

THE MOUND AT FEDERAL POINT.

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OFFICIAL RECORDS

OF THE

UNION AND CONFEDERATE NAVIES

IN THE

WAR OF THE REBELLION.

PUBLISHED UNDER THE DIRECTION OF

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

BY

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

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COMMANDER GEORGE P. VOGOCRESSES, U. S. NAVY,

AND

MR. CHARLES W. STEWART.

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

SERIES I—VOLUME 12.

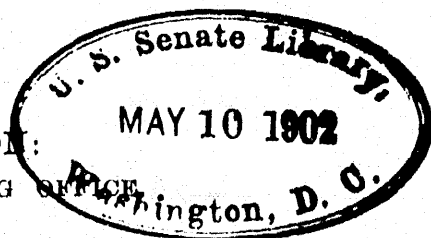
NORTH ATLANTIC BLOCKADING SQUADRON
FROM FEBRUARY 2 TO AUGUST 3, 1865.

SOUTH ATLANTIC BLOCKADING SQUADRON
FROM OCTOBER 29, 1861, TO MAY 13, 1862.

WASHINGTON:

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P R E F A C E .

The work of preparing for publication the Official Records of the Union and Confederate navies, which was begun July 7, 1864, was organized under the superintendency of Prof. J. R. Soley, U. S. Navy, at that time librarian of the Navy Department, afterwards Assistant Secretary of the Navy.

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

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

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

On December 8, 1899, Lieutenant-Commander George P. Colvocoresses, U. S. Navy, was ordered to duty in connection with the compilation and publication of the Records.

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

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

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

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

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

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

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

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

5. Correspondence relating to naval prisoners.

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

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

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

Much difficulty has been found in collecting the records, for, while the official reports of commanders of fleets and of vessels acting singly are on file in the Navy Department, it is found that the correspondence between flag-officers and their subordinates is frequently missing. Without this squadron correspondence the historical value of the work would necessarily be impaired, and the Department therefore has spared no pains to secure the letter books and papers of the chief actors on both sides. These papers have for the most part been obtained, and they have been copiously used in the compilation of the work. The reports of the Union commanders are full and fairly complete. It is to be regretted, however, that the Confederate records are not equally complete, due to the great difficulty found in collecting them, and also to the fact that a large part of the archives of the Confederate Navy Department was burned at the close of the war. Frequent careful

searches throughout various parts of the country, conducted by a special agent of the Department, have brought to light many duplicates of these papers, found among the personal files of participants. It is hoped that the publication will revive the interest of participants in the events referred to, and lead them to bring to the notice of the Department the whereabouts of any papers bearing upon naval operations in the civil war of which they may have knowledge.

The eleventh volume of the records (Series I, vol. 11), which has recently been published by the Department, gives the operations of the North Atlantic Blockading Squadron from October 28, 1864, to February 1, 1865. The present volume (Series I, vol. 12) gives the operations of the North Atlantic Blockading Squadron from February 2 to August 3, 1865; and the operations of the South Atlantic Blockading Squadron from October 29, 1861, to May 13, 1862.

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

EDWARD K. RAWSON,
GEORGE P. COLVOCORESSES,
CHARLES W. STEWART,
Compilers.

NAVY DEPARTMENT,

Washington, D. C., April, 1901.

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

* * * Of said number, six thousand eight hundred and forty copies shall be for the use of the House of Representatives, two thousand one hundred and twelve copies for the use of the Senate, and one thousand and forty-eight copies for the use of the Navy Department and for distribution by the Secretary of the Navy among officers of the

Navy and contributors to the work. The quotas herein authorized of said publication for the Senate and House of Representatives shall be sent by the Secretary of the Navy to such libraries, organizations, and individuals as may be designated by the Senators, Representatives, and Delegates of the Fifty-third Congress, it being the purpose of this distribution herein provided for to place these records in public libraries, and with permanent organizations having libraries, so far as such libraries may exist in the several States and Territories. Each Senator shall designate not exceeding twenty-four and each Representative and Delegate not exceeding nineteen of such addresses, and the volumes shall be sent thereto from time to time, as they are published, until the publication is completed; and all sets that may not be ordered to be distributed as provided herein shall be sold by the Secretary of the Navy for cost of publication, with ten per centum added thereto, and the proceeds of such sale shall be covered into the Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent.

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

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

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

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

ORDER OF COMPILATION OF NAVAL WAR RECORDS.

SERIES I.

1. Operations of the Cruisers, 1861-1865.

Union cruisers.

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

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

Confederate cruisers and privateers.

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

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

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

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

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

5. Atlantic Blockading Squadrons, 1861-1865.

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

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

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

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

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

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

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

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

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

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

6. Gulf Blockading Squadrons, 1861-1865.

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- West Gulf Blockading Squadron, under Rear-Admiral Farragut, U. S. N., 1864.
- * Mobile Defenses, under Admiral Buchanan, C. S. N.
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- West Gulf Blockading Squadron, under Acting Rear-Admiral Thatcher, U. S. N., 1865.
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7. Operations on the Western Rivers, 1861-1865.

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

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

UNITED STATES VESSELS OF WAR SERVING IN THE NORTH ATLANTIC BLOCK-
ADING SQUADRON, FEBRUARY 2 TO AUGUST 3, 1865.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Advanco.....	Fourth ...	880	Side-wheel steamer.....	08	4
Agawam.....	Third.....	974	.....do.....	145	10
Alabama.....	Third.....	1,264	.....do.....	144	10
Albemarle.....	Fourth ...	200	Schooner.....	22	.....
Alpha.*					
Anomono.....	Fourth ...	156	Screw steamer.....	30	4
Aries.....	Third.....	820	.....do.....	90	7
Arletta.....	Fourth ...	199	Mortar schooner.....	30	2
Atlanta.....	Third.....	1,006	Ironclad steamer.....	145	4
Bat.....	Fourth ...	530	Side-wheel steamer.....	82	3
Belle.....	Fourth ...	60	Screw steamer.....	21	2
Ben Morgan.....	Fourth ...	407	Ordnance ship.....	35	.....
Berberry.....	Fourth ...	163	Screw steamer.....	35	4
Blignonia.....	Fourth ...	321	.....do.....	41	3
Boxer.†					
Cactus.....	Fourth ...	170	Side-wheel steamer.....	32	3
Cambridge.....	Third.....	858	Screw steamer.....	90	10
Casco.....	Fourth ...	614	Ironclad steamer.....	70	1
Ceres.....	Fourth ...	144	Screw steamer.....	42	2
Charles Phelps.....	Fourth ...	362	Supply ship.....	23	1
Chicopee.....	Third.....	974	Side-wheel steamer.....	72	10
Chimo.....	Fourth ...	614	Ironclad steamer.....	51	1
Chippewa.....	Fourth ...	507	Screw steamer.....	04	0
Clematis.....	Fourth ...	290	.....do.....	40	3
Clinton.....	Fourth ...	50	.....do.....	16	.....
Cohasset.....	Fourth ...	100	.....do.....	12	2
Commodore Barney.....	Fourth ...	513	Side-wheel steamer.....	06	7
Commodore Hull.....	Fourth ...	370	.....do.....	08	0
Commodore Morris.....	Fourth ...	532	.....do.....	88	0
Commodore Perry.....	Fourth ...	513	.....do.....	20	0
Corwin.....			Coast-Survey steamer.....	50	2
Crusader.....	Fourth ...	545	Screw steamer.....	70	7
Dawn.....	Fourth ...	391	.....do.....	60	4
Daylight.....	Fourth ...	682	.....do.....	57	8
Delaware.....	Fourth ...	357	Side-wheel steamer.....	68	3
Delta.‡					
Dictator.....	Second ...	3,033	Ironclad steamer.....	174	2
Dumbarton.....	Fourth ...	700	Side-wheel steamer.....	90	4
Emma.....	Fourth ...	350	Screw steamer.....	70	8
Eolus.....	Fourth ...	344	Side-wheel steamer.....	53	3
Epsilon.§					
Eutaw.....	Third.....	955	.....do.....	135	10
Fahkee.....	Fourth ...	009	Screw steamer.....	73	3
Fort Donelson.....	Third.....	000	Side-wheel steamer.....	187	7
Galena.....	Third.....	738	Screw steamer.....	144	11
Gamma.||					

* Same as Picket Boat No. 1.
† Formerly Tristram Shandy.

