to Washington. * * *

The expedition started with 893 men, but the detachments at Newport and outposts up and down the river, together with losses in action, had reduced this number to 500 men at the moment when the enemy became reinforced. With 500 men, therefore, a force of four to five times its number was decisively repulsed. All the troops engaged at the Natural Bridge were black troops of Second and Ninety-ninth Colored Infantry. The boldness of our attack gave the enemy the idea of a much superior force on our part, which they actually believed to have been nearly 2,000. The disposition made of our troops was such that the enemy could use but a portion of their available men, and their papers declared that one-half at least did not fire a shot. The result was that the rebels could make but little use of vastly superior forces. The enemy evacuated St. Marks, leaving but three men to blow up the fort there, destroy their gunboat, the *Spray*, plying between St. Marks and Newport, and burn 500 bales of cotton at the depot at St. Marks; and, had the navy advanced, all the objects contemplated in the expedition could, I think, have certainly been accomplished. The navy did not get to Port Leon nor land the 600 seamen there, as promised, and in consequence I could not cross between Newport and St. Marks after the destruction of the bridge at Newport, which was effected by the retiring enemy; neither could I draw upon my ammunition and provisions on shipboard. The expedition was a raid of a small body of infantry, there being no mounted men in this district, and was intended, besides the destruction of the enemy's public property, to give them employment near home and prevent them organizing expeditions against our small forts on the southern peninsula of Florida, an object which has been fully accomplished. I learn also that it effected a powerful diversion in favor of Steele's column marching from Pensacola, which was a contemplated benefit of the expedition. The naval force, which exaggerated the importance of the expedition in the public eye, being unable to perform the part assigned, was, to say the least, of no benefit to our operations. The expedition was not undertaken to go to Thomasville, capture Tallahassee, or occupy any part of the country, unless it should afterwards appear that St. Marks possessed great advantages for the latter purpose. A great deal of the information imparted in this communication has been gained since my report to General Canby's headquarters. I send herewith a sketch* of the country. The enemy's available force, when the expedition started, did not exceed 700 men.

I have the honor to be, your obedient servant,

JOHN NEWTON,
Brigadier-General, Commanding.

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*See Army War Records, Volume XLIX, pt. 1, p. 68.

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Report of casualties in action, March 6, 1865, at Natural Bridge, Fla.

HEADQUARTERS DISTRICT OF KEY WEST AND TORTUGAS,
Key West, Fla., March 19, 1865.

Command.	Killed.		Wounded.		Missing.		Total.	Remarks.
	Officers.	Men.	Officers.	Men.	Officers.	Men.		
Staff	1	.....	1	.....	.....	.....	2	Lieut. E. Carrington, One hundred and forty-third New York Volunteers, killed. Capt. E. B. Tracy, Second U. S Colored Infantry, acting assistant adjutant-general, wounded severely.
Second Florida Cavalry	.....	1	.....	2	.....	13	16	
Second U. S. Colored Infantry.	.....	10	6	41	.....	1	58	
Ninety-ninth U.S. Colored Infantry.	1	8	2	37	1	23	72	
Total	2	19	9	80	1	37	148	

Major B. C. Lincoln and Second Lieutenant T. H. Murphy, Second U. S. Colored Infantry, have since died of their wounds.

JOHN NEWTON,
Brigadier-General, Commanding.

Order of the Secretary of the Navy to Acting Rear-Admiral Stribling, U. S. Navy, regarding the reduction of naval expenses.

NAVY DEPARTMENT, *February 24, 1865.*

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

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

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

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral C. K. STRIBLING,
Commanding East Gulf Squadron, Key West, Fla.

Report of Acting Rear-Admiral Stribling, U. S. Navy, responding to the Department's warning in the case of the C. S. ram Stonewall.

No. 52.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., February 25, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of the 11th instant informing me of the transfer to the rebels of the ram

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built at Bordeaux, and cautioning against surprise. The Department is well aware of the character of the vessels on this station, and for obvious reasons I refrain from saying anything more in relation to it. Every precaution will be used to resist and repel any attack made by the ram, if she should appear on the coast.

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

C. K. STIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Report of Acting Rear-Admiral Stribling, U. S. Navy, requesting an additional sailing vessel.

No. 56.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., February 26, 1865.

SIR: We are much in want of a sailing vessel to carry coals, provisions, etc., to places where they are required, and to bring back wood for the use of the vessels here. It frequently happens that for the want of such a vessel one has to be chartered at heavy expense.

One of the mortar boats would be about the description of vessel for this service. One howitzer is all the armament she would require.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Report of Commander Shufeldt, U. S. Navy, commanding U. S. S. Proteus, regarding the capture of the steamer Ruby, from Havana.

U. S. S. PROTEUS,
At Sea, February 27, 1865.

SIR: I have the honor to report to you that I have this day captured and sent to Key West the steamer *Ruby*, from Havana, and cleared for Belize, [Honduras], but according to the statements of some of the officers and passengers on board bound to St. Marks, Fla. Some of the cargo appears to have been thrown overboard during the chase; the remainder consists of lead and sundries.

This ship's position at the time of the capture was latitude 26° 10′ N., longitude 83° 30′ W., Tortugas bearing S. S. E., 95 miles distant.

The prize list is herewith enclosed.

Very respectfully,

R. W. SHUFELDT,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Stations of vessels composing the East Gulf Blockading Squadron, February 28, 1865.

No. 58.] HDQRS. EAST GULF BLOCKADING SQUADRON, *February 28, 1865.*

Guns.	Name.	Class.	Commanding officer.	Present duty or station.
3	Beauregard	Schooner ...	Actg. Master W. H. Baldwin.....	Apalachicola.
5	Britannia	Steamer	Actg. Vol. Lt, W. B. Sheldon	Supplying squadron.
2	Clyde.....	.....do	Actg. Master C. Sears	Repairing, Key West.
8	Cherokee.....	.....do	Actg. Vol. Lt. W. E. Dennison....	Cruising on Bahamas.
.....	Dale.....	Ship	Comdr. R. Handy	Ordnance ship, Key West.
6	Fort Henry.....	Ferryboat ..	Actg. Master C. T. Chase	Ordered to St. Marks.
6	Hendrick Hudson.	Steamer	Actg. Vol. Lt. C. H. Rockwell	Repairing, Key West.
6	Hibiscus.....	.....do	Actg. Vol. Lt. Wm. L. Martine ...	Ordered to St. Marks.
4	Honduras	.....do	Actg. Vol. Lt. T. R. Harris	Do.
2	Honeysuckle ...	Steam tug ..	Actg. Master J. J. Russell.....	Cedar Keys.
9	Ino	Ship.....	Actg. Vol. Lt. C. A. French.....	Receiving ship, Key West.
3	Isonomia.....	Steamer	Actg. Vol. Lt. L. D. D. Voorhees..	Cruising between St. Marks and Suwanee River.
5	Iuka.....	.....do	Actg. Vol. Lt. Comdr. W. C. Rogers	Coaling, Key West.
4	James L. Davis.	Bark	Actg. Master W. N. Griswold	St. Joseph's Bay.
5	Magnolia	Steamer	Actg. Vol. Lt. W. S. Cheesman ...	Ordered to St. Marks.
10	Mahaska	.....do	Lt. Comdr. Wm. Gibson.....	Do.
2	Marigold	Steam tug ..	Actg. Master and Pilot C. P. Williams.	Harbor duty, Key West.
3	Matthew Vassar	Schooner ...	Actg. Master G. E. Hill	Cruising off St. Marks.
8	Midnight.....	Bark	Actg. Master J. C. Wells	St. Andrew's Bay.
3	Nita	Steamer	Actg. Vol. Lt. R. B. Smith.....	Cruising between Suwanee and Anclote Keys.
2	O. H. Lee	Schooner ...	Actg. Master O. Thacher	St. Marks.
11	Proteus.....	Steamer	Comdr. R. W. Shufeldt	Cruising between Tortugas and Cape [San] Antonio.
7	Pursuit.....	Bark	Actg. Vol. Lt. Geo. Taylor	Indian River.
7	Restless	.....do	Actg. Vol. Lt. W. P. Randall	Charlotte Harbor.
6	Somerset	Ferryboat ..	Actg. Vol. Lt. W. P. Rogers	Apalachicola.
6	Spirea	Steamer	Actg. Vol. Lt. G. E. Nelson.....	Ordered to St. Marks.
5	Stars and Stripes	.....do	Actg. Vol. Lt. John Sherrill	St. Marks.
2	Sunflower	Steam tug ..	Actg. Master C. G. Loring	Apalachicola.
10	Tallapoosa	Steamer	Lt. Comdr. J. E. De Haven	Cruising between Tortugas and Cape [San] Antonio.
1	Wanderer	Schooner ...	Actg. Master Wm. McClintock ..	Guard vessel, Key West.

TENDERS.

Guns.	Name.	Class.	Attached to—	Commanding officer.	Present duty or station.
1	Ariel	Schooner.	Hibiscus.....	Actg. Ensign F. H. Bacon.	Tampa Bay.
2	Fox	.....do	Stars and Stripes	Actg. Master F. Burgess ..	St. Marks.
1	Rosalie	Sloop	Wanderer	Actg. Master's Mate S. H. Pickles.	Guard vessel, Boca Chica.
1	Sea Bird.....	Schooner.	Hibiscus.....	Actg. Master E. L. Robbins	Cruising, Tampa.
1	Stonewall ..	.....do	Clyde.....	Actg. Ensign J. R. Bell....	Cruising, Cedar Keys.
1	Two Sisters.	.....do	Restless	Actg. Master T. Chatfield .	Cruising, Charlotte Harbor.

C. K. STRIBLING,
Acting Rear-Admiral, Commanding.

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding the capture of the British schooner Salvadora and steamer Ruby.

No. 61.] HDQRS. EAST GULF BLOCKADING SQUADRON, *Key West, Fla., March 2, 1865.*

SIR: I have the honor to report the capture of the British schooner *Salvadora*, on the 25th ultimo, between Havana and this place, with an assorted cargo, by the tugboat *Marigold*, and of the steamer *Ruby* by

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the *Proteus*, on the 27th ultimo, near the Tortugas, with an assorted cargo for the coast of Florida.

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

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Report of Acting Master Russell, U. S. Navy, commanding U. S. S. Honeysuckle, regarding the capture of British schooner Sort, from Havana.

U. S. S. HONEYSUCKLE,
Cedar Keys, Fla., March 2, 1865.

SIR: I have the honor to report that on February 28, at 7:30 a. m., while lying at anchor abreast of Sea Horse Key, a schooner was reported bearing E. by S., standing inshore. The water being too shoal in that direction for me to chase her with the steamer, I dispatched two armed boats to endeavor to intercept her, which they were unable to do owing to a strong southerly wind which was blowing at the time. They succeeded in working to windward of the schooner and forcing her in on St. Martin's Reef, when she stood directly for Crystal River. Three days previous to that time I had dispatched Acting Ensign Charles N. Hall with a boat manned and armed for the purpose of watching in that vicinity. Fortunately Mr. Hall was near the entrance to the river, and, seeing the schooner, immediately made sail to head her off. The schooner then stood in for the nearest land, striking on a reef about 5 miles from Crystal River. The crew lowered the sails, abandoned her, and succeeded in escaping to the mainland. Mr. Hall boarded and took possession of her at about 11:30 a. m. She proved to be the English schooner *Sort*, 33 tons, from Havana, with an assorted cargo. The papers were all found on board. Some 20 demijohns were found broken; they had contained liquor and were evidently destroyed at the time of abandoning the vessel. There were no vessels in sight at the time of capture. This is the same schooner captured in December last by the U. S. schooner *O. H. Lee*.

I send the schooner to Key West for adjudication, in charge of Acting Master's Mate M. C. Easterbrook and a prize crew of four men.

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

JAMES J. RUSSELL,
Acting Master, Commanding U. S. S. Honeysuckle.

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

Letter from the Secretary of the Navy to Acting Rear-Admiral Stribling, U. S. Navy, regarding certain naval vessels.

NAVY DEPARTMENT, *March 11, 1865.*

SIR: Your No. 41, in reference to certain vessels therein named, has been received. The *Merrimac* was lost* on the passage out and the

*See Series I, volume 12, pp. 38–41.

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Sophronia put into Port Royal with loss of masts. The *Aries* and *Howquah* have been ordered from the North Atlantic Squadron to the East Gulf Squadron.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral C. K. STRIBLING,
Comdg. Eastern Gulf Blockading Squadron, Key West.

Report of Acting Volunteer Lieutenant Sherrill, U. S. Navy, commanding U. S. S. Stars and Stripes, regarding the running ashore and firing of the schooner Rob Roy by her own crew.

U. S. S. STARS AND STRIPES,
St. Marks River, March 12, 1865.

SIR: I have the honor to report that the schooner *Fox* (a tender to this vessel), while lying at anchor at Deadman's Bay on the 2d instant, discovered a strange schooner at anchor on the south side of the bay near the shore. An armed boat was sent to attempt her capture, from which she endeavored to escape; but unable to effect this, was run ashore and fired by her crew. The flames spread with such rapidity and had obtained such a control by the time the boat's crew got alongside that it was found impossible to extinguish them. She proved to be the *Rob Roy*, of Belize, Honduras. A small portion of the cargo was saved in a damaged condition. The saved portion consisted of a lot of cavalry sabers and farming and mechanical implements. The *Rob Roy* was of about 60 tons burden.

The articles saved will be sent to the prize court at Key West for adjudication. I enclose herewith a complete list of the officers and crew entitled to share in the above capture.

I am, very respectfully, your obedient servant,

JOHN SHERRILL,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Stribling, U. S. Navy, requesting additional light-draft vessels with heavy batteries for the protection of the blockade of St. George's Sound.

No. 73.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., March 14, 1865.

SIR: The rebels have for a long time been rebuilding a vessel at Columbus and plating her with iron. We have recently been informed that this vessel has been launched, and it is not improbable she may, with other vessels said to be in the Chattahoochee, attempt to raise the blockade of St. George's Sound. We are sadly deficient in vessels of any force with sufficient light draft of water to enter St. George's Sound or to occupy the position now held by us near the light-house at St. Marks. As long as we can hold this position it is almost impossible for

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a vessel to pass up to St. Marks. The *Somerset's* boilers can not be used, and she is reported to be otherwise in a very bad condition. I have ordered her to this place and will report result of the examination of her as soon as made. The *Fort Henry* is the only other vessel of light draft and heavy battery fit for either of these places. The *Hendrick Hudson* and *Stars and Stripes* are the next best. The *Tallapoosa* and *Mahaska* have powerful batteries, but are too long to be managed in the narrow and tortuous channels of St. George's Sound and the entrance to St. Marks. Under these circumstances, as none of the vessels recently joined the squadron have heavy batteries and light draft of water, I respectfully request that three or four vessels of light draft and heavy batteries may be ordered here as soon as practicable. The *Galena* would be the most efficient I know of for the service. Some of the large navy-built gunboats with heavy batteries would be the next best.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Stations of vessels composing the East Gulf Blockading Squadron, March 15, 1865.

HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
March 15, 1865.