‡ Same as Picket Boat No. 4.
§ Same as Picket Boat No. 5.

|| Same as Picket Boat No. 3.

United States vessels of war serving in the North Atlantic Blockading Squadron, February 2 to August 3, 1865—Continued.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
General Putnam	Fourth ..	149	Side-wheel steamer	32	4
Gettysburg	Fourth ..	726	.....do.....	96	7
Glance	Fourth ..	80	Screw steamer	14	.....
Governor Buckingham	Third ..	886	.....do.....	112	6
Granite	Fourth ..	75	Sailing sloop	15	1
Harcourt	Fourth ..	75	Screw steamer	68	.....
Henry Brinker	Fourth ..	108	.....do.....	16	1
Henry Janes	Fourth ..	261	Schooner	41	0
Hetzel	Fourth ..	301	Side-wheel steamer	69	2
Howquah	Fourth ..	397	Screw steamer	55	4
Hoyt	Fourth ..	19	.....do.....	6	.....
Hunchback	Fourth ..	517	Side-wheel steamer	99	7
Huron	Fourth ..	507	Screw steamer	70	6
Iosco	Third ..	674	Side-wheel steamer	164	10
Isaac N. Seymour	Fourth ..	133	.....do.....	30	2
John I. Lockwood	Fourth ..	180	.....do.....	30	3
Kansas	Fourth ..	593	Screw steamer	108	8
Keystone State	Third ..	1,364	Side-wheel steamer	103	10
Lehigh	Fourth ..	814	Ironclad steamer	93	2
Lenapeo	Third ..	674	Side-wheel steamer	147	10
Lillac	Fourth ..	129	Screw steamer	17	2
Lillian	Fourth ..	630	Side-wheel steamer	63	2
Little Ada	Fourth ..	190	Screw steamer	37	2
Mackinaw	Third ..	674	Side-wheel steamer	145	10
Mahopac	Fourth ..	1,034	Ironclad steamer	92	2
Malvern	Fourth ..	627	Side-wheel steamer	68	3
Maratanza	Third ..	786	.....do.....	111	6
Martin	Fourth ..	35	Screw steamer	0	.....
Massasoit	Third ..	674	Side-wheel steamer	141	10
Mattabesett	Third ..	674	.....do.....	145	10
Maumee	Fourth ..	573	Screw steamer	96	6
Mendota	Third ..	674	Side-wheel steamer	144	10
Miami	Third ..	730	.....do.....	134	8
Moccasin	Fourth ..	192	Screw steamer	29	3
Monadnock	Third ..	1,564	Ironclad steamer	146	4
Montauk	Fourth ..	844	.....do.....	88	4
Montgomery	Third ..	787	Screw steamer	110	6
Monticello	Fourth ..	635	.....do.....	96	3
Mount Vernon	Fourth ..	625	.....do.....	56	5
Mount Washington	Fourth ..	500	Side-wheel steamer	40	1
Mystic	Fourth ..	541	Screw steamer	65	7
Nausomond	Fourth ..	340	Side-wheel steamer	63	4
New Berno	Fourth ..	648	Screw steamer	92	6
New Ironsides	First ..	3,466	Ironclad steamer	376	18
Nyack	Fourth ..	593	Screw steamer	118	8
Onondaga	Second ..	1,250	Ironclad steamer	130	4
Osceola	Third ..	674	Side-wheel steamer	145	10
Pawtuxet	Third ..	674	.....do.....	189	12
Pequot	Fourth ..	593	Screw steamer	180	12
Phlox	Fourth ..	317	Side-wheel steamer	32	.....
Picket Boat No. 1	Fourth ..	65	Screw steamer	0	.....
Picket Boat No. 3	Fourth ..	65	.....do.....	.....	.....
Picket Boat No. 4	Fourth ..	50	.....do.....	4	.....

United States vessels of war serving in the North Atlantic Blockading Squadron, February 2, 1865, to August 3, 1865—Concluded.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Picket Boat No. 5.....	Fourth ...	55	Screw steamer	10	.....
Picket Boat No. 6.....	Fourth ...	60	.....do.....	5	.....
Picket Launch No. 1	Fourth .....	.....	.....	.....	.....
Picket Launch No. 3	Fourth .....	.....	.....	.....	.....
Picket Launch No. 4	Fourth .....	.....	.....	.....	.....
Picket Launch No. 5	Fourth .....	.....	.....	.....	.....
Picket Launch No. 6	Fourth .....	.....	.....	.....	.....
Pontoosno	Third.....	974	Side-wheel steamer.....	181	12
Poppy	Fourth ...	93	Screw steamer	20	2
R. R. Cuyler	Third.....	1, 202	.....do.....	154	12
Release	Fourth ...	327	Bark	85	3
Renshaw	Fourth ...	80	Schooner .....	.....	.....
Republic.....	Fourth ...	90	Screw steamer.....	.....	1
Rhode Island	Second...	1, 517	Side-wheel steamer.....	157	12
Roanoke.....	First.....	3, 435	Ironclad steamer.....	347	0
Roman.....	Fourth ...	350	Storeship	9	1
Saffron.....	Fourth ...	73	Screw steamer	16	1
Samuel Rotan.....	Fourth ...	212	Sailing schooner	29	4
Sangamon	Fourth ...	844	Ironclad steamer.....	86	2
Santiago de Cuba.....	Second...	1, 567	Side-wheel steamer.....	143	11
Sassacus.....	Third.....	974	.....do.....	145	10
Saugus	Third.....	1, 034	Ironclad steamer.....	81	2
Seneca	Fourth ...	507	Screw steamer	90	6
Shamrock.....	Third.....	974	Side-wheel steamer.....	160	11
Shawmut	Fourth ...	593	Screw steamer	35	8
Shokokon	Fourth ...	700	Side-wheel steamer.....	112	6
Snowdrop.....	Fourth ...	125	Screw steamer	14	2
Spuyten Duyvil.....	Fourth ...	116	.....do.....	22	.....
Tacony	Third.....	974	Side-wheel steamer.....	145	10
Tahoma	Fourth ...	327	Screw steamer	75	6
Tristram Shandy.....	Fourth ...	444	Side-wheel steamer.....	80	3
Unadilla.....	Fourth ...	507	Screw steamer	81	6
Unit.....	Fourth ...	56	.....do.....	20	.....
Valley City.....	Fourth ...	190	.....do.....	48	0
Vicksburg	Third.....	886	.....do.....	122	7
Victoria	Fourth ...	254	.....do.....	44	3
Watch	Fourth ...	65	.....do.....	14	2
Western World.....	Fourth ...	441	.....do.....	29	5
Whitehead	Fourth ...	139	.....do.....	45	4
Wilderness	Fourth ...	390	Side-wheel steamer.....	41	4
William Badger	Fourth ...	334	Sailing ship	29	1
Wyalusing.....	Third.....	974	Side-wheel steamer.....	145	14
Wyandotte.....	Fourth ...	458	Screw steamer	68	5
Wyoming.....	Third.....	997	.....do.....	135	7
Yantic.....	Fourth ...	593	.....do.....	113	8
Young America	Fourth ...	173	.....do.....	13	2
Zeta*					
Zouave	Fourth ...	127	.....do.....	25	2

* Same as Picket Boat No. 6.