Guns.	Name.	Class.	Commanding officer.	Duty or station.
3	Beauregard	Schooner	Actg. Master W. H. Baldwin	Apalachicola.
5	Britannia	Steamer	Actg. Vol. Lieut. W. B. Sheldon	Key West.
3	Clyde	do	Actg. Master C. Sears	Repairing, Key West.
8	Cherokee	do	Actg. Vol. Lt. Wm. E. Dennison	Coaling, Key West.
.....	Dale	Ship	Comdr. R. Handy	Ordnance ship.
6	Fort Henry	Ferryboat	Actg. Master C. T. Chase	Apalachicola.
6	Hendrick Hudson.	Steamer	Actg. Vol. Lt. C. H. Rockwell	Cruising between Anclote Keys and Suwanee River.
6	Hibiscus	do	Actg. Vol. Lt. Wm. L. Martine	Tampa Bay.
2	Honeysuckle	Tug	Actg. Master J. J. Russell	Cedar Keys.
5	Howquah	Steamer	Actg. Vol. Lt. J. W. Balch	St. George's Sound.
4	Honduras	do	Actg. Vol. Lt. T. R. Harris	Ordered to Key West.
11	Ino	Ship	Actg. Vol. Lt. C. A. French	Receiving ship, Key West.
3	Isonomia	Steamer	Actg. Vol. Lt. L. D. D. Voorhees.	Cruising about St. Marks.
5	Iuka	do	Actg. Vol. Lt. Com. W. C. Rogers.	Coaling, Key West.
4	James L. Davis.	Bark	Actg. Master W. N. Griswold	St. Joseph's Bay.
5	Magnolia	Steamer	Actg. Vol. Lt. W. S. Cheesman	Ordered to Key West.
10	Mahaska	do	Lt. Comdr. Wm. Gibson	Apalachicola.
2	Marigold	Tug	Actg. Master and Pilot C. P. Williams.	Harbor duty, Key West.
3	Matthew Vassar.	Schooner	Actg. Master G. E. Hill	Cruising, St. Marks.
8	Midnight	Bark	Actg. Master J. C. Wells	St. Andrew's Bay.
3	Nita	Steamer	Actg. Vol. Lt. R. B. Smith	Cruising between Suwanee and Anclote Keys.
2	O. H. Lee	Schooner	Actg. Master O. Thacher	St. Marks.
11	Proteus	Steamer	Comdr. R. Shufeldt	Repairing, Key West.
7	Pursuit	Bark	Actg. Vol. Lt. W. R. Browne	Off Indian River.
7	Restless	do	Actg. Vol. Lt. W. P. Randall	Charlotte Harbor.
6	Somerset	Ferryboat	Actg. Vol. Lt. W. P. Rogers	Ordered to Key West.
6	Spirea	Steamer	Actg. Vol. Lt. G. E. Nelson	Apalachicola.
5	Stars and Stripes	do	Actg. Vol. Lt. John Sherrill	St. Marks, cruising.
2	Sunflower	Tug	Actg. Master C. G. Loring	Ordered to Key West.
10	Tallapoosa	Steamer	Lt. Comdr. J. E. De Haven	Tampa Bay.
1	Wanderer	Schooner	Actg. Master Wm. McClintock	Guard vessel, Key West.

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Stations of vessels composing the East Gulf Blockading Squadron, March 15, 1865—Cont'd.

TENDERS.

Guns.	Name.	Class.	Attached to—	Commanding officer.	Duty or station.
1	Ariel	Schooner.	Hibiscus	Actg. Ensign F. H. Bacon.	Cruising, Tampa.
2	Fox	do	Stars and Stripes	Actg. Master F. Burgess	Cruising, St. Marks.
1	Rosalie	Sloop	Wanderer	Actg. Master's Mate S. H. Pickles.	Guard vessel, Boca Chica.
1	Sea Bird	Schooner.	Hibiscus	Actg. Master E. L. Robbins	Cruising, Tampa.
1	Stonewall	do	Clyde	Actg. Ensign J. R. Bell	Cruising, Cedar Keys.
1	Two Sisters.	do	Restless	Actg. Master T. Chatfield.	Cruising, Charlotte Harbor.

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Order of the Secretary of the Navy to the commandant navy yard, Boston, regarding the U. S. S. Yucca.

NAVY DEPARTMENT, *March 16, 1865.*

SIR: Order the U. S. S. *Yucca* to proceed to Key West and report to Acting Rear-Admiral C. K. Stribling for duty in the East Gulf Blockading Squadron.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Rear-Admiral S. H. STRINGHAM,
Commandant Navy Yard, Boston.

Order of the Secretary of the Navy to Acting Rear-Admiral Stribling, U. S. Navy, regarding additional vessel for his command.

NAVY DEPARTMENT, *March 17, 1865.*

SIR: Rear-Admiral Dahlgren has been instructed to send one of the schooners of his squadron to Key West, suitable for the service mentioned in your No. 56, dated the 26th ultimo.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral C. K. STRIBLING,
Comdg. Eastern Gulf Blockading Squadron, Key West.

Report of Acting Volunteer Lieutenant Browne, U. S. Navy, commanding U. S. bark Pursuit, regarding the capture of the British schooner Mary, of Abaco, Bahama Islands.

U. S. BARK PURSUIT,
Off Indian River, Florida, March 18, 1865.

SIR: I have the honor to report the capture of the British schooner *Mary*, of Abaco, Bahamas, on the morning of the 16th instant, in Indian

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River, 72 miles to the northward of this inlet. The captain and owner (David Stone), who is an American, with a crew of two men (both British subjects), states that he cleared from Green Turtle Cay, Bahamas, on the 6th instant, for Key West, Fla., and was forced through stress of weather to run into Jupiter Inlet, 45 miles to the southward of this place for a harbor, consequently the distance of the place where captured being greater from the port cleared for than where he put in for a harbor, leaves no doubt of his character and intentions. I have sent her, with captain and crew, together with all papers and cargo (which last consists of only 1 box of shoes, 1 barrel of rum, and 1 box of sundries containing a large quantity of percussion caps), to Key West, Fla., for adjudication.

I am sir, very respectfully, your obedient servant,

W. R. BROWNE,
Acting Volunteer Lieutenant, Commanding.

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

Report of Acting Master Russell, U. S. Navy, commanding U. S. S. Honeysuckle, regarding the capture of sloop Phantom.

U. S. S. HONEYSUCKLE,
Cedar Keys, Fla., March 22, 1865.

SIR: I have the honor to report that on the 2d instant at 8 p. m., while steaming in from the beacon toward the bar buoy, a light was observed in the direction of the Suwanee River. I at once dispatched Acting Ensign Charles N. Hall and Acting Third Assistant Engineer Charles E. Taber with an armed boat and crew to that vicinity.

At daybreak on the morning of the 3d instant, at about 3 miles outside of the entrance to the Suwanee River, Mr. Hall overhauled and captured the sloop *Phantom*, Piento Peso, master, from Port Mariel, Cuba, bound up the Suwanee River. The sloop is about 20 tons capacity, has no papers or flag, and is loaded with about 3,000 pounds of bar iron and a quantity of liquors. There were three men (master included) captured on board. They freely admit that they were endeavoring to violate the blockade. There were no vessels in sight at the time of capture. The prisoners I sent to Key West on the U. S. S. *Honduras*.

During a severe gale on the night of March 9 the sloop was driven ashore on Sea Horse Key. After removing the cargo I have succeeded in getting her afloat.

The liquors I have sent to Key West in the prize schooner *Sort* and have replaced the rest of the cargo. I send the sloop to Key West for adjudication in charge of Acting Master and Pilot Nathaniel Thrift.

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

JAMES J. RUSSELL,
Acting Master, Commanding U. S. S. Honeysuckle.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding the division of his command for better service.

No. 95.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, March 27, 1865.

SIR: Referring to that part of my letter No. 41, relating to the division of the vessels of the blockade, the closing of the ports of Charleston and Wilmington renders it certain that the rebels will make greater exertions than heretofore to run vessels into the many small rivers and shallow bays on this coast, and make it more important to keep a vigilant lookout for blockade runners and to guard well the blockaded ports. As a means of doing this I have divided the vessels on the blockade and cruising on the coast into two divisions. The first division is composed of the vessels from St. Andrew's to St. Marks, both inclusive, and commanded by Lieutenant-Commander Gibson, of the *Mahaska*. The second, all the vessels from St. Marks to Charlotte Harbor, the latter included, and commanded by Lieutenant-Commander De Haven, of the *Tallapoosa*. These officers have the general supervision of the vessels within the limits prescribed, and can upon an emergency act without waiting for orders. When each officer on the blockade acted independently, it was frequently weeks before I could receive their reports and give the necessary orders in matters requiring prompt action.

I have the honor to be, very respectfully, your obedient servant,
C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Order of the Secretary of the Navy to Acting Rear-Admiral Stribling, U. S. Navy, regarding vessels added to his command.

NAVY DEPARTMENT, *March 30, 1865.*

SIR: The following-named vessels have been ordered to your squadron: *Powhatan*, Commodore J. F. Schenck, to be used as your flagship; *Paul Jones*, Lieutenant-Commander John Madigan; *Conemaugh*, Lieutenant-Commander J. C. P. de Krafft; *Tahoma*, Lieutenant-Commander W. P. McCann.

Very respectfully, etc.,
G. WELLES,
Secretary Navy.

Acting Rear-Admiral C. K. STRIBLING,
Comdg. Eastern Gulf Blockading Squadron, Key West.

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. S. Iuka, regarding the capture of the British schooner Comus.

U. S. S. IUKA,
Lat. 23° 50′ N., Long. 83° 41′ W., March 31, 1865.

SIR: I have the honor to report to you that to-day, in the above position, the *Iuka* fell in with and captured the English schooner *Comus*, John Harrison, master, from St. Marks, Fla., for Havana, with a cargo of 32 bales of sea-island cotton.

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I send the vessel and her crew (consisting of 12 persons) to Key West for adjudication.

No other national vessel was in sight at time of capture.

Herewith please find enclosed list of officers and muster roll of crew entitled to prize money.

Very respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant, Commanding.

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

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding the capture of the British schooner Comus.

No. 103.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., April 1, 1865.

SIR: I have the honor to report the capture of the British schooner *Comus* by the *Iuka* on the 31st ultimo. The schooner was loaded with cotton from Aucilla River, near St. Mark's.

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

C. K. STRIBLING,
Acting. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Stations of vessels composing the East Gulf Blockading Squadron, April 1, 1865.

No. 102.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., April 1, 1865.

Guns.	Name.	Class.	Commanding officer.	Present duty or station.
3	Beauregard	Schooner	Actg. Master W. H. Baldwin	Apalachicola.
5	Britannia	Steamer	Actg. Vol. Lt. W. B. Sheldon	Charlotte Harbor.
2	Clyde	do	Actg. Master Cyrus Sears	Repairing, Key West.
6	Cherokee	do	Actg. Vol. Lt. W. E. Dennison	Cruising between Tortugas, Mariel, and San Antonio.
.....	Dale	Ship	Commander R. Handy	Ordnance ship, Key West.
6	Fort Henry	Ferryboat	Actg. Master C. T. Chase	St. Marks.
6	H. Hudson	Steamer	Actg. Vol. Lt. C. H. Rockwell	Cruising between Anclote [Keys] and Suwanee River.
6	Hibiscus	do	Actg. Vol. Lt. W. L. Martine	Tampa Bay.
2	Honeysuckle	Tug	Actg. Master J. J. Russell	Cedar Keys.
5	Howquah	Steamer	Actg. Vol. Lt. J. W. Balch	St. George's Sound.
4	Honduras	do	Actg. Vol. Lt. T. R. Harris	Key West, repairing.
11	Ino	Ship	Actg. Vol. Lt. C. A. French	Ordered to Indian River.
3	Isonomia	Steamer	Actg. Vol. Lt. L. D. D. Voorhees	Cruising about St. Marks.
5	Iuka	do	Actg. Vol. Lt. Comdr. W. C. Rogers	Cruising.
4	Jas. L. Davis	Bark	Actg. Master W. N. Griswold	Ordered to Key West.
5	Magnolia	Steamer	Actg. Vol. Lt. Comdr. W. S. Chessman.	Key West.
10	Mahaska	do	Lt. Comdr. William Gibson	St. Marks.
2	Marigold	Tug	Actg. Master Pilot C. P. Williams	Harbor duty, Key West.
3	Matthew Vassar	Schooner	Actg. Master G. E. Hill	St. Marks.
8	Midnight	Bark	Actg. Master J. C. Wells	St. Andrew's.
3	Nita	Steamer	Actg. Vol. Lt. R. B. Smith	Ordered to Key West.

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Stations of vessels composing the East Gulf Blockading Squadron, April 1, 1865—Cont'd.

Guns.	Name.	Class.	Commanding officer.	Present duty or station.
2	O. H. Lee.....	Schooner...	Actg. Master O. Thacher	St. Marks.
11	Proteus.....	Steamer	Comdr. R. Shufeldt.....	Cruising.
7	Pursuit.....	Bark	Actg. Vol. Lt. W. R. Browne	Ordered to Key West.
7	Restless	.....do	Actg. Master L. H. Partridge	St. Joseph's Bay.
6	Somerset	Ferryboat ..	Actg. Vol. Lt. W. P. Rogers	Ordered to Key West.
6	Spirea	Steamer	Actg. Vol. Lt. G. E. Nelson.....	St. George's Sound.
5	Starsand Stripes	.....do	Actg. Vol. Lt. John Sherrill	St. Marks.
2	Sunflower.....	Tug	Actg. Master C. G. Loring	Ordered to Key West.
10	Tallapoosa	Steamer	Lt. Comdr. J. E. De Haven.....	Tampa Bay.
.....	Wanderer	Schooner...	Actg. Master W. McClintock	Guard Vessel, Key West.

TENDERS.

Guns.	Name.	Class.	Attached to—	Commanding officer.	Present duty or station.
1	Ariel	Schooner .	Hibiscus.....	Actg. Ensign F. H. Bacon.	Cruising, Tampa Bay.
2	Fox	.....do	Starsand Stripes	Actg. Master F. Burgess ..	Cruising, St. Marks.
1	Rosalie	Sloop	Wanderer	Actg. Master's Mate S. H. Pickles.	Guard vessel, Boca Chica.
1	Sea Bird	Schooner .	Hibiscus.....	Actg. Master E. L. Robbins.	Cruising, Tampa.
1	Stonewall ..	.....do	Clyde.....	Actg. Ensign J. R. Bell....	Cruising, Cedar Keys.
1	Two Sisters.	.....do	Britannia	Actg. Master T. Chatfield .	Cruising. Charlotte Harbor.

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding injuries to the U. S. S. Fort Henry.

No. 100.] HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
Key West, Fla., April 1, 1865.

SIR: I expect to leave this place to-day to visit and inspect the vessels at all the blockaded places except Indian River, and shall be absent from Key West eight or ten days.

I have a report that the *Fort Henry* grounded on her anchor and filled with water. Everything was taken out of her, and she is again afloat, but I have not been informed whether she can be kept on the blockade without being docked.

If the *Fort Henry* has to be withdrawn from the blockade at St. Marks or St. George's Sound it will make us still more deficient in suitable vessels for the blockade of those places referred to in my No. 73 of the 14th ultimo.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

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Report of Acting Volunteer Lieutenant-Commander Randall, U. S. Navy, announcing his arrival at New York with the prize steamer Ruby.

PRIZE STEAMER RUBY,
New York, April 14, 1865.

SIR: I have the honor to report the arrival of the prize steamer *Ruby*, which left Key West on the 26th ultimo. On the 2d instant we encountered, when off Frying Pan Shoals, a hard gale from the northeast, during which the vessel sustained such injuries as to make it necessary to go into Beaufort for repairs. She commenced breaking in two amidships, one of the iron plates on the port side breaking open for about 2 feet 6 inches. I have forwarded to the Bureau of Equipment and Recruiting a correct list of the officers and crew attached to this vessel. I also forward to you a copy of my orders received from Acting Rear-Admiral Stribling.

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

WM. P. RANDALL,
Acting Volunteer Lieutenant-Commander, U. S. Navy,
New Bedford, Mass.

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

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding an inspection of the vessels on the blockade.

No. 104.] HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
Key West, April 14, 1865.

SIR: I returned yesterday in the *Magnolia* from an inspection of the vessels on the blockade. On Saturday last I spent a few hours at the Pensacola navy yard. On my return here I found that the *Proteus* and *Iuka* had returned from a cruise, and the *Sagamore*, from Philadelphia, and the *Aries*, from Norfolk, had arrived. I did not find the vessels generally in as good condition as I expected. The report of the inspection will be forwarded to the Bureau of Ordnance, as required by general order of the Navy Department dated April 5, 1861.