UNITED STATES VESSELS OF WAR SERVING IN THE SOUTH ATLANTIC BLOCKADING SQUADRON, OCTOBER 29, 1861, TO MAY 18, 1862.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Albatross.....	Fourth ...	378	Screw steamer	68	5
Arago			Coast-Survey schooner		
Augusta.....	Third.....	1,310	Side-wheel steamer.....	130	9
Bibb.....			Coast-Survey steamer		
Blenville.....	Second.....	1,558	Side-wheel steamer.....	167	9
Courier.....	Fourth.....	554	Storeship.....	27	3
Cumberland	Second.....	1,726	Sloop of war.....	288	24
Curlew.....	Fourth.....	380	Screw steamer	88	
Currituck	Fourth.....	193	.....do.....	52	5
Dale.....	Fourth.....	566	Sloop of war.....	123	15
Darlington.....	Fourth.....	300	Screw steamer	23	
Dawn.....	Fourth.....	399	.....do.....	34	2
E. B. Hale.....	Fourth.....	220	.....do.....	40	4
Ellen.....	Fourth.....	941	Side-wheel steamer.....		2
Flag.....	Third.....	938	Screw steamer	116	7
Flambeau.....	Third.....	850	.....do.....	75	2
Florida.....	Thrd.....	1,261	Side-wheel steamer.....	118	9
G. W. Blunt.....	Fourth.....	121	Schooner.....	15	1
Gem of the Sea.....	Fourth.....	371	Bark.....	74	4
Hatteras.....	Second.....	1,126	Side-wheel steamer.....	65	4
Henry Andrew	Fourth.....	177	Screw steamer	49	3
Hope.....	Fourth.....	134	Schooner.....	13	1
Huron.....	Fourth.....	507	Screw steamer	80	4
Isaac Smith.....	Fourth.....	453	.....do.....	96	0
James Adger	Thrd.....	1,151	Side-wheel steamer.....	98	9
Keystone State	Thrd.....	1,364	.....do.....	119	2
Madgie.....	Fourth.....	218	Screw steamer	45	2
Mercury.....	Fourth.....	187	Side-wheel steamer.....	46	2
Minnesota.....	First.....	3,307	Screw frigate.....	540	47
Mohican.....	Thrd.....	994	Screw steamer	125	6
Monticello.....	Fourth.....	655	.....do.....	96	3
Norwich.....	Fourth.....	450	.....do.....	75	5
O. M. Pettit.....	Fourth.....	165	Side-wheel steamer.....	30	2
Onward.....	Fourth.....	874	Ship.....		8
Ottawa.....	Fourth.....	507	Screw steamer	82	4
Pocahontas.....	Thrd.....	694	.....do.....	95	6
Potomska.....	Fourth.....	287	.....do.....	72	5
R. B. Forbes.....	Fourth.....	105	.....do.....	51	3
Release.....	Fourth.....	327	Ship.....	19	3
Restless.....	Fourth.....	205	.....do.....	70	4
Roebuck.....	Fourth.....	455	.....do.....	62	4
Sabine.....	Second.....	1,726	Sailing frigate.....	395	49
Sachem.....	Fourth.....	197	Screw steamer	89	5
St. Lawrence.....	Second.....	1,726	Sailing frigate.....	374	52
Savannah.....	Second.....	1,726	Sloop of war.....	264	26
Seminole.....	Thrd.....	801	Screw steamer	120	5
Seneca.....	Fourth.....	507	.....do.....	80	5
Shepherd Knapp.....	Fourth.....	838	Ship.....	102	8
Sumpter.....	Fourth.....	460	Screw steamer	81	5
Susquehanna.....	First.....	2,450	Side-wheel steamer.....	264	15
Unadilla.....	Fourth.....	507	Screw steamer	85	0
Uncas.....	Fourth.....	192	.....do.....	72	3

United States vessels of war serving in the South Atlantic Blockading Squadron, October 29, 1861, to May 13, 1862—Continued.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Vandalta.....	Fourth ...	783	Sloop of war.....	179	20
Vermont.....	First.....	2,633	Sailing ship.....	275	24
Victoria.....	Fourth ...	254	Screw steamer.....	44	3
Vixen.....	Fotrth ...	300	Coast-Survey steamer.....	41	2
Wabash.....	First.....	3,274	Screw frigate.....	523	46
Wamsutta.....	Fourth ...	270	Screw steamer.....	57	5
Western World.....	Fourth ...	450	....do.....	51	3
Wyandotte.....	Fourth ...	464	....do.....	71	5

CALENDAR.

1861.

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

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

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

1862.

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

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

CALENDAR.

1865.

FEBRUARY.							MARCH.							APRIL.						
Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.
....	....	....	1	2	3	4	....	....	....	1	2	3	4	....	....	....	....	....	....	1
5	6	7	8	9	10	11	5	6	7	8	9	10	11	2	3	4	5	6	7	8
12	13	14	15	16	17	18	12	13	14	15	16	17	18	9	10	11	12	13	14	15
19	20	21	22	23	24	25	19	20	21	22	23	24	25	16	17	18	19	20	21	22
26	27	28	....	....	....	....	26	27	28	29	30	31	....	23	24	25	26	27	28	39
....	....	....	....	....	....	....	....	....	....	....	....	....	....	30	....	....	....	....	....	....
MAY.							JUNE.							JULY.						
Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.
....	1	2	3	4	5	6	....	....	....	....	1	2	3	....	....	....	....	....	....	1
7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8
14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15
21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22
28	29	30	31	....	....	....	25	26	27	28	29	30	....	23	24	25	26	27	28	29
....	....	....	....	....	....	....	....	....	....	....	....	....	....	30	31	....	....	....	....	....
AUGUST.							SEPTEMBER.													
							Sun.	M.	T.	W.	T.	F.	Sat.							
							....	....	1	2	3	4	5							
							6	7	8	9	10	11	12							
							13	14	15	16	17	18	19							
							20	21	22	23	24	25	26							
							27	28	29	30	31	....	....					

NORTH ATLANTIC BLOCKADING SQUADRON.

FROM FEBRUARY 2, 1865, TO AUGUST 3, 1865.

NORTH ATLANTIC BLOCKADING SQUADRON.

FROM FEBRUARY 2, 1865, TO AUGUST 3, 1865.

[Telegram.]

CITY POINT, VA., *February 2, 1865.*

Admiral Porter ordered picket launch No. 3 to Cape Fear River. Will send her to-day.

WILLIAM RADFORD,
Commodore.

Hon. G. WELLES,
Secretary Navy.

Order of the Secretary of the Navy to the commandant navy yard, Norfolk, forbidding the examination of ironclads by foreign officers.

NAVY DEPARTMENT, *February 3, 1865.*

SIR: In reply to your telegram of the 2d instant, asking if you can permit a captain in the Royal Navy to visit and examine the *Diotator*, I enclose herewith copies of the instructions to Acting Rear-Admiral Lee and Captain Gansevoort, dated, respectively, December 1, 1862, and November 27, 1863, forbidding the examination of ironclads by foreign officers. The same rule will apply in this case.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain J. M. BERRIEN,
Commanding Navy Yard, Norfolk.

Letter from the Secretary of War to the Secretary of the Navy, forwarding request of Lieutenant-General Grant, U. S. Army, for vessels for patrol duty.

WAR DEPARTMENT, WASHINGTON CITY,
February 3, 1865—8:30 p. m.

SIR: I enclose herewith a copy of a telegram just received from Lieutenant-General Grant, and respectfully request that you will comply with his request therein expressed, and keep two or three war vessels patrolling between Cape Henry and Cape Fear River, during the transit of General Schofield's troops, which are now embarking for North Carolina at Alexandria and Annapolis.

Your obedient servant,

EDWIN M. STANTON,
Secretary of War.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.—Telegram.]

CITY POINT, VA., *February 3, 1865.*

I think it advisable to request the Navy to keep two or three vessels patrolling between Cape Henry and Cape Fear River, during the transit of Schofield's troops. It is barely possible for one of the enemy's privateers to be met on that route and do us great injury. If you agree with me, will you please request this?

U. S. GRANT,
Lieutenant-General.

Hon. EDWIN M. STANTON,
Secretary of War.

[Telegram.]

NAVY DEPARTMENT, *February 4, 1865.*

Are there two vessels, exclusive of the *Rhode Island*, at the yard or in the roads, available to patrol from Cape Henry to Cape Fear River whilst troops are moving south?

GIDEON WELLES,
Secretary of the Navy.

Captain J. M. BERRIEN, U. S. Navy,
Commandant Naval Station, Norfolk.

[Telegram.]

BERMUDA HUNDRED, *February 4, 1865.*

Vessels are being stationed at points most required. Heavy artillery firing at front yesterday.

WILLIAM RADFORD,
Commodore.

Hon. GIDEON WELLES.

General instructions from Rear-Admiral Porter, U. S. Navy, to Commodore Radford, U. S. Navy, commanding in James River.

CAPE FEAR RIVER, *February 4, 1865.*

COMMODORE: I received your communication notifying me that you were in charge up the James. I only wish you had been there sooner, and then we would not have had that disgraceful stampede. I do not think the rebels will attempt anything more; they are closed up for this season, and if, as General Grant says, he can take Richmond when he pleases, which I very much doubt, he may, I hope, soon have the rams on our side. I do not understand the ram fever; I never had it. I have ordered Captain Rhind, of the *Agawam*, to report to you when the *Agawam* is ready. You will find him a good person to have in the front. York River is in your division; will you enquire how matters are going on there?

There are a number of tugs undergoing repairs at the yard; have the most useful of them sent to the front, and ask Captain Berrien to hurry them up. I hope you will try an extensive torpedo system near the obstructions, and two or three large ones on the upper side of Dutch Gap would be well.

There is a guard boat at Fortress Mouroe, the *Young America*. Please order him to make his reports to you; forward them to the Department, and the duplicates to me. The light-houses are all in our charge; will you have them examined frequently and kept in order. I wrote some time since for some of the vessels to be sent to New Berne; that order is revoked for the present. The guard vessel at Craney Island is under your charge. It will not be necessary for her to board vessels, but to look after the coal-schooners at the island.

You will please send me frequent reports of matters and things and do all that you may think necessary to make matters secure in the James.

If the vessels want men, apply direct to the Bureau of Equipment and Recruiting.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Commodore WM. RADFORD,
Commanding in James River.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Rolando, U. S. Navy, commanding U. S. S. Keystone State, regarding positions of vessels.

CAPE FEAR, February 4, 1865.

SIR: You will keep your vessel off Flag Pond battery and be in communication with the army night and day. You will also keep the vessels outside lying in a line close into the beach, down as far as Half Moon battery, and the vessels will under no consideration leave those stations unless ordered by me to do so.

The enemy must be shelled whenever they show themselves or give indications of their presence. The *Keystone State*, *Montgomery*, *Aries*, *Emma*, *Howquah*, and *Vicksburg* must lie within half a mile of each other, ready to support the army at all times, and the vessel containing the army signal officer must always be close to Flag Pond battery.

I wish you to see that this arrangement is carried out.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander H. ROLANDO,
Commanding U. S. S. Keystone State.

Report of Lieutenant Cushing, U. S. Navy, regarding expeditions to Little River and Shallotte Inlet, February 4 and 6, 1865.

U. S. S. MONTICELLO,
Off Wilmington, N. C., February 7, 1865.

SIR: I have the honor to report that I entered Little River, South Carolina, on the night of the 4th instant, and proceeding about 8 miles up with four boats and 50 men, landed in the small town of All Saints Parish on Little River. The town was placed under guard without the knowledge of the inhabitants, and I succeeded in capturing some soldiers and arms. I held the place all the next day and discovered and destroyed about \$15,000 worth of cotton. I also captured two flats at the mouth of the harbor, containing cotton (23 bales), which had some time since been removed from a blockade runner to lighten her. This

we brought off, together with some negroes. The South Carolina planters, and all men whom I met, professed to be willing to come back under the old Government, and most of them seemed to be loyal men, only awaiting emancipation from military rule.

On the 6th I sent two boats' crews ashore in Shallotte Inlet, under command of Acting Master Charles A. Pettit. He surprised and routed the rebel force detailed to collect provision in that county, captured 6 soldiers, with their arms and equipments, and destroyed the stores that had been gathered for the enemy at Fort Anderson. The soldiers lately stationed there (at Shallotte) had been withdrawn to assist in the defense of Wilmington. A hundred rebels are still at Lockwood's Folly. The woods are full of deserters.

Very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Cape Fear River.

[Telegram.]

U. S. S. NEW IRONSIDES,
Off Bermuda [Hundred], February 5, 1865.

I directed the vessels in the lower part of James River to cooperate with General Graham in destroying some torpedo boats said to be in Pagan Creek.

W. RADFORD, *Commodore.*

Hon. G. WELLES,
[*Secretary of the Navy.*]

Report of Acting Master Hargous, U. S. Navy, announcing the arrest of Mr. G. W. Lane.

NATIONAL HOTEL,
Norfolk, Va., February 5, 1865.

SIR: I respectfully report that Mr. G. W. Lane is now under arrest and in charge of the provost marshal.

Very respectfully, your obedient servant,

P. J. HARGOUS,
Acting Master, U. S. Navy.

Commander WM. H. MACOMB, U. S. Navy,
Comdg. District Sounds, North Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding the extension of the limits of the Potomac Flotilla.

NAVY DEPARTMENT, *February 6, 1865.*

SIR: On the 31st ultimo the Department authorized Commander F. A. Parker to extend the limits of the Potomac Flotilla to Back River, Virginia, and to take command of the vessels of the North Atlantic Squadron within those limits.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, off Wilmington, N. C.

[Telegram.]

NAVY DEPARTMENT, *February 6, 1865.*

Cambridge was ordered to Port Royal. Let her go, but to go over the route of the troops to Fort Fisher, thence to Port Royal.

GIDEON WELLES,
Secretary of the Navy.

Captain J. M. BERRIEN,
Commandant Naval Station, Norfolk, Va.

Report of Rear-Admiral Porter, U. S. Navy, regarding the transfer of vessels to the Potomac Flotilla.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 6, 1865.

SIR: In obedience to order contained in Department's letter of January 11, last, I have ordered the *Heliotrope* (now at Norfolk) and one of the picket boats from James River to proceed to St. Inigoes, Md., and report to Commander F. A. Parker for duty in the Potomac Flotilla.

I am, sir, very respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral.

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

General instructions from Rear-Admiral Porter, U. S. Navy, to Commodore Radford, U. S. Navy, commanding Fifth Division.

FLAGSHIP MALVERN,
Cape Fear River, North Carolina, February 6, 1865.

COMMODORE: Apply to the Department at once to make up deficiencies of officers, and have planted all the torpedoes that may render the passage of a ram an impossibility, although with the vessels you have with you I would like to see them come down.

Have an investigation made with regard to the absence of the engineer in charge of the *Spuyten Duyvil*.

The engineer of the picket launch *No. 4*, has been away several weeks. Report the matter at once to the Department.

Have those boats provided with proper officers and send me their names.

Send the prize torpedo boat to report to Commander W. H. Macomb, commanding the District of the Sounds, without delay. Send her through the canal [Albemarle and Chesapeake].

Direct Commander Rhind to report to Commander Macomb as soon as he can at or near Plymouth, N. C., up the Roanoke River.

Send all the vessels belonging to that district that are repairing at Norfolk, without delay, to their stations.

Let each of them have a spar fitted on the bow to carry a torpedo like our torpedo boats.

Respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral.

Commodore WM. RADFORD,
Comdg. Fifth Division North Atlantic Squadron, James River.

Report of Rear-Admiral Porter, U. S. Navy, advising the use of torpedoes in the Roanoke River.

NORTH ATLANTIC SQUADRON,
U. S. Flagship *Malvern*, Cape Fear River, February 6, 1865.

SIR: I have the honor to acknowledge the receipt of your communication of January 31. in relation to a ram said to be building, or preparing at Rainbow Bluff. The Department is aware that there are only wooden vessels at Plymouth and New Berne, and one torpedo boat. I would recommend that a person who understands the business perfectly should be sent to lay a number of torpedoes at Plymouth, to be worked with galvanic batteries. I will try to have the river obstructed with what can be obtained there, and send vessels enough there to attack the ram if she gets into the sounds. Two good wooden vessels should capture her by boarding, but I think if we used the torpedoes as often as the rebels do, we would soon destroy all their rams. I would urgently recommend that the torpedo system be put into immediate operation, and that means be sent to obstruct the channel at Plymouth. I will do the best I can, but not knowing how far the ram in question is advanced, or what means there are to stop the channel, I must depend on the officer in charge there. I will send him full instructions.