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

C. K. STRIBLING,
Actg. Rear-Admiral Comdg. East Gulf Blockdg. Squadron.

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

Stations of vessels composing the East Gulf Blockading Squadron, April 15, 1865.

No. 108.]

Guns.	Name.	Class.	Commanding officer.	Present duty or station.
7	Aries	Steamer	Actg. Vol. Lt. Jas. M. Williams	Key West, coaling.
3	Beauregard	Schooner	Actg. Master W. H. Baldwin	St. Marks.
5	Britannia	Steamer	Actg. Vol. Lt. W. B. Sheldon	Charlotte Harbor.
2	Clyde	do	Actg. Master Cyrus Sears	Deadman's Bay, cruising.

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

Guns.	Name.	Class.	Commanding officer.	Present duty or station.
6	Cherokee	Steamer	Actg. Vol. Lt. W. E. Dennison	Cruising between San Antonio and Tortugas and Mariel.
.....	Dale	do	Commander R. Handy	Ordnance ship, Key West.
6	Fort Henry	Ferryboat	Actg. Master C. T. Chase	Key West, repairing.
2	Glaucus	Steamer	Commander G. H. Cooper	Receiving ship, Key West.
6	Hendrick Hudson.	do	Actg. Vol. Lt. Comdr. C. H. Rockwell.	Cruising near Anclote Keys.
6	Hibiscus	do	Actg. Vol. Lt. Wm. L. Martine	Cedar Keys.
4	Honduras	do	Actg. Vol. Lt. Thos. R. Harris	Supplying squadron.
2	Honeysuckle	Tug	Actg. Master J. J. Russell	Tampa.
11	Ino	Ship	Actg. Vol. Lt. C. A. French	Indian River.
3	Isonomia	Steamer	Actg. Vol. Lt. L. D. D. Voorhees	Key West, repairing rudder.
5	Iuka	do	Actg. Vol. Lt. Comdr. W. C Rogers.	Do.
4	Jas. L. Davis	Bark	Actg. Master W. N. Griswold	Ordered to Key West.
5	Magnolia	Steamer	Actg. Vol. Lt. Comdr. W. S. Cheesman.	Key West, coaling.
10	Mahaska	do	Lt. Commander Wm. Gibson	West Pass, St. George's Sound.
2	Marigold	Tug	Actg. Master Pilot C. P. Williams.	Key West, harbor duty.
3	Matthew Vassar	Schooner	Actg. Master G. E. Hill	Cruising, near St. Marks.
8	Midnight	Bark	Actg. Master J. C. Wells	St. Andrew's.
3	Nita	Steamer	Actg. Vol. Lt. R. B. Smith	Key West.
4	O. H. Lee	Schooner	Actg. Master O. Thacher	Do.
11	Proteus	Steamer	Comdr. R. Shufeldt	Do.
7	Pursuit	Bark	Actg. Vol. Lt. W. R. Browne	Ordered to Key West.
7	Restless	do	Actg. Master L. H. Partridge	St. Joseph's.
4	Sagamore	Steamer	Lt. Comdr. C. E. Fleming	St. Marks
6	Somerset	Ferryboat	Actg. Vol. Lt. W. P. Rogers	West Pass, St. George's.
6	Spirea	Steamer	Actg. Vol. Lt. G. E. Nelson	St Marks.
5	Stars and Stripes	do	Actg. Vol. Lt. John Sherrill	Ordered to West Pass.
2	Sunflower	Tug	Actg. Master C. G. Loring	Key West.
10	Tallapoosa	Steamer	Lt. Comdr. J. E. DeHaven	Tampa.
1	Wanderer	Schooner	Actg. Master Wm. McClintock	Guard vessel, Key West.

TENDERS.

Guns.	Name.	Class.	Commanding officer.	Attached to—	Station.
1	Ariel	Schooner	Actg. Ensign F. H. Bacon.	Tallapoosa	Cruising between Tampa and Charlotte Harbor.
2	Fox	do	Actg. Master F. Burgess	Stars and Stripes	St. Marks.
1	Rosalie	Sloop	Mate S. H. Pickles	Wanderer	Guard vessel Boca Chica.
1	Sea Bird	Schooner	Actg. Master E. L. Robbins.	Tallapoosa	
1	Stonewall	do	Actg. Ensign J. R. Bell	do	Cedar Keys.
1	Two Sisters.	do	Actg. Master T. Chatfield.	Britannia	Charlotte Harbor.

C. K. STRIBLING,
Acting Rear-Admiral, Commanding.

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding expedition from the U. S. steamers Somerset and Sunflower for destruction of salt works in St. Joseph's Bayou.

No. 107.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., April 15, 1865.

SIR: I have the honor to inform you that Acting Volunteer Lieutenant William P. Rogers, commanding U. S. S. *Somerset*, reports that on the 30th ultimo an expedition from his vessel and the *Sunflower* destroyed a salt works on St. Joseph's Bayou, consisting of a boiler

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12 by 5 feet and 2 feet deep, with boxes, hogsheads, barrels, sluices, also a large 4-wheeled wagon and a hut.

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

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Report of Acting Volunteer Lieutenant Martine, U. S. Navy, commanding U. S. S. Hibiscus, regarding the capture of the Confederate sloops Florida and Annie, off Crystal River.

U. S. S. HIBISCUS,
Cedar Keys, April 16, 1865.

SIR: I have the honor to report the capture of the rebel sloop boat *Florida*, with 5 persons on board and a cargo of cotton, also the rebel sloop boat *Annie*, with 2 persons on board and a quantity of loose cotton. These captures were made on the morning of the 11th of April, off Crystal River, by the U. S. schooner *Sea Bird*, tender to this vessel, Acting Master E. L. Robbins in command. Both vessels, in my opinion, being unfit to send to Key West, I have taken everything of value on board this vessel and destroyed the vessels and will send their cargoes and the prisoners to Key West by first opportunity. Enclosed please find list of the names of all the persons attached to this vessel at the time of the capture.

Very respectfully, your obedient servant,

WM. L. MARTINE,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding the U. S. schooner J. L. Davis.

No. 114.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., April 21, 1865.

SIR: In consequence of the extensive repairs required, I have ordered the *James L. Davis* to Philadelphia. I have sent to the Bureau of Construction and Repairs report of survey upon this vessel.

The *J. L. Davis* is a sailing vessel and not calculated for the Navy except upon such service as we had in keeping up the blockade of the coast.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

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Letter from the U. S. consul at Nassau, New Providence, to Acting Rear-Admiral Stribling, U. S. Navy, regarding the seizure of the American schooner St. Mary's by party commanded by John C. Braine.

U. S. CONSULATE,
Nassau, [New Providence], April 22, 1865.

DEAR SIR: Since I wrote you a few days since there has arrived at this port the American schooner *St. Mary's*, of Baltimore, with full cargo, captured from her master by 10 persons coming alongside of her in Chesapeake Bay about 1 o'clock on the morning of April 1, 1865, saying they were American soldiers crossing from Barren Island to Point Lookout; they were taken on board and immediately seized the vessel. A few days afterwards they boarded a schooner loaded with wood, put the master and part of the crew and 3 passengers on board the schooner bound to New York, bringing two of the crew of the captured vessel here with them. I immediately applied to the government here to have the vessel seized, with her piratical crew. They declined, saying she was a legitimate prize, and she put to sea again, having put in here under the plea of distress. She is commanded and was seized by a gang headed by the notorious John C. Braine, of steamers *Chesapeake* and *Roanoke* notoriety. It is supposed here that he has gone to Spanish Wells or Harbour Islands to get H. A. Paw, who is there and who is one of them; both this man Braine and Paw I made a requisition upon the government here for, on the charge of piracy and murder on board the *Chesapeake*. I trust you may be able to procure this man's capture, that an end may be put to his career of guilt. The name of the schooner has been erased. It is rumored that guns were put on board of her here, but I have not been able to ascertain clearly whether it is true. He will undoubtedly endeavor to get rid of his cargo.

Yours, in haste,

THOMAS KIRKPATRICK.

Admiral C. K. STRIBLING.

Order of the Secretary of the Navy to commanding officers of blockading squadrons, enjoining vigilance in preventing the escape of President Davis and his Cabinet.

NAVY DEPARTMENT, *April 28, 1865.*

SIR: Lieutenant-General Grant telegraphs to the War Department, under date of the 26th instant, from Raleigh, N. C., that Jeff Davis with his Cabinet passed into South Carolina, with the intention, no doubt, of getting out of the country, either via Cuba or across the Mississippi. All the vigilance and available means at your command should be brought to bear to prevent the escape of the leaders of the rebellion.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

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

Acting Rear-Admiral C. K. STRIBLING,
Comdg. East Gulf Blockdg. Squadron, Key West, Fla.

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Order of the Secretary of the Navy to Acting Rear-Admiral Stribling, U. S. Navy, enjoining vigilance regarding the C. S. ram Stonewall.

NAVY DEPARTMENT, *April 28, 1865.*

SIR: Information has been received from the U. S. consul at Teneriffe to the effect that the rebel ram *Stonewall* left that place, where she obtained a supply of coal, April 1 at 6 p. m. and steamed away rapidly to the south. Her destination is believed to be some point on our coast, and every precaution should be taken by you to guard against surprise and to prevent her inflicting serious injury should she make her appearance anywhere within the limits of your command, and the best means in your power used to capture or destroy her.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral C. K. STRIBLING,
Comdg. Eastern Gulf Blockdg. Squadron, Key West, Fla.

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding condition of the U. S. bark Pursuit.

No. 120.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., April 29, 1865.

SIR: The *Pursuit* requiring repairs that would take three months to complete here, I have ordered her to New York. I have forwarded to the Chief of the Bureau of Construction, etc., report of survey upon this vessel. The *Pursuit* is a good vessel, and, the repairs being made, she would be serviceable for some time; but I do not consider her fit for naval purposes, except for such temporary duty as she has been employed upon.

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

C. K. STRIBLING,
Acty. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Stations of vessels composing the East Gulf Blockading Squadron, May 1, 1865.

No. 125.]

Guns.	Name.	Class.	Commanding officer.	Duty or station.
7	Aries	Steamer	Actg. Vol. Lt. J. M. Williams	Key West, repairing.
5	Beauregard	Schooner	Actg. Master W. H. Baldwin	Apalachicola.
5	Britannia	Steamer	Actg. Vol. Lt. W. B. Sheldon	Charlotte Harbor.
2	Clyde	do	Actg. Master Cyrus Sears	Deadman's Bay, cruising.
6	Cherokee	do	Actg. Vol. Lt. W. E. Dennison	Cruising.
.....	Dale	Ship	Comdr. R. Handy	Ordnance vessel.
6	Fort Henry	Ferryboat	Actg. Vol. Lt. I. B. Baxter	Key West, repairing.
2	Glaucus	Steamer	Comdr. G. H. Cooper	Receiving ship, Key West.
6	H. Hudson	do	Actg. Vol. Lt. Comdr. C. H. Rockwell.	Cruising near Anclote Keys.
6	Hibiscus	do	Actg. Vol. Lt. W. L. Martine	Cedar Keys.
4	Honduras	do	Actg. Vol. Lt. Thos. R. Harris	Cruising.

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Stations of vessels composing the East Gulf Blockading Squadron, May 1, 1865—Cont'd.

Guns.	Name.	Class.	Commanding officer.	Duty or station.
2	Honeysuckle	Steamer	Actg. Master J. J. Russell	Tampa Bay.
11	Ino	Ship	Actg. Vol. Lt. C. A. French	Indian River.
3	Isonomia	Steamer	Actg. Vol. Lt. L. D. D. Voorhees	Cruising near Tampa.
5	Iuka	do	Actg. Vol. Lt. Comdr. W. C. Rogers.	Cruising.
4	Lee, O. H	Schooner	Actg. Master O. Thacher	St. Marks.
.....	Mangham, Geo	do	Actg. Master Edward L. Haines	Key West, repairing.
5	Magnolia	Steamer	Actg. Vol. Lt. Comdr. W. S. Cheesman.	Supplying squadron with men.
10	Mahaska	do	Lt. Comdr. W. Gibson	West Pass, Apalachicola.
2	Marigold	Tug	Actg. Master Pilot C. P. Williams	Harbor duty, Key West.
8	Midnight	Bark	Actg. Master J. C. Wells	St. Andrew's.
3	Nita	Steamer	Actg. Vol. Lt. R. B. Smith	Key West, condemned
22	Powhatan	do	Commodore Jas. F. Schenck	Flagship, Key West.
7	Pursuit	Bark	Actg. Master J. Van Boskirk	Key West.
7	Restless	do	Actg. Vol. Lt. L. H. Partridge	St. Joseph's.
4	Sagamore	Steamer	Lt. Comdr. C. E. Fleming	St. Marks.
6	Somerset	Ferryboat	Actg. Vol. Lt. W. P. Rogers	Apalachicola.
6	Spirea	Steamer	Actg. Vol. Lt. G. E. Nelson	Do.
5	Stars and Stripes	do		Do.
2	Sunflower	Tug	Actg. Master C. G. Loring	Key West, repairing.
10	Tallapoosa	Steamer	Lt. Comdr. J. E. De Haven	Tampa.
3	Vassar, Matthew	Schooner	Actg. Master G. E. Hill	Ordered to Key West.
1	Wanderer	do	Actg. Master Wm. McClintock	Guard vessel, Key West.
.....	Yucca	Steamer	Actg. Master H. C. Wade	Apalachicola.

TENDERS.

Guns.	Name.	Class.	Attached to—	Commanding officer.	Duty or station.
1	Ariel	Schooner	Tallapoosa	Actg. Ensign A. J. Kendall	Cruising near Tampa.
2	Fox	do		Actg. Master F. Burgess	St. Marks.
1	Rosalie	Sloop	Wanderer	Mate S. H. Pickles	Guard vessel Boca Chica.
1	Sea Bird	Schooner	Tallapoosa	Actg. Master E. L. Robbins	Cruising.
1	Stonewall	do	Britannia	Actg. Ensign J. R. Bell	Cedar Keys.
1	Two Sisters	do	Tallapoosa	Actg. Master T. Chatfield	Charlotte Harbor.

C. K. STRIBLING,
Acting Rear-Admiral, Commanding Squadron.

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding the arrival at Key West of the U. S. S. Powhatan.

No. 127.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., May 2, 1865.

SIR: I have the honor to inform you that the *Powhatan* arrived here on the 29th ultimo, and I hoisted my flag on board of her yesterday.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

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Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding measures for the capture of President Davis and Cabinet.

No. 130.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., May 3, 1865.

SIR: On the evening of the 1st instant an aid of General Sherman arrived here with information that Jefferson Davis and Cabinet, with considerable treasure, passed Charlotte, N. C., on the 23d ultimo, escorted by a large cavalry force, and that it was supposed they would attempt to make their escape from the coast of east or west Florida. To-day I received a dispatch from Admiral Dahlgren giving me the same information. I dispatched a vessel to the west coast yesterday morning to give the information and ordered all fishing and other boats from this place to return immediately to Key West. The vessels at the blockaded ports will remain at their stations and all cruising vessels have been ordered to guard with vigilance the coast, and, if possible, prevent the escape of the rebels. I also sent off yesterday two boat expeditions to cruise inside the reef and amongst the keys to Cape Florida.

I have to-day ordered an expedition under Commander Cooper to take possession of Key Biscayne and to guard the passage to the Gulf from it and Bear's Cut to the eastward of the key. It is not improbable the rebels may attempt to leave the United States by one of these inlets, as there is a land route to Fort Dallas, at the mouth of the Miami River. All that region of Florida is well known by Mr. Mallory. I think we shall be able to prevent their escape from any place they can reach in this vicinity. The west coast will be more difficult to guard, from its great extent. Admiral Dahlgren has sent a number of vessels along the east coast, and I have requested him (he offered to do so) to guard the coast from Key Biscayne, as we had not vessels enough to do it and guard other parts of the coast.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Report of Acting Rear-Admiral Stribling, U. S. Navy, transmitting correspondence relative to United States vessels at Inagua.