General Grant can not be conversant with the hydrography of Hatteras Inlet, for none of our monitors can pass through there.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral. •

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

Report of Rear-Admiral Porter, U. S. Navy, transmitting copy of instructions sent to Commander Macomb, U. S. Navy; commanding District of the Sounds.

FLAGSHIP MALVERN,
Cape Fear River, North Carolina, February 6, 1865.

SIR: I have the honor to enclose herewith a copy of my instructions this day sent to Commander W. H. Macomb, commanding the District of the Sounds of North Carolina.

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

DAVID D. PORTER,
Rear-Admiral.

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

[Enclosure.]

FLAGSHIP MALVERN,
Cape Fear River, North Carolina, February 6, 1865.

SIR: I send you a copy of a letter from General Grant, in relation to a rebel ram preparing to come down the Roanoke River.

Now, as I never had the "ram fever," which seems to set every one in a state of excitement when a ram heaves in sight, I don't see any more difficulty in destroying a ram than in anything else. A cool, determined officer will have no difficulty whatever.

Had Commander Parker followed my orders, he would have destroyed all the rebel rams in the James River.

Now, every vessel you have is a torpedo boat. All you have to do is to have a spar fitted to the bow of every gunboat and tug, with a torpedo on it, and run at the ram, all together. No matter how many of your vessels get sunk, one or the other of them will sink the ram if the torpedo is coolly exploded.

Have your large rowboats fitted with torpedoes also, and when the rebel comes along, and you put your large vessels alongside of her, let the launches and small torpedo boats run in and sink her. You can get alongside of a ram, make fast to her, and with musketry, keep her ports closed. You can sling a good sized anchor to an outrigger spar, and let it go on her deck, and by letting go your own anchor keep her from getting away until other vessels pile in on her.

Five or six steamers getting alongside of a ram could certainly take her by boarding. If you can get on board of her, knock a hole in her smokestack with axes, or fire a howitzer through it, and drop shrapnel down into the furnaces.

You must obtain full information in relation to the time this ram expects to visit you. Set torpedoes in the river at night, so that no one will know where they are. Obstruct the river above Plymouth, and get what guns are there to command the approaches. Get a net or two across the river, with large meshes, so that when the ram comes down the net will clog her propeller.

Have floating torpedoes also (anchored) in abundance, and let them float just below the water. It is strange if we, with all our resources, can not extinguish a rebel ram.

Don't place timid men in your torpedo boats, but choose those who won't flinch from anything.

I send the *Tacony* back to you. I can ill spare her, but you must have XI-inch guns.

Now, remember one thing, and attend particularly to the orders I have heretofore given. Never allow your torpedo boats to be used for anything except the object in view. Keep good picket boats out at night, and don't be negligent in the daytime.

Now that troops are being sent to New Berne, increase your force on the Roanoke with the strongest and best vessels. Let all have the torpedo attachment. I send you eight torpedoes by this opportunity.

Across the stream, below all the devices I have mentioned, have logs 20 feet long anchored securely 10 feet apart, with a torpedo on the end looking up the river. These logs must be close to your pickets, where they can be watched and replaced whenever they get out of order.

Now, with all these appliances, and with ramming, boarding, and firing musketry and canister into the ports, if you can not stop a ram, I don't know how else it can be done. A full blow from all your vessels (don't be afraid of damaging them) would, I think, sink her in a short time; the torpedoes would, certainly.

In the meantime, go on and work night and day and raise the *Albatross*. Those pumps I sent you a plan of ought to raise her in a few hours if you can get canvas over the hole. Where is the submarine man, and has he done anything?

Write me fully by return messenger. I have just ordered down the torpedo boat captured in James River. Don't let it fall into rebel hands again. It will be a good thing to use their own designs against them.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of the Sounds, U. S. S. Shamrock.

Letter of the Secretary of the Navy to the Secretary of War, regarding the patrolling of the route from Hampton Roads to Fort Fisher by naval vessels.

NAVY DEPARTMENT, *February 6, 1865.*

SIR: I have the honor to acknowledge the receipt of your letter of the 3d instant, enclosing a copy of a telegram received from Lieutenant-General Grant, and to inform you that two steamers have sailed to patrol the route suggested.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

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

[Telegram.]

BERMUDA HUNDRED, VA.,
February 7, 1865.

Was at front all day yesterday. It was reported last night at 8:30 that the enemy's fleet [was] coming down toward obstructions. No news of them this morning.

W. RADFORD,
Commodore.

Hon. GIDEON WELLES.

Order of the Secretary of the Navy to the commandant navy yard, Norfolk, regarding the fitting of the U. S. S. Lillian.

NAVY DEPARTMENT, *February 7, 1865.*

SIR: The *Lillian*, now at navy yard, Norfolk, is to join the East Gulf Squadron. Rear-Admiral Porter says that she wants a little more accommodations for officers, and a thorough cleaning inside, and calking. Have her fitted up as soon as you can and order her, when ready, to proceed to Key West and report for duty as above indicated.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain J. M. BERRIEN,
Commanding Naval Station, Norfolk.

Reports of Commodore Schenck, U. S. Navy, commanding U. S. S. Powhatan, regarding expedition to Pagan Creek in search of torpedo boats.

U. S. S. POWHATAN,
Hampton Roads, February 7, 1865.

SIR: I have the honor to report that on Sunday, the 5th instant, Brigadier-General O. K. Graham sent an officer of his staff to inform me that he is now ready for an expedition to Pagan Creek and vicinity, in search of torpedo boats, which expedition had been delayed in consequence of the ice, and asked my cooperation with two armed launches and a sufficient number of boats to land 150 men. In compliance with this request, at 6 p. m. I dispatched the steamer *Delaware*, with the

two launches and three cutters, all available boats of this ship, and two boats from the *Alabama*, having previously directed Captain Kilty, of the *Roanoke*, to have three boats in readiness to join the expedition at Newport News at 8 p. m. The expedition returned to the ship this morning at 2 a. m., having succeeded in capturing a torpedo and boat and a rebel naval officer, Ensign Heines [Acting Master Hines]. For further particulars I refer you to the enclosed letter of General Graham.

Lieutenant George W. Wood, of the *Roanoke*, was the senior naval officer engaged in this expedition, whose report will be forwarded to the Department as soon as I receive it.

I regret to add that one of the men of this ship, Svend Svendson, ordinary seaman, was accidentally wounded, seriously, but not dangerously.

Very respectfully, your obedient servant,

J. F. SCHENCK,
Commodore and Senior Officer Present.

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

[Enclosure.]

HEADQUARTERS NAVAL BRIGADE,
James River, February 6, 1865.

COMMODORE: I desire to express my thanks for the important assistance rendered by Lieutenant Wood, of the Navy, and the officers and men under his command, in landing the men of this command on the banks of the James River and on Ohuckatuck Creek last night and this morning, and my approbation of the manner in which they subsequently searched the creek and banks adjoining Jones and Ohuckatuck.

Pagan Creek was likewise thoroughly examined for a distance of 3 miles above Smithfield by boats belonging to my own command.

Lieutenant Wood had the good fortune to capture in Jones Creek a torpedo boat and a torpedo weighing 75 pounds, already adjusted, and Major [Ferdinand B.] Hassler, of this command, captured Ensign Heines [Acting Master Hines], of the Confederate Navy, who was the leader in the destruction of a schooner in Warwick River last fall and a participator in destroying the tugboat *Lizzie Freeman* off Pagan Creek in December last.

I am also under obligations to Acting Master Eldridge, of the steamer *Delaware*, and to the officers of the vessels stationed off Pagan Creek for the assistance rendered by them.

I am, very respectfully, your obedient servant,

CHARLES K. GRAHAM,
Brigadier-General.

Commodore J. F. SCHENCK,
Commanding U. S. S. Powhatan.

U. S. S. POWHATAN,
Hampton Roads, February 7, 1865.

SIR: I have the honor to enclose you the report of Lieutenant George W. Wood, of the U. S. S. *Roanoke*, senior naval officer in the recent expedition in search of torpedo boats in Pagan and Jones creeks.

I have the honor to be, your obedient servant,

J. F. SCHENCK,
Commodore and Senior Officer Present.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. IRONCLAD ROANOKE,
Off Newport News, Va., February 7, 1865.

SIR: I have the honor to report that in obedience to your instructions I joined the expedition of Brigadier-General Graham, with the boats of the *Powhatan*, *Roanoke*, and *Alabama*, ten in all, including two launches, with howitzers, from the *Powhatan*.

At the request of General Graham, I sent four cutters up the Chuckatuck Creek in charge of Acting Ensign Taylor, of the *Alabama*, to land a party of soldiers. With the remaining six boats I assisted in landing the other troops of the expedition at a point about a mile below the mouth of Pagan Creek, and a short time afterwards started up Jones Creek. We pulled to the head of this creek without seeing anything that could be used as a torpedo boat. On our way up, however, we discovered a torpedo on the left bank, about a mile and a half from the mouth. It was loaded with 75 pounds of powder and was intended to be used on the boom of a torpedo boat. It was furnished with everything necessary for making it fast to the boom, and must have been left in a great hurry several days before we discovered it. When we arrived at the head of Jones Creek we branched off and pulled up Smith's Creek until the leading boat grounded and could go no farther. At this point we heard a shout, which was answered off in another direction, and which Lieutenant Crawford, of the Marine Brigade, informed us was a guerrilla signal. We then landed with a party of men and marched up to the house near which the first signal was heard, but the inmates, who were all women and children, pretended to know nothing about it.

We searched the house for arms, but only found one rifled flint-lock musket, which we carried away. We then set fire to a sloop which belonged to the owner of the house.

On our way back we received information that a torpedo boat was being fitted out in a small creek about three-quarters of a mile from the mouth of Jones Creek. We there found a schooner's yawl with a long oaken boom, intended, perhaps, to carry a torpedo. During the whole time we were in the creek we met with no resistance whatever and we only saw two men, one of whom was a very old contraband. I believe there are no torpedo boats in Jones Creek at this time, nor are there any boats which could be used to carry a torpedo. We brought away with us both the torpedo and the boat which we discovered.

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

GEO. W. WOOD,
Lieutenant, U. S. Navy.

Commodore J. F. SCHENCK, U. S. Navy,
U. S. S. *Powhatan*, Hampton Roads, Virginia.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the transfer of two monitors to the command of Rear-Admiral Porter.

NAVY DEPARTMENT, February 8, 1865.

SIR: Rear-Admiral Porter, off Fort Fisher, has asked for two of the *Passaic* class of monitors, which you will send to him as soon as positive operations against Charleston are finished.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron, off Charleston.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Green, U. S. Navy, commanding U. S. S. Tristram Shandy.

CAPE FEAR RIVER, *February 8, 1865.*

SIR: You will proceed without delay to Norfolk, Va., and have your vessel repaired as soon as possible. Get a new outfit and then proceed to carry out your former orders and report to commanding officer of East Gulf Squadron.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant F. M. GREEN,
Commanding U. S. S. Tristram Shandy, Cape Fear River.

Report of Acting Master Earle, U. S. Navy, of arrival at Beaufort, N. C., of the U. S. S. Merrimac, under his command.

U. S. S. MERRIMAC,
Beaufort, N. C., February 8, 1865.

SIR: I have the honor to report the arrival, after a tempestuous passage, of this vessel at this port.

I was compelled by stress of weather and a deficiency of coal to carry me through to touch here. I should have stated that I arrived here yesterday and I am ordered by Lieutenant-Commander West, commanding this station, to report to Admiral Porter in Cape Fear River. Allow me to state that the vessel is everything that a man can desire, except in a heavy seaway. She is at least 2 knots faster than she was the last cruise.

I am, sir, respectfully, your obedient servant,

WM. EARLE,
Acting Master, Commanding.

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

[Telegram.]

NORFOLK NAVY YARD, *February 9, 1865.*

Acting Master Hyde, of the *Morse*, arrived here this morning for coal and says it was reported at the Wolf-trap that one Fitzhugh with a number of men and boats intended to destroy Wolf-trap and other light-ships on the Chesapeake.

J. M. BERRIEN,
Commandant Naval Station, Norfolk.

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

[Telegram.]

NAVY DEPARTMENT, *February 9, 1865.*

Ascertain correctly the depth of water in the Dutch Gap Canal, and report to the Department by telegraph.

GIDEON WELLES,
Secretary of the Navy.

Commodore W. RADFORD,
Commanding James River Flotilla, City Point, Va.

[Telegram.]

BERMUDA HUNDRED, VA., *February 10, 1865.*

Dutch Gap Canal, 3 feet of water at upper end. Nearly low tide when sounded. Rocks very numerous. Two feet, about, water at upper end. Water deepens at lower end, 9 feet.

W. RADFORD,
Commodore.

Hon. G. WELLES,
Secretary Navy.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, to return with that vessel to Hampton Roads.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 10, 1865.

SIR: As soon as you have discharged all the recruits brought down in your vessel you will proceed without delay to Hampton Roads, carrying the mails, and report yourself to the honorable Secretary of the Navy as ready to bring down the War Committee, who propose visiting this locality.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander S. D. TRENCHARD,
Commanding Rhode Island, off New Inlet.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, in view of consular information received regarding newly purchased Confederate ram.

NAVY DEPARTMENT, *February 11, 1865.*

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

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

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron, off Fort Fisher.

[Telegram.]

NAVY DEPARTMENT, *February 11, 1865.*

The officers of the *Galatea* may visit the ironclads. Have the *Roanoke* and *Powhatan* prepared immediately for service. How long before they can be made ready?

GIDEON WELLES,
Secretary of the Navy.

Captain J. M. BERRIEN,
Commanding Naval Station, Norfolk.

Report of Commodore Radford, U. S. Navy, regarding the canal at Dutch Gap.

U. S. S. NEW IRONSIDES,
Off Bermuda Hundred, February 11, 1865.

SIR: I have the honor to enclose a rough sketch* of the canal at Dutch Gap and soundings.

At high tide a boat drawing 3 or 4 feet could pass through it; at low tide the smallest rowboat could not get through.

Very respectfully, your most obedient servant,

W. RADFORD,
Commodore, Commanding Fifth Division.

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

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Barnes, U. S. Navy, to assume command of the U. S. S. Lenapee.

CAPE FEAR RIVER, February 11, 1865.

SIR: You will assume temporary command of the U. S. S. *Lenapee*.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander J. S. BARNES,
Commanding U. S. S. *Bat*.

Letter from Rear-Admiral Porter, U. S. Navy, to Lieutenant-General Grant, U. S. Army, regarding means of defense against Confederate ram at Rainbow Bluff, Roanoke River.

CAPE FEAR RIVER, February 11, 1865.

GENERAL: The Secretary of the Navy has referred your letter of the 24th January to me, in relation to the ram said to be building at Rainbow Bluff, as it is in my district. Ample precautions have been taken to meet any case of the kind, and more are in progress. No ram can get into the sounds if officers do their duty and carry out my orders. At New Berne there are torpedo boats, also at Plymouth, which are the best defense against rams.

The obstructions at New Berne, originally very strong, have given away in one place; the vessel sunk there has been moved by the force of the current. As these obstructions are under the charge of the military commander, I would suggest that the gap be filled up with cob-work and stone, which are stronger and will stand better than sunken vessels.

Torpedoes are ordered to be sunk in both rivers, worked by galvanic batteries.

The ram *Albemarle* is being raised, but could not be made available in four months, except to sink as an obstruction.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-General U. S. GRANT,
Commanding Armies of the United States, City Point, Va.

Instructions from Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, regarding affairs at New Berne.

NORTH ATLANTIC SQUADRON,
U. S. Flagship *Malvern*, Cape Fear River, February 11, 1865.

SIR: Your letter has been received, with the plan of obstructions at New Berne.

You must stop at the gap. Is it not possible to sink cob docks? Don't delay it; or if you can't do that, get a heavy chain from Beaufort and pass it double from wreck to wreck, and leave no opening.