No. 134.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, May 6, 1865.

SIR: I have the honor to enclose two letters from Mr. Kirkpatrick, U. S. consul at Nassau, of the 17th* and 22d† ultimo, in relation to visits of vessels to Inagua and the schooner *St. Mary's* captured by rebel soldiers in the Chesapeake.

I also enclose copies of correspondence between commanders of vessels visiting Inagua, the chief magistrate there, and the Governor of the Bahamas, Nos. 1 to 5, inclusive.

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* See p. 839. † P. 835.

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As these vessels do not belong to this squadron, I shall inform Mr. Kirkpatrick that I have referred the matter to the Department.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

[Enclosures.]

U. S. CONSULATE,
Nassau, [New Providence], April 17, 1865.

SIR: I have the honor to enclose to you a letter from the colonial secretary of the Bahamas, with copies of letters and correspondence in regard to visits of United States ships of war at Inagua, which the governor desires should be laid before you with a view to a stop being put upon these irregularities on the part of our commanders. The construction which the governor puts upon that proclamation, "that he can only give permission to anchor in case of deep distress," is, in my judgment, neither its true intent nor meaning. It says "they shall not anchor, etc., in the harbor of Nassau or in any roadstead of the Bahamas, etc., without the permission of the governor, etc.," or "in case of distress, etc.," but his construction would render it impossible even to find out that they are in distress, by refusing to let them send a boat on shore to report the fact. His predecessor did not so construe it; he in almost every case when permission was asked to anchor for a short period granted the request, and the local authorities at the out islands were delegated with authority to grant permission there. Now it seems they are to be shut off from communicating with the shore or the consuls of their governments in any case, except such cases of distress as may appear such from conjecture, not from enquiry on the part of the governor.

I submit the papers enclosed to you, knowing that you will do what you believe to be right in the premises and give your orders accordingly.

Very respectfully, your obedient servant,

THOMAS KIRKPATRICK.

Admiral C. K. STRIBLING,
Commanding East Gulf Blockading Squadron, Key West.

No. 1.] U. S. SHIP NEREUS,
Mathew Town Roads, [March 19, 1865.]

SIR: I have the honor to report the arrival of the U. S. S. *Nereus* at this place. I anchored merely to save a few hours' heavy rolling and pitching between this and Cape Henri.

Have no need for supplies. I send you a few papers of late date from the United States, and am,

Very respectfully, etc.,

J. C. HOWELL,
Commander, U. S. Navy.

W. H. PINDER, Esq.,
Acting Resident Justice.

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No. 2.] MATHEW TOWN,
Inagua, March 25, 1865.

SIR: I have the honor to report to you for the information of his excellency the governor that the U. S. S. *Nereus*, Commander Howell, anchored in this roadstead on the 19th March, instant.

In less than twenty minutes after I received a letter, a copy of which is annexed, addressed to me from the commander, which I had scarcely read when two of the officers called on me and stated that they [were] desired by him to express regret at his inability to pay his respects personally, as he had been for some time unwell, and to ask if there was any harm to remain at anchor for a few hours. I replied "Harm! The Queen's proclamation should be respected, gentlemen. I have no authority to sanction her anchoring here any time."

Whether it was the result of this answer or no I am unable to say, but in less than half hour after the officers were on board and the vessel steaming off, having been less than one hour in port.

I have the honor to be, etc.,

W. H. PINDER,
Acting Resident Justice.

Hon. CHARLES R. NESBIT,
Colonial Secretary.

No. 3.] U. S. CONSULAR AGENCY,
Inagua, Bahamas, March 28, 1865.

SIR: The U. S. Ship of War *Galatea*, Commander Nicholson, encountered boisterous weather in the passage on the night of the 27th instant, and was compelled to bear up for this port for a harbor and to examine the cause of his leak.

I therefore beg to ask permission for the *Galatea* to remain at anchor till such examination can be made, and also take this opportunity of explaining the cause of Captain Nicholson's apparent disregard for the observance of the Queen's proclamation, as notified in your communication of this date.

I have the honor, etc.,

DANIEL SARGENT,
U. S. Consular Agent.

W. H. PINDER, Esq.,
Resident Justice.

No. 4.] INAGUA, *March 30, 1865.*

SIR: I have the honor to report to you for the information of his excellency the governor that the U. S. S. *Galatea*, Commander Nicholson, anchored in this roadstead at half past 8 o'clock on the morning of the 28th of March, instant.

I immediately addressed a communication to Mr. Sargent, the consular agent, on the subject, when a correspondence ensued, copies of which I have the honor to annex. My verbal reply to the enquiry contained in Mr. Sargent's letter, marked No. 2, was that I should refer it to his excellency the governor, to which he answered "that was what he wished."

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The *Galatea* left the roadstead at 5 o'clock on the evening of yesterday, the 29th.

I have the honor, etc.,

W. H. PINDER.

Hon. CHARLES R. NESBIT,
Colonial Secretary.

No. 5.] COLONIAL SECRETARY'S OFFICE,
Nassau, April 15, 1865.

SIR: With reference to my letter of the 21st ultimo, I am directed by the governor to forward to you copies of two reports just received from the resident justice at Inagua, reporting further visits from United States vessels of war to the anchorage of Mathew Town. His excellency desires to call your attention to the very insufficient reasons alleged by the commanders in one instance, if not in both, for infringing thus upon the royal proclamation of neutrality with the view of our bringing it specially to the notice of Admiral Stribling at Key West.

I have the honor to be your most obedient servant,

CHARLES R. NESBIT,
Colonial Secretary.

THOMAS KIRKPATRICK, Esq.,
U. S. Consul, Nassau, [New Providence].

Report of Acting Rear-Admiral Stribling, U. S. Navy, acknowledging information from the Department regarding President Davis and the C. S. ram Stonewall.

No. 135.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., May 6, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of the 28th ultimo, informing me "that Jeff. Davis with his Cabinet passed into South Carolina on the 26th ultimo with the intention, no doubt, of getting out of the country either via Cuba or across the Mississippi." My letter of the 3d instant, No. 130, has informed you of steps taken to prevent the escape of Davis and company by the East or West coast of Florida.

I have also to acknowledge the receipt of your letter of the same date in relation to the rebel ram *Stonewall.*

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Order of the Secretary of the Navy to Commander Ransom, U. S. Navy, commanding U. S. S. Muscoota, to proceed to duty in the East Gulf Squadron.

NAVY DEPARTMENT, *May 6, 1865.*

SIR: Proceed with the *U. S. S. Muscoota* to Key West, Fla., and report to Acting Rear-Admiral C. K. Stribling for duty in the East Gulf Squadron.

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Such charts and instruments as are not needed you will return to the Bureau of Navigation.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Commander G. M. RANSOM,
Commanding U. S. S. Muscoota, Hampton Roads, Va.

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding readiness of Confederates at Tallahassee for surrender upon terms of capitulation.

No. 154.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., May 8, 1865.

SIR: I have to-day received information from the commanding officer on the blockade at St. Marks that the rebels at Tallahassee are ready to surrender upon the terms of Johnston's capitulation, and are waiting for the action of the officers appointed by General Sherman to carry out his orders.

As there will then be no armed force of rebels to the east of Apalachicola, I have to request that you will inform me if it will make any change in the blockade of the coast as now existing?

I have the honor to be, very respectfully, etc.,

C. K. STRIBLING,
Acty. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Report of Acting Volunteer Lieutenant Voorhees, U. S. Navy, commanding U. S. S. Isonomia, regarding the capture of the British bark George Douthwaite.

U. S. S. ISONOMIA,
Egmont Key, Tampa Bay, Fla., May 10, 1865.

SIR: I have the honor to report the capture of the English bark *George Douthwaite*, of South Shields, England, Captain George Davis, on the 8th instant, off the Warrior River, west coast of Florida, loaded with sugar, rum, wool, ginger, and mahogany, from Jamaica, West Indies, twenty-two days out, under the following circumstances: On the morning of the 8th instant, while cruising under slow speed between the rivers Steinhatchee and Aucilla, at about 6 a. m., sighted a strange sail bearing N. N. W. by compass, heading N. by W. ½ W., under fore and aft sails, with the square sails clewed up. We were steering N. W. by compass in 3½ fathoms of water, land in full view; gave chase, and at 7 a. m. beat to general quarters and fired a blank cartridge from 30-pounder Parrott, being then about 2 miles distant from the chased vessel, which was heading for the land, but hauled head offshore soon after and set the foresail and foretopsail. At 7:30 a. m. passed under his stern and found her in 15 feet of water; sent the executive officer and armed boat's crew on board to take charge, and to send the captain with his papers on board this vessel. She had one boat in the water alongside and the launch hoisted out and hanging by the yard tackles ready for lowering, with no colors hoisted, but having the English ensign on a ratlin on the starboard mizzen rigging, after I had asked where his flag was.

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I hailed him twice to heave to and shorten sail, but he did not until our men had got on deck and ordered them to shorten sail and began to do so themselves. When I asked him what he was doing inside the blockade, the captain said he was bound for London and had grounded at 4 a. m. that morning, and that he did not know where he was or how he got there. At 8 a. m. it came on stormy, and an S. S. W. gale setting in I sent the captain on board, and ordered the prize master to make sail and follow me. I then ran for St. Marks for a harbor of safety for this vessel and the prize, where we anchored at meridian in 19 feet of water, and the prize anchored soon after near this vessel. On the morning of the 9th instant, being short of coal and being fine weather, at 5 a. m. I took the prize in tow and started for Tampa Bay with prize master and two men on board in charge of prize, and safely anchored her in this bay. At 8 a. m. the wind was S. S. E. and S. W. swell setting in, the men were employed in unbending and repairing sails and otherwise putting the vessel in order to proceed to Key West with the first slant of wind. I send all the officers and men to Key West in the vessel, 12 in number. I am informed that the second officer of the prize is acquainted on this coast and has sailed from St. George's Sound before the war. The captain asked one of our men when they boarded the vessel where the river Steinhatchee was. One of the crew has sailed out of Apalachicola since the war, as he told two of our men that he knew me when I was on board the *Port Royal*, blockading Apalachicola. I send Acting Master James F. Alcorn and 5 men in charge of the prize, and Acting Master [and] Pilot N. Thrift from the U. S. S. *Honeysuckle* to pilot the vessel to Key West.

Very respectfully, your obedient servant,

L. D. D. VOORHEES,
Acting Volunteer Lieutenant, Commanding U. S. S. Isonomia.

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

Report of Acting Rear-Admiral Stribling, U. S. Navy, requesting vessels in place of the U. S. steamers Fort Henry and Somerset in view of the destruction of Confederate vessels at Columbus, Ga.

No. 158.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., May 11, 1865.

SIR: The destruction of the rebel ram and ironclads so long preparing at Columbus, Ga., to oppose which we have had the *Fort Henry* and *Somerset* stationed off Apalachicola, renders these vessels useless for that purpose. These vessels were originally New York ferryboats, and are only fit for such service as that upon which they have been employed. I would respectfully request two small steamers to be sent here to replace them, as they both require extensive repairs. I would send them north at once, but at present their services can not be dispensed with without weakening the blockade where it is most important to have it effective.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

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Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding the movements of the C. S. ram Stonewall.

No. 159.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., May 12, 1865.

SIR: I have a dispatch this morning from the consul-general at Havana informing me that the *Stonewall* arrived there yesterday morning and that it was reported that she would leave to-day for Galveston. It is difficult to say what would be the result if she comes here unless the fort could stop her. I fear we could not successfully resist her.

The *Powhatan* and *Aries* are the only vessels in port and unless we could board her and overpower her crew, we could hardly succeed in capturing this vessel, if she is so powerful as represented. You may depend upon our doing our best to destroy her if she comes here.

The consul-general also informs me that telegraphic dispatches report the arrival of Jeff. Davis and others at Matanzas on the 10th instant in the steamer *Imogene*, from Galveston. They could not have come in the vessel from Galveston, as there has not been sufficient time for Davis to have gone from Charlotte, [N. C.], on the 24th ultimo to that place and have gone to Matanzas, as only sixteen days elapsed. If they are at Matanzas they must have been taken on board the *Imogene* from some place on the Florida Reef.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Stations of vessels composing the East Gulf Blockading Squadron, May 15, 1865.

No. 165.]

Guns.	Name.	Class.	Commanding officer.	Present duty or station.
7	Aries	Steamer	Actg. Vol. Lt. J. M. Williams	Off Havana.
3	Beauregard	Schooner	Actg. Master W. H. Baldwin	Apalachicola.
5	Britannia	Steamer	Actg. Vol. Lt. W. B. Sheldon	Charlotte Harbor.
2	Clyde	do	Actg. Master C. Sears	Deadman's Bay.
6	Cherokee	do	Actg. Vol. Lt. W. E. Dennison	Cruising east coast of Florida.
.....	Dale	Ship	Comdr. R. Handy	Ordnance ship, Key West.
6	Fort Henry	Ferryboat	Actg. Vol. Lt. I. B. Baxter	West Pass, Apalachicola.
2	Glaucus	Steamer	Comdr G. H. Cooper	Receiving ship, Key West, Fla.
6	H. Hudson	do	Actg. Vol. Lt. Comdr. C. H. Rockwell.	Cruising near Anclote Keys.
1	Geo. Mangham	Schooner	Actg. Master E. L. Haines	Coal supply vessel.
6	Hibiscus	Steamer	Actg. Vol. Lt. W. L. Martine	Cedar Keys.
4	Honduras	do	Actg. Vol. Lt. Comdr. R. B. Smith	Supplying squadron.
2	Honeysuckle	Tug	Actg. Vol. Lt. Thos. Chatfield	Tampa.
5	Howquah	Steamer	Actg. Vol. Lt. J. W. Balch	East Pass, Apalachicola.
11	Ino	Ship	Actg. Vol. Lt. C. A. French	Ordered to Key West.
3	Isonomia	Steamer	Actg. Vol. Lt. L. D. D. Voorhees	Cruising near Tampa.
8	Iuka	do	Actg. Vol. Lt. Comdr. W. C. Rogers.	Ordered to Key West.
5	Magnolia	do	Act. Vol. Lt. W. S. Cheesman	Cruising between Cape Sable and St. Marks.
10	Mahaska	do	Lt. Comdr. Wm. Gibson	Ordered to Key West.
2	Marigold	Tug	Actg. Master Pilot C. P. Williams	Harbor duty, Key West, Fla.
3	Matthew Vassar	Schooner	Actg. Master G. E. Hill	Off Indian River.
8	Midnight	Bark	Actg. Master J. C. Wells	St. Andrew's Bay.

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Stations of vessels composing the East Gulf Blockading Squadron, May 15, 1865—Cont'd.

Guns.	Name.	Class.	Commanding officer.	Present duty or station.
3	Nita	Steamer	Actg. Master W. Porter	Off Key Biscayne.
4	O. H. Lee	Schooner	Actg. Master O. Thatcher	St. Marks.
18	Powhatan	Steamer	Comdr. Reed Werden	Off Havana.
7	Restless	Bark	Actg. Vol. Lt. L. H. Partridge	St. Joseph's Bay.
4	Sagamore	Steamer	Lt. Comdr. C. E. Fleming	St. Marks.
6	Somerset	do	Actg. Vol. Lt. W P. Rogers	Apalachicola.
6	Spirea	do	Actg. Vol. Lt. G. E. Nelson	St. Marks.
5	Stars and Stripes	do	Actg. Vol. Lt. John Sherrill	West Pass, Apalachicola.
2	Sunflower	Tug	Actg. Master C. G. Loring	Dispatch boat.
10	Tallapoosa	Steamer	Lt. Comdr. O. F. Stanton	Off Havana.
1	Wanderer	Schooner	Actg. Master W. McClintock	Guard vessel, Key West
2	Yucca	Tug	Actg. Master H. C. Wade	Ordered to Key West.

TENDERS.

Guns.	Name.	Class.	Attached to—	Commanding officer.	Duty or station.
1	Ariel	Schooner	Tallapoosa	Actg. Ensign A. J. Kendall	Cruising near Tampa.
2	Fox	do	Stars and Stripes	Actg. Master F. Burgess	Key West, repairing
1	Rosalie	Sloop	Wanderer	Mate S. H. Pickles	Guard vessel, Boca Chica.
1	Sea Bird	Schooner	Tallapoosa	Actg. Master E. L. Robbins	Cruising near Tampa.
1	Stonewall	do	do	Actg. Ensign J. R. Bell	Cruising, Cedar Keys.
1	Two Sisters.	do	Britannia	Actg. Master J. J. Russell	Cruising, Charlotte Harbor.

C. K. STRIBLING,
Acting Rear-Admiral, Commanding E. G. B. S.

HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
May 15, 1865.
(Received 8:30 a. m., 20th.)

SIR: *Stonewall* still at Havana yesterday at 4 p. m. Will try to keep her there. I write by mail.

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

SECRETARY OF NAVY.

Surrender of the C. S. ram Stonewall, at Havana, Cuba, May 19, 1865.*

Report of Acting Rear-Admiral Stribling, U. S. Navy, transmitting copy of letter to the U. S. consul-general at Havana.

No. 164.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., May 16, 1865.

SIR: Having some reason to suppose that there was a disposition on the part of the commander of the rebel vessel *Stonewall* to surrender her to the United States, I yesterday addressed a letter to the consul-general at Havana, of which the enclosed is a copy. As my letter to the consul-general explains my object, it is useless for me to remark

*See also Series I, volume 3.

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upon it. At the same time I gave Commander Werden instructions in relation to the surrender, etc., if it should be offered.

Some days since I observed in the newspapers that a proclamation would soon be issued by the President by which the rights of belligerents, heretofore conceded to rebel cruisers, would be withdrawn, and to-day I observed the correspondent of the New York Herald, dated Washington, May the 9th, gives a synopsis of the proclamation.

If I had received this information (though not official) before making the offer I did yesterday, I should not have done so; but having made it in good faith, I believe the Department will approve the course I have taken, if the surrender is made by the rebel officers. Under this belief I shall await the result of my offer and trust to the Department's approval.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

[Enclosure.]

HEADQUARTERS EAST GULF BLOCKADING SQUADRON,
Key West, Fla., May 15, 1865.

SIR: If the officers of the *Stonewall* are sensible men they must be aware of the desperate state of the rebel cause and may be disposed to surrender the vessel if the officers and crew can be paroled on the same terms that Lee and others surrendered their armies. You will, therefore, in such manner as you may think best, let it be known that upon the surrender of the *Stonewall* to Commander Werden, commanding the *Powhatan*, and fleet captain (who is authorized to receive the surrender), with her armament and all public property, the officers and crew will be paroled on the same terms as were granted to General Lee and his army—the officers to retain their side arms and officers and men to retain their private effects. And to put them on an equality with Lee's army, I will send them to such port as may be agreed upon.

There may be some rebel navy officers at Havana not belonging to the *Stonewall*, and as they may have influence, or even control, over her commander, they will, if they desire it, be included in the agreement and have the same privilege of retaining personal effects and being landed at the same place as the officers and crew of the *Stonewall*.

It is needless for me to say anything further, as it must be evident to the commander of the *Stonewall* that he can not hope to make captures and carry them into any port for their benefit. If they can not do this there is no other means of support, and whatever means they may now have will soon be exhausted. If they surrender now, whatever private means they have will be saved.

I am, very respectfully, your obedient servant,

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

WM. T. MINER, Esq.,
U. S. Consul-General, Havana.

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Report of Acting Rear-Admiral Stribling, U. S. Navy, transmitting correspondence with the Captain-General of Cuba regarding the status of the C. S. ram Stonewall.

No. 161.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., May 15, 1865.

SIR: Upon hearing of the arrival of the *Stonewall* at Havana, General Newton and myself addressed a note to the captain-general of Cuba, hoping that such a communication might induce him to reconsider the decision in considering rebel vessels entitled to the privileges of belligerents. The surrender of the great armies and the flight of Davis, we argued, proved the rebellion to have no further existence, as there was no longer any organized military force to support it. I enclose copies of the note to the captain-general and his answer.

Commander Werden proceeded to Havana in the *Powhatan*, on the 13th instant, and had a personal interview with the captain-general.

The *Powhatan* and *Aries* are the only vessels of any force I have here. They will be stationed off Havana, at sea, out of Spanish jurisdiction, to watch the *Stonewall* and try to keep her in port, and as soon as the *Tallapoosa* and *Mahaska* join them Commander Werden will be directed to attack the *Stonewall* if she goes to sea. The *Tallapoosa* and *Mahaska* are now cruising on the coast, and it may be two or three days before they can get my orders and return to this place. It is my intention, at present, to watch the movements of the *Stonewall* as long as she remains at Havana.

I do not consider that this will be any violation of neutrality, as the vessels will be cruising on the high seas. If I err in this, I beg to be informed without delay.

The Department will have been informed of the arrival of the *Stonewall* and have, I hope, sent the necessary reinforcements here to enable me to capture or destroy this vessel. Two or three heavy vessels, with good speed, will be sufficient. I would suggest a heavy sloop of war and two of the largest double-enders, if no ironclads or monitors are available. The vessels I have at present here will not be sufficient to watch and attack the *Stonewall* if she comes out, as some of them will have to be withdrawn from time to time for supplies. The *Powhatan*, *Tallapoosa*, and *Mahaska* are the only vessels on the station sufficiently strong to run her down, and in the absence of either of them I do not think it would be proper to attack her.

I have the honor to be, etc.,

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

[Enclosures.]

HEADQUARTERS U. S. FORCES, NAVAL AND MILITARY,
Key West, Fla., May 12, 1865.

SIR: We have understood that the ram *Stonewall* has arrived in the port of Havana.

The rebel armies under Lee, Johnston, and Taylor—in fine, all their troops east of the Mississippi—have surrendered.

The *Stonewall* can not cruise except under a piratical flag, because the Confederate Government has no representation, civil or military, in this country.

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If, therefore, this vessel is allowed to proceed to sea, the Spanish Government must account for tolerating piracy.

This dispatch will be delivered to you by Commander Reed Werden, fleet captain of the East Gulf Squadron.

We have the honor to be, your excellency's most obedient servants,

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.
JOHN NEWTON,
Brig. Gen., U. S. A., Comdg. Dist. Key West and Tortugas.

His Excellency the CAPTAIN-GENERAL OF CUBA.

[Translation.]

OFFICE OF THE SUPERIOR CIVIL GOVERNMENT
OF THE EVER FAITHFUL ISLAND OF CUBA,
Havana, May 13, 1865.

EXCELLENT SIR: I have received a communication signed by your excellency and Mr. John Newton, brigadier-general of the United States Army, commanding the district of Key West and Tortugas, in which you state that in consequence of the arrival in this port of the ram *Stonewall*, that if this vessel is permitted to proceed to sea that the Spanish Government will be held responsible for tolerating piracy, as the Confederate Government has no representative, either civil or military.

Through the newspapers of the United States I have learned that the Confederate troops commanded by General Lee and others have surrendered. But having no new instructions from my Government, I have to confine myself to those in existence, which date from June and December, 1861, in which I am directed to observe the strictest neutrality in the contest between the Federal States of the Union and the Confederate States of the South.

This neutrality has never been infringed since that period, and I will continue to observe it until new orders to the contrary are received; and your excellencies will permit me to say that such communications, of the class to which I reply, are only proper and permitted from one nation to another through its legitimate representatives ad hoc, which neither of your excellencies nor myself is.

The ram *Stonewall* entered this port on the 11th instant with damage to her steam machinery, which is now being repaired. As soon as she is ready I will cause her to leave this port, under the conditions prescribed in the royal decree of my Government, dated 17th June, 1861, unless some unforeseen occurrence should give occasion for longer detention, of which I will inform your excellencies.

I am desirous that the good relations existing between my Government and that of the United States should continue, and I am satisfied that I will not be the cause of any interruption of the same, as the Government of the Union will understand by the just explanation contained in this communication.

God preserve your excellencies many years.

DOMINGO DULCE.

His excellency Mr. STRIBLING,
Rear-Admiral, Comdg. East Gulf U. S. Squadron.

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Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding means for guarding the ram Stonewall.

No. 169.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, May 20, 1865.

SIR: The U. S. S. *Connecticut* arrived here yesterday morning from Havana. As the ram *Stonewall* is still there I have concluded to keep the *Connecticut* here to assist in watching the movements of the ram until such time as I shall have received additional force.

I have the honor to be, very respectfully, your obedient servant,
C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding surrender to the Spanish authorities.

No. 170.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., May 21, 1865.

SIR: I have just received a dispatch from the captain-general of Cuba, informing me that the rebel ram *Stonewall* had been delivered to the Spanish authorities by the rebel commander, and that she will be kept until the orders of his Government are received.

Her officers and crew have left the vessel, the latter having been paid off by the Spanish authorities.

I have the honor to be, very respectfully, your obedient servant,
C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

[Telegram.]

KEY WEST, FLA., *May 21, 1865.*
(Received Washington, May 25, 1865.)

SIR: The *Stonewall* was turned over to the Spanish authorities by her rebel commander on the 19th instant.

C. K. STRIBLING,
Commanding East Gulf Blockading Squadron.

Hon. GIDEON WELLES.

Report of Acting Rear-Admiral Stribling, U. S. Navy, transmitting letter from the captain-general of Cuba.

No. 171.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., May 22, 1865.

SIR: Referring to my letter of the 21st instant (No. 170), announcing the surrender of the *Stonewall*, I enclose herewith a copy of the

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dispatch received from the Captain-General of Cuba, informing me of the same.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

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

[Enclosure.]

OFFICE OF THE SUPERIOR CIVIL GOVERNMENT
OF THE EVER FAITHFUL ISLAND OF CUBA.
Havana, May 19, 1865.

EXCELLENT SIR: On the 13th of the present month I had the honor to reply to a communication signed by your Excellency and by Brigadier-General Newton, of the Army of the United States, commanding the Department of Key West and Tortugas, with reference to the arrival of the ram *Stonewall.*

Since that period I have been endeavoring to prevent, in a manner consistent with dignity, decorum, and humanity, and with due respect to the good understanding which my Government wishes to preserve toward the United States, the unnecessary shedding of any more precious blood between two kindred people as are the North and the South, which constitute the United States.

To-day I have the satisfaction of having obtained that the *Stonewall* cease to be one of the vessels of war of the enemies of the United States.

This morning the commander, Mr. Thomas J. Page, has surrendered for safe-keeping, and subject to the disposal of the Queen of Spain, the said steamer lately under his command.

I will communicate this success to my Government by the first mail and ask for instructions in reference thereto.

All the crew has been discharged and the *Stonewall* remains in the custody of the navy of her Catholic Majesty.

The commander of the ram would not adopt any other course, but, notwithstanding, this vessel, once an enemy of the United States, has ceased to be so.

God preserve your Excellency many years.

DOMO DULCE.

His Excellency Mr. STRIBLING,
Rear-Admiral, Comdg. U. S. East Gulf Blkdg. Squadron.

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding an interview with the captain-general of Cuba and a visit to the C. S. ram Stonewall.

No. 178.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., May 27, 1865.

SIR: On Monday evening, the 22d instant, I left here in the *Iuka* and joined the *Pochatan* next morning off Havana, sent the other vessels off the port on a cruise, and went into port in the flagship.

My object in visiting Havana was to pay my respects to the captain-general and thank him for his action in the case of the *Stonewall.*

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In my interview with the captain-general he expressed his satisfaction in having been able to induce the commander of the *Stonewall* to surrender the vessel unconditionally to the Spanish Government. He (the rebel commander) had endeavored to get a promise from the captain-general that in no event would the vessel be delivered up to the United States. The captain-general declined giving such assurance.

I visited the *Stonewall* and do not consider her so formidable a vessel as has been represented. In a seaway she would be powerless, and unless her speed was greater than that of her opponent her ram could do no harm. I left Havana on Wednesday afternoon in the *Powhatan* and arrived here next morning (the 24th).

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

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

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

Order of the Secretary of the Navy to Acting Rear-Admiral Stribling, U. S. Navy, regarding the reduction of the East Gulf Squadron.

NAVY DEPARTMENT, *May 20, 1865.*

SIR: Your No. 158, of the 11th instant, has been received. The condition of affairs now admits of a reduction of the East Gulf Squadron. Send home all but fifteen vessels and reduce expenses of every kind accordingly.

Such volunteer officers as are desirous of leaving the service and those of the men who have the shortest time to serve can be sent home in the returning vessels. Endeavor to retain the most efficient officers and select such vessels for retention as in your opinion promise to be most useful and serviceable on the station.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral C. K. STRIBLING,
Comdg. Eastern Gulf Blockdg. Squadron, Key West.

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding orders given to various vessels.

No. 172.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., May 22, 1865.

SIR: I have ordered the *Glaucus* to New York, to be accompanied by the *Magnolia*, and the latter vessel to return to this place as soon as some men I have written to the Chief of the Bureau of Equipment and Recruiting for are received, if not otherwise ordered by the Department.

As soon as the *Magnolia* returns, I intend to send her to accompany the *Fort Henry* and *Somerset* (the latter has no steam power) to New York, as she is the most suitable vessel in the squadron for this service. The *Connecticut* left here yesterday for Hampton Roads; the surrender of the *Stonewall* to the Spanish authorities at Havana made it unnecessary to detain her any longer.

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The *Huron* arrived yesterday from Hampton Roads to assist in preventing the escape of Jeff. Davis. As this is no longer necessary, I have ordered Lieutenant-Commander Selfridge to return forthwith to his station and report to Acting Rear-Admiral Radford.

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

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

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

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding the reduction of the squadron under his command.

No. 176.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., May 26, 1865.

SIR: The capture of Jeff. Davis and the surrender of the *Stonewall* to the Spanish authorities enable me to commence the reduction of the squadron.

As soon as they arrive from their proper stations I shall send north the *Fort Henry*, *Somerset*, *Isonomia*, and *Britannia*, as being, in my opinion, inefficient or no longer required.

The *Beauregard*, *Ariel*, *Rosalie*, *Stonewall*, and *Two Sisters* are small schooners, and can be dispensed with, and I request the authority of the Department to have them sold here, as they are such vessels as would sell for a higher price here, I believe, than anywhere else, as they are of the size required at this place. All of them are well worn and will soon require considerable repairs.

I shall, perhaps in a week or two, add to the above the *Aries*, *Cherokee*, *Iuka*, and *Sunflower*.

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

C. K. STRIBLING,
Acty. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Report of Acting Rear-Admiral Stribling, U. S. Navy, requesting authority for the sale of the steamer Spray, surrendered at Tallahassee, Fla.

No. 177.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., May 27, 1865.

SIR: When the rebel land forces were surrendered at Tallahassee on the terms agreed upon between Generals Sherman and Johnston a small steamer called the *Spray* was surrendered by her commander, H. H. Lewis, to the Navy, and the officers and crew paroled by the provost-marshal of General Cooke.

The *Spray* is a small high-pressure steamer, unseaworthy but in a condition to move in smooth water. She has a good launch and one other serviceable boat.

This is the account given of her by Lieutenant-Commander Gibson. I have ordered her to be brought to Key West if she is in a fit condition to be moved. If upon examination the *Spray* is found to be in the condition represented, I request your authority to have her sold.

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It has been represented to me that upon the surrender of the *Spray* Lieutenant H. H. Lewis, her commander, was scrupulously careful in having the vessel and everything belonging to her, and ordnance and ordnance stores on shore, delivered in good order to the officer ordered to receive them.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, regarding the capture of small boat containing persons supposed to be prominent men under fictitious names.