You must also plant heavy torpedoes opposite the opening and across the river. Have this attended to at once. Let us have no alarms. I want to wind up all rams that come down. I have sent you three or four torpedo boats. If you want more torpedoes, write to the bureau for them, and send an officer up to Norfolk after them. Have at least two torpedo boats at New Berne in case they might be wanted, and have the gunboats there, and tugs rigged with a torpedo on a spar ahead. The *Tacony* has reached you by this time, and the *Agawam* will shortly join you. If I get through here soon I will cover the sounds with vessels. I want to hear from you once a week. There will be a vessel sent up to Beaufort every Monday. Have your communications in Beaufort ready to come by her. Tell me all that is going on in Army and Navy. Don't forget to obtain all the information you can about Lane. See that your coal don't run short. Keep 2,000 tons on hand, and discharge the schooners as fast as they come. If too much comes, write to the bureau (by my order) to say when you have enough. Don't permit any vessel to go north for repairs without my orders, and let me know if any of your vessels are absent now. Send me a list of all you have with you. Watch New Berne and Plymouth attentively, and carry out all my instructions to the letter. No rams can do much if my orders are carried out. Tell me how the *Albemarle* is getting on, and what chance there is of raising her.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of the Sounds, U. S. S. *Shamrock*.

Report of Rear-Admiral Porter, U. S. Navy, regarding preparations for further offensive operations in the Cape Fear River.

NORTH ATLANTIC SQUADRON,
U. S. Flagship *Malvern*, Cape Fear River, February 12, 1865.

SIR: Nothing of importance has occurred since the capture of Fort Fisher and other works to render it necessary for me to write to the Department.

We have been engaged in mounting XI-inch guns in the place of the 100-pounders. It is a slow business, as we have not the facilities here for doing the work that we would have at a yard. The army have been strengthening their position, and we are all about ready now to resume offensive operations.

I believe there is only one important work between us and Wilmington (Fort Anderson, which is very strong), and the army also has heavy

lines of earthworks in its front. These, I think, will all be taken in due time. We will be bothered in the river with the obstructions, which are of no ordinary kind. These seem to be in keeping with the other works hereabouts, and answer perfectly the object for which they were intended, viz, to keep vessels from passing up.

I sent Lieutenant W. B. Cushing up the river in small boats night before last to obtain information. He went within a mile of Wilmington. He found the river obstructed with heavy piles all the way across abreast of Fort Anderson, but above that to Wilmington it seemed to be clear. The *Ohickamauga** has been sunk across one point in the channel and is under water, the boats passing over her without touching her. On returning, the water having fallen, the boats had to be lifted over the obstructions abreast of Fort Anderson. The reconnoissance was made without the boats being discovered.

Last night I sent Lieutenant Cushing up again with four boats to make a more thorough examination. He found the obstructions at Fort Anderson too heavy to attempt to break through them with the vessels under full headway.

They consist of a double or treble row of piles filled in between. The boats had barely time to make good observations when they were hailed and then fired upon with grape and canister from seven or eight guns, which kept up the fire until they were out of sight. Fortunately we met with no loss.

Now, to remove these obstructions, sir, we will require the apparatus that was carried home in the *Vanderbilt* and a competent person to use it.

We will also want plenty of powder cans for blowing up the obstructions. Even when we do get into Fort Anderson the smallest steamer, drawing 3 feet, can not get by until a passage is made by blowing away the piles and stones, which can be done in a day with the fort in our possession.

It is so important when the army has taken the lines in front of it and is pushing on, that the light-draft transports should be able to get up the river and supply them at different points, that I respectfully request that the apparatus may be sent to me.

I keep the monitor and two or three gunboats firing into Fort Anderson to annoy the enemy. I don't know that we have done it any serious damage beyond disabling a gun.

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

DAVID D. PORTER,
Rear-Admiral.

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

Report of Commodore Radford, U. S. Navy, regarding the sinking of captured torpedo launch.

U. S. IRONCLAD NEW IRONSIDES,
Off Bermuda Hundred, February 13, 1865.

SIR: I have to report to you that the torpedo boat recently taken from the enemy, which you ordered to report to Commander Macomb, U. S. Navy, was sunk while being towed to Norfolk by the U. S. S.

* See p. 57.

Phlox, off Jamestown Island. This intelligence was communicated to me by telegraph. The following is a copy of the telegram:

The torpedo launch was run into and sunk by schooner *Sam Rotun*. One man drowned.

I have sent the *Cactus* down with orders to raise her if possible; if not, to procure assistance from the Norfolk navy yard. As soon as further reports are made to me I will send them to you.

I have sent the *General Putnam* to Mobjack Bay, it being reported that there is a great deal of smuggling and blockade running in those waters, and no vessel being stationed there.

I am, very respectfully, your obedient servant,

WM. RADFORD,
Commodore, Commanding Fifth Division.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron.

[Telegram.]

U. S. S. NEW IRONSIDES,
Bermuda Hundred, February 14, 1865—4:15 p. m.

I have made a requisition for 20 torpedoes that will stand immersion. Wanted now.

WM. RADFORD,
Commodore.

H. A. WISE,
Chief Bureau of Ordnance, Washington, D. C.

Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding the annulling of a portion of the permit to Messrs. Steele, Henry & Co.

NAVY DEPARTMENT, *February 14, 1865.*

SIR: Messrs. Steele, Henry & Co. have exhibited to the Department the permit given to them by you—on the 5th instant—to bring stores to Beaufort, N. C., or any other point on the coast where the vessels may chance to be, solely for the use of the squadron.

The Department has annulled the permit so far as it authorizes stores to be brought to any point on the blockaded coast not opened by proclamation of the President of the United States. Through this whole war there has been an increasing effort of parties to obtain permits to carry stores to and to trade with the vessels engaged in blockade at points not opened by proclamation, and the Department has invariably refused to grant them.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, off Fort Fisher.

Report of Rear-Admiral Porter, U. S. Navy, forwarding plan of attack on Fort Fisher.

NORTH ATLANTIC SQUADRON,
U. S. Flagship *Malvern*, Cape Fear River, February 14, 1865.

SIR: I send by Mr. Bradford, of the Coast Survey, who goes to Washington, the plan of the attack on Fort Fisher, and also the plans of Forts Fisher and Caswell.

I am, sir, very respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral.

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

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Thornton, U. S. Navy, commanding U. S. S. Iosco, to proceed to duty in the sounds of North Carolina.

FEBRUARY 14, 1865.

SIR: You will, as soon as the weather permits, proceed to Plymouth or mouth of Roanoke River, through the Hatteras Inlet, and report to Commander Macomb for duty in the sounds. When you arrive you will see that your vessel is provided with solid XI-inch shot, and have torpedo poles rigged out on the bow according to general orders sent to Commander Macomb.

Don't start until this northeasterly and easterly wind is over, but cast loose and be ready to go when the wind comes out northwest or west, or light winds from southwest.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander J. S. THORNTON,
Commanding *Iosco*.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, regarding orders for certain vessels mentioned.

NORTH ATLANTIC SQUADRON,
U. S. Flagship *Malvern*, February 14, 1865.

SIR: You will send the *Lockwood* to Beaufort to take the place of the *Shokokon*, which I am going to mount IX-inch guns on, and send her to you. You will give the enclosed orders to Acting Master Josselyn to command the *Ialian*, and put Acting Volunteer Lieutenant Wetmore in command of the *Commodore Hull*. Let the ensign of the *Lockwood* take her to Beaufort.

I have ordered the *Iosco*, *Tacony*, *Hunchback*, *Chicopee*, *Martin*, and *Agawam* to report to you; also the *Henry Brinker*. If, with a torpedo on the bows of all of these, you can not destroy one ram, I do not know how it can be done.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of the Sounds.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, regarding loyal citizens carrying farm products.

NORTH ATLANTIC SQUADRON,
U. S. Flagship *Malvern*, Cape Fear River, February 14, 1865.

SIR: Whenever any loyal persons wish to take out farm produce, you will allow them to do so.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of Sounds, New Berne, N. O.