U. S. S. UNION,
Navy Yard, New York, May 27, 1865.

SIR: I have the honor to report the arrival of this ship at this station, after having complied with my orders from the honorable Secretary of the Navy, dated April 17, 1865.

On the morning of the 21st of May, Acting Rear-Admiral Stribling received official dispatches announcing the surrender of the rebel pirate ram *Stonewall* to the Spanish authorities in Havana.

The same morning General Newton, commanding the army forces at Key West, received information that his pickets at Cape Sable, [Fla.], had captured a boat containing 7 white persons and 1 colored, all armed, and to appearance, persons of importance. They had embarked at Crystal River, pulling and sailing along the coast of Florida during the night, and secreting themselves during the day. Their object was to get to Havana. They gave their names as follows: Frank C. Anderson, Frederick Mohe, Richard S. McCullock, Thomas A. Harris, Julius C. Pratt, Isaac A. Homer, Henry W. McCormick. Not having been received at Key West, it is not known who they are. Their conduct looks suspicious and leads to the supposition that they were men of importance in the so-called Confederacy, and that many of the names given are fictitious. It is thought Breckinridge and Mallory are among them.

Very respectfully, your obedient servant,

EDWARD CONROY,
Acting Volunteer Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding the loss of Confederate torpedo boat en route to Key West towed by the U. S. S. Yucca.

No. 180.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., May 29, 1865.

SIR: Upon the capture of Columbus a small torpedo boat not entirely finished was not destroyed by the rebels, and was sent down to Apalachicola. I ordered her to be towed to this place, and I regret to report her being lost on her way here in tow of the *Yucca*. A strong westerly wind prevailed at the time, and every effort was made on the

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part of Acting Master Wade, commanding the *Yucca*, to save the boat. I am satisfied that Acting Master Wade should not be blamed for the loss of the boat, as she was not intended to go to sea; but I supposed at this season of the year, when light winds and calms prevail, she might be towed here in safety.

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

C. K. STRIBLING,
Acting Rear-Admiral, Commanding Squadron.

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

Report of Acting Rear-Admiral Stribling, U. S. Navy, requesting to be relieved from command of the East Gulf Blockading Squadron.

No. 182.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., May 30, 1865.

SIR: As I have not entirely recovered from a severe attack of neuralgia last winter, I respectfully request to be relieved from the command of the East Gulf Blockading Squadron and appointed to succeed Commodore Engle at the Naval Asylum whenever the Department may relieve him from the command.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Stribling, U. S. Navy, acknowledging the Department's orders regarding the reduction of the squadron.

No. 184.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., May 31, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of the 20th instant. Before its receipt I had commenced to reduce the squadron. Your order will be complied with as soon as possible.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Order of the Acting Secretary of the Navy to Acting Rear-Admiral Stribling, U. S. Navy, regarding the reduction of the squadron under his command.

NAVY DEPARTMENT, *May 31, 1865.*

SIR: Reduce the East Gulf Squadron to the following number of vessels with all possible dispatch, viz: Four tugboats, ten other steamers.

You can have in addition such store vessels as may be required in connection with this force.

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Select the most efficient vessels for retention and send to the Department a list of them. Send all the others to Philadelphia, New York, and Boston before the middle of July. If any can be sold at Key West, so report to the Bureau of Construction.

Fill up the vessels that remain as the fixed force of the squadron with their complement of officers and men. Retain for this purpose good volunteer officers, so far as possible, those who wish to continue a while longer in the service, and send north all other volunteer officers, for the purpose of being mustered out of the service. Of the men, send home those who have the least time to serve.

In forwarding to the Department a list of the vessels retained send with it lists of the officers of each and complete muster rolls of their crews, the latter to the Bureau of Equipment and Recruiting.

All property hitherto belonging to the rebel Naval Department or that was under its control will be taken possession of by you, and an account taken, with an estimate of the value thereof, and forwarded to this Department. If such property is in the possession of the United States military forces, make a written request for it, and report your action to this Department, that the necessary orders may be given by the War Department for its delivery to the Navy.

Economize in the use of coal and give directions to all vessels to keep steam down, except in an emergency, of which the senior officer shall judge, under the directions of the commander of the squadron.

The title of the squadron under your command will hereafter be the "East Gulf Squadron."

Very respectfully, etc.,

G. V. Fox,
Acting Secretary of the Navy.

Acting Rear-Admiral C. K. Stribling,
Commanding East Gulf Squadron, Key West, Fla.

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding matters connected with the reduction of the squadron under his command.

No. 185.] Hdqrs. East Gulf Blockading Squadron,
Key West, Fla., June 1, 1865.

Sir: I have to-day ordered the *Aries* to Boston. This vessel is in good order and ready for any service.

The following-named vessels will be sent north as soon as they can come from their present stations, viz: *Britannia*, *Cherokee*, *Fort Henry*, *Honeysuckle*, *Howquah*, *Isonomia*, *Iuka*, *Ino*, *Somerset*, *Stars and Stripes*, and *Sunflower*.

In consequence of the number to which you have limited this squadron, I have to request your authority to add to the number of small vessels to be sold, named in my No. 176, the *Fox*, *Sea Bird*, and *Wanderer*. The *Wanderer* is unseaworthy and can not be sent north without considerable repairs, and I suppose she will sell as well here as anywhere else.

I enclose the names of the vessels I propose to retain and the places where they are to be stationed.

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You will observe that I have not included the *Dale*, *Marigold*, *George Mangham*, and *Yucca* in the number (15) authorized to be retained.

I would recommend that the *Dale* be sent north, as, for so small a squadron, I do not consider an ordnance ship necessary. The powder and fixed ammunition are at Fort Taylor, and all other ordnance stores, etc., can be kept in store on shore.

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

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blockading Squadron.

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

[Enclosure.]

List of vessels to be retained in the East Gulf Blockading Squadron.

Name.	Station.
1. Powhatan	Flagship.
2. Paul Jones	St. George's Sound.
3. Muscoota	Do.
4. Mahaska	To cruise between St. Marks, St. George's Sound, and St. Andrew's.
5. Tallapoosa	Tampa.
6. Clyde	Cruising between Tampa and Key West.
7. Hibiscus	Cedar Keys.
8. Spirea	St. George's Sound.
9. Hendrick Hudson	Cruising between St. Marks and Tampa.
10. Saganore	St. Marks.
11. Midnight	St. Andrew's.
12. Restless	St. Joseph's.
13. Matthew Vassar	Indian River.
14. O. H. Lee	Charlotte Harbor.
15. Honduras	Supply vessel.
Dale	Ordnance ship.
Marigold	Harbor tugboat.
George Mangham	Coal-supply vessel.
Yucca	Dispatch boat.

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blockading Squadron.

Report of Brigadier-General Asboth, U. S. Army, regarding the occupation of Apalachicola, Fla.

HEADQUARTERS DISTRICT OF WEST FLORIDA,
Barrancas, June 6, 1865.

COLONEL: I have the honor to report that, in compliance with the orders of the major-general commanding, I left this place for Apalachicola, Fla., on the 31st instant [ultimo], at 10 a. m., with the U. S. transports *Peabody*, *N. P. Banks*, *Clyde*, *Hussar*, and *Tampico*, with the One hundred and sixty-first New York Infantry and the Eighty-second U. S. Colored Infantry and 30 mounted men and supplies for Brevet Major-General Wilson's command at Macon, Ga., on board, convoyed by the U. S. S. *Itasca*, Lieutenant-Commander N. Green commanding, under instructions contained in enclosed, in 1, 2, and 3. I arrived at the upper anchor[age] of Apalachicola, after a smooth run of twenty-three hours, at 9 a. m. on the 1st instant, and, landing with the steamer *Tampico*, directed that the discharging of the vessels should commence immediately and continue day and night, in accordance with enclosed orders, under 4, 5, and 6. The last steamer being

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discharged on the night of the 4th instant, I embarked at daylight on the 5th and got underway at 9 a. m. with the fleet, except the steamer *Tampico*, which remained at Apalachicola as lighter, having been assigned to that duty by Captain Rundle, assistant chief quartermaster at Mobile, Ala., and arrived here at daybreak, after a run of twenty hours. Upon taking possession of the town of Apalachicola I found 868 bales of cotton belonging to private parties in the hands of the naval authorities, which was turned over to the post quartermaster for safe-keeping. Seventy-six bales more arrived before I left, making a total of 944 bales now in the hands of the quartermaster, awaiting the arrival of the Treasury agents. All supplies intended for Brevet Major-General Wilson's command were forwarded up the Apalachicola and Chattahoochee rivers on steamer *Young*, in charge of Captain Lamson, Seventeenth Indiana Volunteers. I requested General Wilson to communicate such instructions as were necessary for the forwarding of further supplies to his command to Colonel Zulavsky, commanding post, and to order one of the small steamers on the Chattahoochee River down to Apalachicola for Government use in this district. I also requested him to have the light-house machinery and buoys belonging to Apalachicola Bay, but which were taken by the rebels to Eufaula, sent down, that they may be placed in their old positions, and that all the naval property taken from Pensacola navy yard by S. Z. Gonzales, late naval storekeeper under the Federal as well as the rebel Government, to Morino's Plantation, near Albany, Ga., to be shipped down the Flint River to Apalachicola, with the view of having it returned to the proper naval authorities. I beg to enclose a copy of my instructions to Colonel L. L. Zulavsky, commanding post, and would respectfully request to be informed, for my further guidance, whether they meet the approval of the major-general commanding. People are returning to Apalachicola from rebeldom as well as from the North, anxious to resume their former vocations. I can not speak in too high terms of Captain N. Green, commanding U. S. convoy steamer *Itasca*, who, by his nautical skill and efficiency, as well as his friendly willingness to aid whenever required, materially contributed to the successful trip and the speedy discharge of the vessels.

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

A. ASBOTH,
Brigadier-General, Commanding.

Lieutenant-Colonel C. T. CHRISTENSEN,
Asst. Adjutant-General, Headquarters Department of the Gulf.

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding the dispatching north of the U. S. steamers Iuka and Cherokee.

No. 189.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., June 6, 1865.

SIR: The *Iuka* and *Cherokee* will leave this port to-day for Boston.

These vessels are sent north not on account of any defects, but because the Department has ordered the reduction of the squadron.

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

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blkdg. 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 Stribling, U. S. Navy, for the transfer of the command of the East Gulf Squadron to Acting Rear-Admiral Thatcher, U. S. Navy.

NAVY DEPARTMENT, *June 9, 1865.*

SIR: When your squadron is reduced to the number of vessels designated in the Department's order dated May 31, you will turn over the command of the East Gulf Squadron to Acting Rear-Admiral H. K. Thatcher, or, if he does not reach Key West in time, then by letter to that officer; and from that date the East Gulf Squadron will cease to exist.

You will then proceed to Boston in the *Powhatan*, and report your arrival there to the Department by telegraph.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral C. K. STRIBLING,
Commanding East Gulf Squadron.

Report of Rear-Admiral Stribling, U. S. Navy, regarding the departure of the U. S. steamers Isonomia and Somerset for New York.

No. 196.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., June 10, 1865.

SIR: I have ordered the *Isonomia* to tow the *Somerset* to New York. Both of these vessels left here yesterday for that place.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.

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

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding matters connected with the reduction of the squadron under his command.

No. 197.] HDQRS. EAST GULF BLOCKADING SQUADRON,
Key West, Fla., June 13, 1865.

SIR: When the reduction of the squadron is completed the naval force here will not be so great as to require the use of the rooms on shore, known as the "Naval Headquarters," and I respectfully request the authority of the Department to discontinue the use of them.

And with the reduced force I would respectfully suggest that I do not deem a fleet paymaster or fleet engineer as any longer required. The paymaster and chief engineer of the flagship could, I believe, perform all the duties required now of the fleet paymaster and engineer without interfering materially with their duties on board the flagship. If the Department determines to keep up the machine shop here, I would recommend that the commander of the squadron be authorized to assign one of the assistant engineers of the flagship to have charge of the shop and everything belonging to it, the officer in charge of stores (naval storekeeper) to have charge of all engineer's stores, as at

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present. The force of the machine shop to be reduced to 40 men. These, with the mechanics of the ship requiring repairs, could do the necessary work upon one vessel with the usual dispatch.

The reduction in store rent will be commenced in a few days, but can not be completed until the coal depot is altered, as proposed, to a storehouse.

The convenience of Key West as a coal depot will, I presume, determine the Department to continue it as such, without reference to its being the depot of supplies for a squadron.

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

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

[Endorsement.]

This letter was evidently written before the receipt of the instructions, May 31, which did not seem to have been acknowledged by anyone except Radford. Enquire the reason.

W.

Additional report of Acting Rear-Admiral Stribling, U. S. Navy, regarding reduction of the squadron under his command.

No. 200.] HDQRS. EAST GULF SQUADRON,
Key West, Fla., June 14, 1865.

SIR: I have to acknowledge the receipt of your letter of the 31st ultimo in relation to the reduction of the squadron. Before its receipt I had so far carried out the orders of the Department of the 20th ultimo as to reduce the squadron to 13 instead of 14 steam vessels, and they are as follows: *Powhatan*, *Muscoota*, *Paul Jones*, *Tallapoosa*, *Mahaska*, *Sagamore*, *Clyde*, *H. Hudson*, *Hibiscus*, *Honduras*, *Marigold*, *Spirea*, and *Yucca*. The *Dale*, ordnance storeship, will be retained until further orders are received. The *Ino* will be retained until I receive orders about the schooners I have recommended to be sold, to take the crews of these vessels north, if I am authorized to sell the vessels. The *George Mangham*, store vessel, will be retained to take surplus stores to any place they may be ordered to be sent. The *Midnight*, *Restless*, *Matthew Vassar*, and *O. H. Lee* will be sent north as soon as they can be brought from the places where they are now stationed, and will take surplus ordnance stores, as directed by Chief of Bureau of Ordnance. The *Stars and Stripes* and *Britannia* were amongst the vessels I originally (under the Department's orders of the 20th ultimo) designated to be sent north, but as they were farthest off they have not yet left for the north, and as they are both in bad condition, I shall still send them, though it will reduce the squadron one below the number authorized. The lists of officers and complete muster roll of crews of the vessels retained will be forwarded as soon as the vessels at a distance can be communicated with.

I have the honor to be, very respectfully, etc.,

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

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Report of Acting Rear-Admiral Stribling, U. S. Navy, acknowledging Department's orders regarding the transfer of command of the East Gulf Squadron.

No. 202.] HDQRS. EAST GULF SQUADRON,
Key West, Fla., June 17, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of the 9th instant, directing me to turn over the command of the squadron to Acting Rear-Admiral Thatcher, etc.

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

C. K. STRIBLING,
Acting Rear-Amiral, Comdg. East Gulf Blockdg. Squadron.

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

Letter from the Secretary of the Navy to Acting Rear-Admiral Stribling, U. S. Navy, regarding the action of the French and British Governments in relation to the Confederacy.

NAVY DEPARTMENT, *June 22, 1865.*

SIR: Information has been communicated to this Department by the Secretary of State that the Imperial Government of France has removed all restrictions heretofore imposed by it upon naval intercourse with the United States and has withdrawn from the insurgents the character of belligerents.

The Government of Great Britain also withdraws her concessions heretofore made of a belligerent character from the insurgents, but the withdrawal of the twenty-four hour rule has not been made absolute. Reciprocal measures will be extended to the vessels of that country.

The blockade of the ports and coast of the United States will soon cease, and with the cessation of hostilities the belligerent right of search will also cease.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral C. K. STRIBLING,
Commanding East Gulf Squadron, Key West, Fla.

Report of Acting Rear-Admiral Stribling, U. S. Navy, acknowledging the Department's communications.

No. 216.] U. S. FLAGSHIP POWHATAN,
Key West, Fla., July 5, 1865.

SIR: I have the honor to acknowledge the receipt of your two communications of the 22d ultimo, in relation to the withdrawal of restrictions and concessions, etc., by France and Great Britain, and in relation to the recovery of illuminating apparatus of light-houses. Some

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of the light-house property has already been recovered, and I have left instructions to my successor in relation to this matter.

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

C. K. STRIBLING,
Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

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

Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding transfer of the command of the East Gulf Squadron.

No. 215.] U. S. FLAGSHIP POWHATAN,
Key West, Fla., July 5, 1865.

SIR: I have the honor to inform you that in obedience to your orders, having completed the reduction of the squadron, I have this day turned over the command of the squadron to Rear-Admiral Thatcher by letter, and left Commander George M. Ransom, senior officer present, in charge.

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

C. K. STRIBLING,
Acting Rear-Admiral.

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

Report of Acting Rear-Admiral Stribling, U. S. Navy, of his arrival at Boston, Mass.

U. S. S. POWHATAN (FIRST RATE),
Boston, July 12, 1865.

SIR: I have the honor to inform you of the arrival of the *Powhatan* at Boston this morning, in obedience to your orders of the 9th ultimo. We left Key West on the morning of the 5th and on the next day fell in with the *Dale*, three days out. As the winds were very light, we took her in tow to the capes of the Delaware.

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

C. K. STRIBLING,
Acting Rear-Admiral.

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

Order of the Secretary of the Navy to Commodore Stribling, U. S. Navy, detaching him from the command of the East Gulf Squadron.

NAVY DEPARTMENT, *July 14, 1865.*

SIR: Your letter of the 12th instant, reporting your arrival at Boston in the *Powhatan*, in pursuance of orders from the Department, has been received.

You are hereby detached from the command of the late East Gulf Squadron and will haul down your flag and regard yourself as waiting orders.

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The Department takes pleasure in expressing its appreciation of your services while in command of that squadron.

Respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore C. K. STRIBLING, U. S. Navy,
Boston, Mass.

Report of Commodore Stribling, U. S. Navy, announcing the hauling down of his flag as commander of the East Gulf Squadron.

U. S. S. POWHATAN (FIRST RATE),
Boston, July 17, 1865.

SIR: I have the honor to inform you that in compliance with your orders of the 14th instant, I have this day hauled down my flag as commander of the East Gulf Squadron. My address will be South Fortieth street, below Baltimore avenue, West Philadelphia.

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

C. K. STRIBLING,
Commodore, U. S. Navy.

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

CONFEDERATE REPORTS AND CORRESPONDENCE.

Letter from Brigadier-General Jones, C. S. Army, to Captain Brent, C. S. Navy, regarding the removal of naval stores from Pensacola, Fla.

HDQRS. DEPARTMENT ALABAMA AND WEST FLORIDA,
Pensacola, Fla., March 8, 1862.

SIR: The naval storekeeper in Pensacola was informed on the 4th instant, by my direction, that the naval stores in Pensacola should be removed to the interior.

* * * * * * *

I suggest, therefore, that you put such naval stores now in Pensacola as you can on the steamer *Time*. They can be placed on her while she is at the wharf in Pensacola, and continue to perform the service she is now engaged in. * * *

I hear that an officer of the Navy has been for some time engaged in building two gunboats at or near Milton, [Fla.], and that they are now nearly ready for service. He should be immediately informed of the condition of things as you know them to be here, and warned to be constantly on the alert to prevent them falling into the hands of the enemy. If he can not take them up the Escambia or place them beyond the reach of the enemy, he should burn them as soon as he hears that this place has fallen into the hands of the enemy, and measures should be taken to give him the earliest possible information on the subject.

It is probable that an attempt will be made to run the *Bradford* and *Nelms* into Mobile Bay, and it may be that they could tow the two gun-

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boats on a dark night into Mobile Bay. You are better able to judge of that than I can. Under no circumstances should they be allowed to fall into the hands of the enemy.

No time should be lost in carrying out the foregoing suggestions. The quartermaster in Pensacola will give you all the aid he can in moving naval stores.

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

SAM. JONES,
Brigadier-General, Commanding.

Captain THOMAS W. BRENT, C. S. Navy,
Pensacola, Fla.

Report of Captain Blocker, C. S. Army, regarding expedition to Crooked River, Florida.

HEADQUARTERS CAMP GLADDEN,
Wakulla County, Fla., May 21, 1862.

GENERAL: I have the honor to report that on yesterday morning at 3:30 o'clock I left this camp with a detachment of 33 men for Crooked River, at which point we arrived at 1 p. m. In a short time after our arrival I discovered a boat leaving the blockading vessel and approaching the mouth of said river. I immediately placed my men in ambush on Carr's Hill, and when the boat came opposite we opened fire on the enemy and killed or wounded all the party of 21 except 4. It gives me pleasure to state that my men acted gallantly throughout the whole affair. There was no one hurt on our side, although our fire was returned from the boat. Had my men been properly armed not one of the enemy could have escaped.

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

H. T. BLOCKER,
Captain, Commanding Beauregard Rangers.

Brigadier-General JOSEPH FINEGAN,
Comdg. Dept. of Middle and East Florida, Tallahassee, Fla.

Report of Brigadier-General Finegan, C. S. Army, regarding result of expedition to St. Marks, Fla.

TALLAHASSEE, FLA., *June 17, 1862.*

I have just returned from St. Marks. The enemy shelled the light-house for several hours; sent fireboats on shore and burned the woodwork of the light-house and the keeper's house adjoining, and burned all the buildings on the beach. I had a small picket guard at the light-house. No person hurt.

The Seventh Regiment will proceed at once to Chattanooga.

JOS. FINEGAN,
Brigadier-General, Commanding.

General S. COOPER,
Richmond, Va.

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Order of the Chief of Bureau of Orders and Detail to Lieutenant Jones, C. S. Navy, to assume command of the C. S. S. Chattahoochee.

BUREAU OF ORDERS AND DETAIL,
C. S. Navy Department, July 22, 1862.

SIR: You are hereby detached from ordnance duty and you will proceed without delay to Columbus, Ga., and assume command of the gunboat *Chattahoochee*, about being completed near that place.

I am, sir, respectfully, your obedient servant,

F. FORREST,
Chief of Bureau.

Lieutenant C. AP R. JONES,
Richmond, Va.

[Endorsement.]

Delivered July 22, 1862.

GEORGE MINOR,
Commander, Chief of Ordnance and Hydrography.

[Second endorsement.]

That portion of the order "without delay" is revoked.

F. FORREST,
Chief Bureau.

[AUGUST (?) 1862.]

Volunteers for the Chattahoochee.

John Perry, seaman.
John Dunlop, seaman.
John Joliff, seaman.
John Rosler, coxswain.
A. W. Lembler, seaman.
Pat. Martin, seaman.
Wm. Young, boatswain's mate.
George May, captain top.
James C. Cronin, boatswain's mate.
Thomas Saunders, seaman.

The above men can very well be spared from the *Virginia's* crew.

J. R. EGGLESTON,
Lieutenant, C. S. Navy, Commanding Virginia's Camp.

Steamer Chattahoochee.

Armament and crew:	Men.
1 IX-inch	17
1 rifle, 32-pounder	17
4 32-pounders, 42 hundredweight (11 each)	44
	78
Powder:	
Magazines, passage, runners, scuttles, 10 (should be 12), R. D. M	10
Shell room and whips, 6 (should be 8)	6
Master:	
Wheel, con, signals, lead, pumps, 6 (should be 8)	6
	100

Officers.—One lieutenant, commanding, 1 lieutenant, 1 master, 4 midshipmen, 1 boatswain, 1 gunner, 1 assistant paymaster, 1 assistant surgeon.

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NAVAL ORDNANCE OFFICE, *July 23, 1862.*

SIR: There will be required to man the guns of the C. S. gunboat *Chattahoochee* 106 men.

Respectfully,

R. D. MINOR,
Lieutenant and Ordnance Officer.

Commander FRENCH FORREST,
Bureau Orders and Detail.

This detail does not include the officers of the engineer's department.

Approved:

F. FORREST,
Chief Bureau, etc.

Letter from Brigadier-General Cobb, C. S. Army, to Lieutenant Jones, C. S. Navy, regarding cooperation in Chattahoochee River.

HEADQUARTERS DISTRICT OF MIDDLE FLORIDA,
Quincy, [Fla.], January 2, 1863.

LIEUTENANT: Yours of the 30th [ultimo] is just received. I am gratified to know that I shall have your cooperation in the defense of the river, whilst I regret on your account that you can not have a larger and more congenial field of operation.

Every assistance that I can render you shall be cheerfully given. The *Munnerlyn* shall be subject to your order whenever you need her. When not employed in the urgent matter of the river defenses the *Munnerlyn* can also be used for transporting the materials from the navy yard to Columbus.

I shall be happy to meet you at Chattahoochee at any time you will designate. Indeed, I am anxious to do so.

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

HOWELL COBB,
Brigadier-General, Commanding District.

Lieutenant CATESBY AP R. JONES,
Commanding C. S. Chattahoochee.

Letter from Brigadier-General Cobb, C. S. Army, to Lieutenant Jones, C. S. Navy, announcing his temporary absence at St. Marks, Fla.

HEADQUARTERS DISTRICT OF MIDDLE FLORIDA,
Quincy, January 14, 1863.

CAPTAIN: I shall be absent from headquarters for the next ten days. If, however, you should desire to communicate with me, a letter addressed to me at this place will be forwarded to me to St. Marks, where I shall be, or in the neighborhood.

I am, captain, very respectfully yours, etc.,

HOWELL COBB,
Brigadier-General, Commanding District.

Lieutenant CATESBY AP R. JONES,
Commanding Chattahoochee.

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Letter from Lieutenant Gift, C. S. Navy, to Lieutenant Guthrie, C. S. Navy, regarding plan for the capture of the U. S. S. Port Royal, off Apalachicola.

C. S. S. CHATTAHOOCHEE,
Chattahoochee, Fla., May 9, 1863.

SIR: Conformably with your request, I beg to submit my views as to the feasibility of a descent upon the enemy at Apalachicola. I propose to take 60 men and a proper number of officers and proceed in the steamer *Swan* to a point 6 miles from Apalachicola; there disembark at nightfall and march to a point near and in rear of that city. Arrived, I would use every precaution to prevent the fact of my presence becoming known. I would then send in two or three men, citizens of Apalachicola, apparently on leave. Their presence would be reported to Morris, of the enemy's *Port Royal*, on the first night, and on the second or third he would make his appearance as usual, with four boats' crews and a guard of marines—probably 60 men. His custom is to land and put his boat howitzer in position on shore and leave with it and his boats a guard of 10 or 15 men; with the remainder of his force he proceeds to search for his prey. My plan would be, first, to attack and overpower the party at the boats and gun, and then attack the remaining force when they return to the assistance of that party. Once in possession of the boats and the clothes of the prisoners, I would consider the capture of the *Port Royal* certain.

The only doubt concerning the matter is the getting of Morris on shore, as I would have no doubt of the result of battle as between the splendid crew of the *Chattahoochee* and a like number of Yankees surprised and taken at disadvantage.

I am, very respectfully, your obedient servant,

GEO. W. GIFT,
Lieutenant, C. S. Navy.

Lieutenant Commanding JOHN JULIUS GUTHRIE, C. S. Navy.

Report of Lieutenant Gift, C. S. Navy, submitting plan of operations for injuring the enemy's commerce in the Great Lakes.

C. S. S. CHATTAHOOCHEE,
Chattahoochee, Fla., May 11, 1863.

SIR: I respectfully beg leave to lay before the Department the following plan of operations against the enemy's commerce in the great Northern lakes. To suggest the field is alone sufficient to startle one, and although the scheme may be as Quixotic as it is audacious, yet I trust there is no impropriety in stating the matter.

My plan would be to proceed to Canada by the most practicable route with a full complement of officers for a vessel of about this class. I would direct the officers to part off into small squads and proceed to the northern shore of Lake Erie. There I would purchase a swift, light-draft propeller steamer in some port on the lake. At another I would procure two heavy guns and carriages; at another, shot and shells and ammunition, equipments, etc. A crew could be easily obtained. I would go to sea in the lake and appoint a rendezvous where the necessary munitions, etc., could be received on board. Then I would commence operations against the enemy's commerce

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from one end of the lake to the other by burning his shipping and laying his unprotected towns and cities under contribution.

As a matter of course, the utmost prudence would have to be observed in managing the details in Canada; and no one could lay down a plan to be followed. I think that an outlay of $100,000 would be amply sufficient to set the affair in motion and pay the officers and crew for several months. I will not pretend to say what consternation might be created or damage done in one short month by a Confederate cruiser energetically and boldly handled in the midst of the immense wealth afloat and ashore along the lakes.

If the Department should think favorably of this matter, I beg to be allowed the privilege of being one of the officers.

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

GEORGE W. GIFT,
Lieutenant, C. S. Navy.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Letter from the Governor of Florida to Lieutenant Gift, C. S. Navy, responding to the latter regarding the acquirement of railroad iron.

EXECUTIVE DEPARTMENT,
Tallahassee, May 13, 1863.

LIEUTENANT: Yours of the 4th instant was received by due course of mail, and immediately upon its receipt I had copies of it made and forwarded to the Secretary of War and General Finegan. I requested General Finegan to correspond with Mr. Yulee, the agent of the owners of the railroad iron, and try to procure it by contract.

I urged upon the Secretary of War the necessity and propriety of having the iron taken up and used for the purposes of the Government, with or without the consent of the owners. I have not yet heard from General Finegan. Have postponed replying to you, hoping in my reply to be able to inform you of the success of your application.

I have the honor to be, respectfully,

JOHN MILTON.

Lieutenant GEORGE W. GIFT,
Chattahoochee.

Order of the Secretary of the Navy to Lieutenant Gift, C. S. Navy, to report for duty at Mobile, Ala.

OFFICE OF ORDERS AND DETAIL,
C. S. Navy Department, Richmond, May 18, 1863.

SIR: You are hereby detached from the C. S. S. *Chattahoochee*, and you will proceed to Mobile, Ala., and report to Admiral F. Buchanan, commanding, etc., for duty on board C. S. S. *Baltic*, or such other duty as he may assign you.

By command of the Secretary of the Navy.

I am, respectfully, your obedient servant,

JOHN K. MITCHELL,
Commmander, in Charge.

Lieutenant GEO. W. GIFT, C. S. Navy,
C. S. S. Chattahoochee, Chattahoochee, West Florida.

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[Endorsements.]

Delivered June 31, 1863.

JNO. JULIUS GUTHRIE,
Lieutenant, Commanding, C. S. Navy.

Reported June 8.

FRANKLIN BUCHANAN,
Admiral, etc.

Report to Lieutenant Bennett, on board the *Jarvis*.

F. B.

Reported June 8, 1863.

J. W. BENNETT,
First Lieutenant and Commanding Officer.

Letter from Lieutenant McLaughlin, C. S. Navy, to Lieutenant Jones, C. S. Navy, regarding accident on board the C. S. S. Chattahoochee.

COLUMBUS, GA., *June 1, 1863.*

MY DEAR JONES: I hasten to inform you of the sad accident which happened on board the *Chattahoochee*, and as the quickest method I enclose the account furnished the newspaper by Gift, who, though not on board at the time, came up on the *Young* with the wounded. Young Mallory is badly hurt and his recovery considered doubtful. The statements as to how the accident occurred are very conflicting. Some say that the steam gauge had been out of order the day previous. At the time of the explosion it was showing only 7 pounds of steam. Others say that pumping water in the boiler, the water at the time being low, was the cause. She was at anchor and only waiting for steam to be reported to get underway. Mr. Fagan at the time was sick, though had just gone into the engine room. He was the only one on board having any knowledge of the engines. The gunner is at the vessel with most of the crew. The medical officers have moved their effects to Chattahoochee. Captain Guthrie is here. I will write you again soon.

Yours, truly,

A. MCLAUGHLIN.

Commander C. ap R. JONES, C. S. Navy.

[Enclosure (newspaper clipping).]

Gunboat Chattahoochee destroyed—Terrible loss of life.

Just as the steamer *Jackson* was pushing out from the wharf at Chattahoochee, Fla., a courier arrived from below with news that the boilers of the gunboat *Chattahoochee* had exploded, killing the pilot, William Bilbro, for a long series of years a pilot on the Chattahoochee River, and wounding nearly every officer on board. The *Jackson* could not remain to learn any further particulars; they have doubtless been received before this. The steamer *Munnerlyn* went down to the scene of disaster.

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Since the above was put in type we have received, through the courtesy of Lieutenant G. W. Gift, the following list of persons killed by the explosion of the boiler of the *Chattahoochee* May 27, viz: Henry Fagan, second assistant engineer, of Key West, Fla.; Euclid P. Hodges, third assistant engineer, of Maryland; Fred W. Arents, third assistant engineer, Richmond, Va.; Eugene Henderson, paymaster's clerk, Tuskegee, Ala.; William B. Bilbro, pilot, Columbus, Ga.; Joseph Hicks, first-class fireman, Georgia; Enoch C. Lanpher, second-class fireman, Columbus, Ga.; Edward Conn, coal heaver, Apalachicola, Fla.; Charles H. Berry, quartermaster, Tampa, Fla.; John Joliff, seaman, ———; Lewis C. Wild, landsman, Florida; John S. Spear, landsman, Florida; William Moore, landsman, Florida; James Thomas, landsman, Florida; Charles Douglas, second-class fireman, residence unknown; James H. Jones, landsman, Florida.

Mortally wounded.—M. Faircloth, landsman, Florida.

Dangerously wounded.—Midshipman Charles K. Mallory, of Virginia, face, hands, and feet badly scalded; Cornelius Duffy, of Apalachicola, Fla., face and hands badly scalded.

Slightly wounded.—Hamilton Golder, master's mate, Maryland, right arm scalded; Joseph Sia, Apalachicola, face burned; Midshipman W. J. Craig, Kentucky, foot slightly burned; Joseph E. Coles, coal heaver, Florida, foot burned.

The vessel was sunk below her decks. The wounded were brought up to the city last evening by the steamer *William H. Young.*

Detailed report of Lieutenant McLaughlin, C. S. Navy, regarding the accident on board the C. S. S. Chattahoochee.

NAVAL STATION, COLUMBUS, GA., *June 15, 1863.*

MY DEAR JONES: Your letter of the 8th has just reached me, enclosing a letter to Gift. As he has left here permanently with orders to Mobile, I have done as you directed, opened the document and forwarded the letters of recommendation, through Pembroke Jones, at Savannah, with a request that he will hand them to the men. I will go on to explain and endeavor to furnish you with all the information connected with the lamentable accident which happened to the ill-fated steamer. The accounts, such as we get, are most conflicting, but Gift, having taken an active part in placing the information before the public, I think, has prevented the matter from being as freely discussed as would otherwise have been the case.

The only officers on board at the time were Guthrie, Midshipmen Craig, Mallory, and Gibbs, Golder, Dr. Ford, and the gunner, and the engineers, whose names have already appeared in print with the exception of Third Assistant H. (?) Blanc, of New Orleans, who, not being on duty, escaped uninjured. The vessel had started for the obstructions, and had gone but 20 miles when it was found there was not sufficient water on the bar to admit of her crossing. The vessel was anchored. The next morning it was ascertained that the river had swollen, when orders were given to raise steam, and, as near as I can learn, they commenced firing up at or near 10 o'clock with wood. At 12 m., when the relief came down (which, by the way, accounts for the number of deaths), the steam gauge was showing 7 pounds of

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steam. It is now understood that it was out of order the day previous. A discussion now arose with regard to the quantity of water in the boiler. Mr. Fagan, the senior engineer, being at the time in his bunk with a chill, hearing the dispute, and fearing from the length of time since the fires had been started that something was wrong, hastened to the engine room and was descending the ladder when the explosion took place. Curiosity had taken the pilot to the engine room, and some think it was he who started the pump. The explosion was instantaneous with the starting of the pump. Guthrie, at the time, was in his cabin. There is some difference of opinion about the time of his arrival on deck. Otherwise I do not hear of his name being mentioned, except by Dr. Ford, who speaks of his administering baptism to those who had been wounded and were about to die.

It being reported that an explosion of the magazine was imminent, caused a panic among the crew. Three, I believe, were drowned in trying to reach the shore. Among the number was a quartermaster by the name of Berry. No description, I am told, could possibly be given of the scene on the deck of the *Chattahoochee*, men running about frantic with pain, leaving the impression of their bleeding feet, and sometimes the entire flesh, the nails and all, remain behind them. The dead and wounded were taken on shore, where they remained until the next afternoon, most of the time a terrible storm raging. Finally they were taken on board the *Young* and reached Columbus on Sunday night, just five days after the accident. No attempt was made to dress the wounds until after their arrival here, which could not be avoided. Poor Mallory! I shall never forget his appearance. I would not have known him had he not spoken. His face, hands, and feet were scalded in the most terrible manner; he plead piteously to have his wounds attended to. I urged the doctor, who, by the way, was almost used up himself, to pay Mallory some attention. He then told me that he would have to wait for some assistance. He then said that Mallory could not live. You would have thought differently had you seen him. I could not make up my mind that he would die. When they first commenced to remove the cloths he was talking cheerfully, but the nervous system could not stand the shock. He commenced sinking and was a corpse before they had gotten half through. Duffy, the fireman, expired on the next day. You would have been surprised to have seen the effect produced on Mr. Craig and Golder, who were only slightly injured, Mr. Craig in the foot, Mr. Golder side of face, arm, and hand. They were so prostrated after their wounds were dressed that they were only roused by the use of stimulants. It seems almost useless to mention that they received all the attention that could possibly have been bestowed. The Home was literally besieged with ladies, and for one week the street in front of the Home was blocked up with vehicles of all descriptions. I really looked on with astonishment. The four worst cases were placed together in the room upstairs, directly in front of the steps. It was with the utmost difficulty that I could remain in the room sufficiently long to ascertain what was required and to see what service I could render, the atmosphere was so unpleasant, yet the ladies did not seem to notice it and remained at their post till the last.

Guthrie came up on the boat, bringing the guns, which, strange to say, he turned over to Major Humphreys, with a request that he would hold them subject alone to his order or that of the Secretary of the

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Navy. I immediately made a report of the affair. The Secretary, through the Office of Ordnance, replied promptly by telegraph, directing the guns and everything pertaining to them, as well as ship's stores, be turned over to me. The matter caused considerable talk among the people in town. It was not understood why naval guns should not have been placed under the control of naval officers. It does appear to me that Guthrie's conduct throughout the whole affair has been most singular. He has given leave of absence to some of his crew to visit a place in possession of the enemy, and some 13 of his men left him at Chattahoochee with the intention of not returning. Among the number was a man by the name of Lee, whom you will no doubt recollect. After placing the guns in charge of Major Humphreys he took his family and started for Chattahoochee, where [he] remained four or five days, when he again embarked for Columbus, bringing the crew, minus the 13 mentioned above. At that time I had in my possession a telegram from Richmond to Guthrie, directing him to send the crew to Savannah. He remarked he would turn them over to me, and I might do what I pleased with them, but he thought I had better wait for further instructions. As Guthrie appeared to be laboring under some bodily infirmity, I gave the men quarters in my mold room, and sent 40 of them the next day to Savannah. They arrived on the day the *Savannah* was put in commission. The men were all nicely dressed when they left here, and on their arrival at Savannah, being all straight and in good condition, were the cause of many remarks. It was certainly reflecting great credit to those who had organized and disciplined the crew. I felt proud of them. During their stay with me there was not one guilty of the slightest impropriety. Cronin (?), May, and Rosler expressed deep regret that they had not time to put a piece in the paper thanking the ladies for their many kindnesses, but said they would do so on their arrival at Savannah. The crew of the *Chattahoochee* will ever remember the latter and the paymaster. They would have been willing to have gone anywhere to have gotten rid of the vessel. Webb was exceedingly anxious to get hold of some of the men. He will have some of the landsmen; the remainder will remain on the *Savannah*. I ordered Dr. Jones and Midshipman Gibbs and Mr. Golder with the crew. They are now attached to the *Savannah*.

The 6.4-inch rifle belonging to the *Chattahoochee* I was directed to send to Charleston. It is to be double-banded and returned, to be used, I suppose, on the *Muscogee*. I am doing very well. The calkers have commenced to-day, and I am laying the spar deck. The engines are about being placed in position. I will keep you advised from time to time of the progress.

With kind regards to Simms, I remain, truly, yours,

A. McLAUGHLIN.

[Commander CATESBY AP R. JONES, C. S. Navy.]

Additional report of Lieutenant McLaughlin, C. S. Navy, regarding the accident on board the C. S. S. Chattahoochee.

COLUMBUS, GA., *December 26, 1863.*

MY DEAR JONES: The *Chattahoochee*, her officers and men, have been turned over to me. I have succeeded in having her towed to this place,

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and will commence work on her at once. She is not as badly damaged as I had supposed. The deck immediately over the boiler on the port side was raised by the explosion some 6 inches. Beyond that there has been no damage to the boiler. Mr. Warner has not had an opportunity to examine the boiler. From a casual observation he thinks she can soon be in running order; the machinery has not been injured. It has been to me still more a matter of surprise why that vessel should have been allowed to sink. A pine plug driven into the feed pipe, which had been blown off, would have been all that was necessary. She draws in her present condition 6 feet 3 inches aft, 5 feet 3 inches forward. Nearly all her outfit has been plundered, and in some instances sold and given away by those who were left in charge. Things were scattered around, some at the arsenal, Johnston's, and Eufaula. Johnston had the entire control in raising the vessel. After she was up she remained in charge of his negroes. She has been stripped of everything that could be converted into money. The paymaster's clerk gave furlough to the men, some of which are still away. There was a regular communication kept up with Apalachicola by means of the dingey, which was at the disposal of Father Somebody, the Catholic priest. No doubt the enemy have been kept fully posted with regard to movements in the Confederacy, more particularly with matters on the river.

Guthrie has made one round trip on the *Advance*, a vessel belonging to the State of North Carolina. I was at Wilmington when he arrived. He seemed to be perfectly happy; says he has now established his reputation. I don't know why he did not continue on her. Crossan is out with her now. Guthrie has been spending some of his time at Eufaula, where he has purchased a house, and intends his family to reside there during the war.

Washington is here. He seems anxious to get detached. I hope he may. His conduct while down the river was shameful.

D. S. Johnston has taken a contract to build Morino a barge 90 feet long, 22 feet breadth of beam. The contract was closed on Sunday last. He pledged to have her ready by the 1st of January.

The *Muscogee* is all ready for launching. I am only waiting for the river, which, from present appearances, will not keep me waiting long. The internal arrangements are complete, with the exception of the magazine. I wish I could have the benefit of your advice in fitting it up.

I was pleased to hear that you had met with such success in casting guns. I hope you will be ready to furnish the *Muscogee* her battery. I am told it is the only chance. They are not doing much in Richmond, Governor Milton informs me that so soon as this vessel is ready for service, Apalachicola will be reoccupied. He expressed himself thoroughly disgusted with Morino and all his works. Morino wants to make a wagon road over the river, using the obstructions as a foundation. Old Milton says he will blow them all to the devil and open the river. He has already communicated with the President on the subject, who thinks favorably of it. * * *

Hope soon to hear from you.

I remain, very truly, your friend,

A. McLAUGHLIN.

[Commander CATESBY AP R. JONES.]

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Order of the Secretary of the Navy to Lieutenant Gift, C. S. Navy, to proceed to Columbus, Ga., and assume command of new steamer built at that place.

OFFICE OF ORDERS AND DETAIL,
C. S. Navy Department, Richmond, February 15, 1864.

SIR: You are hereby detached from the naval station, Charleston, S. C., and you will proceed to Columbus, Ga., without delay and report to Lieutenant Commanding A. McLaughlin, C. S. Navy, for the command of the new steamer built at that place.

By command of Secretary of Navy.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,
Commander, in Charge.

Lieutenant Commanding GEO. W. GIFT, C. S. Navy,
Richmond, Va.

[Endorsement.]

NAVAL STATION,
Columbus, February 20, 1864.

Reported.

A. MCLAUGHLIN,
Lieutenant, Commanding, C. S. Navy.

Order of the Secretary of the Navy to Lieutenant Gift, C. S. Navy, to assume command of the C. S. S. Chattahoochee.

OFFICE OF ORDERS AND DETAIL,
C. S. Navy Department, Richmond, Va., March 5, 1864.

SIR: You are hereby transferred from the command of the new steamer at Columbus, Ga., to the command of the C. S. S. *Chattahoochee*, together with all the officers who have been ordered to her, and will report accordingly to Lieutenant Commanding A. McLaughlin, C. S. Navy.

By command of the Secretary of the Navy.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Commander, in Charge.

Lieutenant Commanding GEO. W. GIFT, C. S. Navy,
Columbus, Ga.

[Endorsement.]

C. S. NAVAL STATION.
Columbus, March 19.

Forwarded.

A. MCLAUGHLIN,
Lieutenant, Commanding, C. S. Navy.

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Monthly list of officers attached to the C. S. S. Chattahoochee, at Eufaula, Ala., on June 1, 1864.

Rank.	Name.	Duty and remarks.
Lieutenant Commanding	George W. Gift	
Passed midshipman	Samuel P. Blanc	Executive officer.
Do	Henry L. Vaughan	
Do	Gale W. Sparks	Acting master.
Midshipman	Wm. S. Hogue	
Do	John T. Scharf	
Assistant surgeon	Marcellus Ford	
Assistant paymaster	Marshall L. Sothoron	
First assistant engineer	George W. City	Acting chief.
Third assistant engineer	Armand de Blanc	
Master's mate	Wm. A. Collier	
Do	Carman Frazee	

Order of the Secretary of the Navy to Lieutenant Gift, C. S. Navy, commanding C. S. S. Chattahoochee, regarding work upon that vessel.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, June 2, 1864.

SIR: Your letter of the 25th ultimo, relative to the *Chattahoochee*, has been received.

Chief Constructor Porter has been instructed to visit that vessel as soon as his duties at Wilmington will permit, and report upon the facts stated by you, and to adopt measures to expedite the work upon her.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Lieutenant GEO. W. GIFT,
Commanding Steamer Chattahoochee, Eufala, Ala.

Order of the Secretary of the Navy to Lieutenant Gift, C. S. Navy, commanding C. S. S. Chattahoochee, to turn over that vessel for repairs.

OFFICE OF ORDERS AND DETAIL,
C. S. Navy Department, Richmond, June 10, 1864.

SIR: You will please to remove the Confederate steamer *Chattahoochee* to Columbus, Ga., and turn her over to Lieutenant Commanding A. McLaughlin, for repairs. The chief engineer states that it will be four months before her engines will be ready.

By command of the Secretary of the Navy.

I am, very respectfully, your obedient servant,

S. S. LEE,
Captain, in Charge.

Lieutenant Commanding GEO. W. GIFT, C. S. Navy,
Eufala, Ala.

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* Captured under name of Anna.

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* Afterwards U. S. S. Bermuda.

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* Changed to Wide Awake.

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* Captured under name of G. L. Brockenborough; also known as U. S. sloop G. L. Brockenboro.

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*Known also as Black Hawk. †Afterwards U. S. S. Calhoun.

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*Formerly Piramista; afterward U. S. schooner Carmita.

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*Afterwards Mersey. †Formerly General Miramon. ‡Formerly Isabel.

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* Also known as Ida.
† Formerly Eugenie Smith.
‡ Afterwards U. S. schooner Eugene.

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† Known also as Strike.

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* Formerly Dove.

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† Or Susanna.

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