List of vessels composing the North Atlantic Blockading Squadron, February 15, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
A. D. Vanco.....	5	4	Lieut. Com. J. H. Upshur	Hampton Roads.
Agawam	10	3	Commander A. C. Rhind	Ordered to sounds, North Carolina.
Aries	7	3	Act. Vol. Lieut. J. M. Williams.....	Off Fort Fisher.
Alabama.....	10	3	Act. Vol. Lieut. A. R. Langthorne.....	Hampton Roads.
Atlanta.....	3	3	Act. Vol. Lieut. T. J. Woodward	James River.
Anemone.....	4	4	Acting Ensign N. O. Borden	Beaufort, N. C.
Arlotta	3	4	Lieut. Com. W. C. West.....	Do.
Albemarle	4	4	Acting Assistant Paymaster Mellaeh.....	New Berne, N. C.
Ben Morgan	4	4	Acting Master A. B. Mulford.....	Norfolk, Va.
Belle.....	2	4	Acting Master J. G. Green.....	Sounds, North Carolina.
Berberry	4	4	Acting Ensign R. W. Rowntree.....	Cape Fear River.
Bignonia.....	3	4	Act. Vol. Lieut. W. D. Roath.....	Hampton Roads.
Bat	3	4	.....	Cape Fear River.
Chicopee.....	10	3	Commander A. D. Harrell.....	Norfolk Navy Yard, re- pairing.
Commodore Hull.....	6	4	Act. Vol. Lieut. H. S. Wetmore.....	Sounds, North Carolina.
Ceres	2	4	Acting Master H. H. Foster.....	Do.
Cambridge.....	10	3	Act. Vol. Lieut. J. F. Nickels.....	Norfolk Navy Yard.
Commodore Barney.....	7	4	Act. Vol. Lieut. G. B. Livingston.....	James River.
Cactus.....	3	4	Acting Master and Pilot J. Evans.....	Do.
Commodore Morris.....	7	4	Acting Master R. G. Leo.....	Do.
Crusader	7	4	Act. Vol. Lieut. P. Hays.....	York River.
Chippewa	6	4	Lieut. Com. A. W. Weaver.....	Cape Fear River.
Commodore Perry.....	5	4	Act. Vol. Lieut. A. P. Foster.....	James River.
Clinton	4	4	Acting Ensign G. W. Hadden.....	Do.
Charles Phelps	4	4	Acting Ensign W. Ottlwell.....	Craney Island, Va.
Cohasset.....	1	4	Act. Ensign and Pilot [G. B.] Griffin..	James River.
Clematis.....	3	4	Act. Vol. Lieut. E. D. Bruner.....	Norfolk Navy Yard, re- pairing.
Dumbarton	4	4	Act. Vol. Lieut. H. Brown.....	Norfolk Navy Yard.
Delaware.....	4	4	Acting Master J. H. Eldridge.....	James River.
Dayn.....	3	4	Acting Master J. A. Jackaway	Do.
Daylight.....	8	4	Acting Master H. A. Phelon.....	Do.
Eolus.....	4	4	Acting Master E. S. Keyser.....	Cape Fear River.
Emma.....	8	4	Acting Master [J. A.] Hamilton.....	Do.
Eutaw.....	10	3	.....	James River.
Fort Donelson	1	4	Acting Master G. W. Frost.....	Guard ship New Inlet.
Falkeo.....	5	4	Acting Master F. R. Webb.....	Hampton Roads.
Gettysburg.....	7	3	Lieut. R. H. Lamson	Norfolk Navy Yard.
Governor Buckingham.....	6	3	Act. Vol. Lieut. J. MacDiarmid.....	Do.
General Putnam	4	4	Acting Master H. H. Savage.....	James River.
Granite (sloop).....	.....	.....	Acting Master E. Boomer.....	Guard ship Hatteras.
Glance.....	4	4	Acting Ensign H. Wheeler.....	James River, Va..
Howquah.....	5	4	Act. Vol. Lieut. J. W. Balch.....	Off Fort Fisher.
Huron.....	5	4	Lieut. Com. T. O. Selfridge.....	Cape Fear River.
Hunchback	7	4	Lieut. Jos. [P.] Fyffe.....	Ordered to sounds.
Henry Brinker.....	3	4	Acting Ensign J. H. Kerens.....	Do.
Hoyt.....	4	4	Acting Ensign H. B. Twambly.....	Sounds, North Carolina.
Hetzol.....	2	4	Acting Master [G. B.] Thompson.....	Norfolk Navy Yard.
Harcourt	4	4	.....	Do.
Iosco.....	10	3	Lieut. [Chas. L.] Franklin.....	Ordered to sounds.
I. N. Seymour.....	2	4	Acting Ensign F. B. Allen.....	James River, Va.
Kansas.....	8	4	Lieut. Com. P. G. Watmough.....	Cape Fear River.
Lillian.....	2	4	Acting Master F. Josselyn.....	Hampton Roads.

List of vessels composing the North Atlantic Blockading Squadron, February 15, 1865—
Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Lockwood	3	4	Acting Ensign M. D. Ames	Beaufort, N. C.
Lilac	2	4	Acting Ensign J. A. Ohadwick	James River, Va.
Little Ada	2	4	Acting Master S. P. Crafts	Cape Fear River.
Lenapee	10	3	Lieut. Com. J. S. Barnes	Do.
Monticello	6	4	Lieut. W. B. Cushing	Off New Inlet.
Maumee	3	4	Lieut. Com. R. Chandler	Cape Fear River.
Moccasin	3	4	Acting Ensign J. Brown	Do.
Mackinaw	10	3	Commander J. C. Beaumont	Do.
Massasoit	10	3	Commander R. T. Reushaw	James River.
Mount Vernon	5	4	Act. Vol. Lieut. J. Trathen	Norfolk Navy Yard.
Mattabesett	10	3	Commander J. C. Febiger	Sounds, North Carolina.
Montgomery	6	3	Act. Vol. Lieut. T. O. Dunn	Off New Inlet.
Maratanza	6	3	Lieut. Com. G. W. Young	Cape Fear River.
Miami	8	3	Act. Vol. Lieut. G. W. Graves	James River, Va.
Mondota	10	3	Commander E. T. Nichols	Do.
Mount Washington	1	4	Act. Master and Pilot H. H. Haynie	Do.
Myrtle	7	4	Acting Master W. Wright	York River, Va.
Martin	4	4	Acting Ensign F. H. Crandall	Ordered to sounds.
Malvern	12	4	Ensign (W. C.) Wise	Cape Fear River.
Montauk	2	3	Lieut. Com. E. E. Stone	Do.
Nyack	8	4	Lieut. Com. L. H. Newman	Do.
New Berno (supply steamer).				
Nansemond	3	4	Acting Master J. H. Porter	Cape Fear River.
Osceola	10	3	Commander J. B. M. Oltz	Do.
Onondaga	4	3	Lieut. Com. H. C. Blako	James River, Va.
Phlox	4	4		Do.
Pequot	8	4	Lieut. Com. D. L. Braine	Cape Fear River.
Pawtuxet	10	3	Commander J. H. Spotts	Do.
Pontoosuc	12	3	Lieut. Com. W. G. Tomple	Do.
Poppy	2	4	Acting Ensign W. Clarke	James River.
Picket boat No. 1 (Alpha).	1	4	Acting Ensign N. R. Davis	Do.
Picket boat No. 3 (Gamma).		4	Acting Ensign H. F. Curtis	Do.
Picket boat No. 4 (Delta).		4	Acting Master's Mate W. F. Gragg	Do.
Picket boat No. 5 (Epsilon).		4	Acting Master F. (W.) Mintzer	Do.
Picket boat No. 6 (Zeta).		4	Acting Ensign E. M. Boggs	Do.
Picket launch No. 3.	1	4		Cape Fear River.
Picket launch No. 4.	1	4	Acting Master's Mate W. H. Bolton	Sounds, North Carolina.
Picket launch No. 5.	1	4	Acting Ensign J. H. Chapman	Do.
Picket launch No. 6.	1	4	Acting Ensign C. S. Willcox	Cape Fear River.
Rhode Island	12	2	Commander S. D. Tronchard	Hampton Roads.
R. R. Cuyler	12	3	Commander C. H. B. Caldwell	Off New Inlet, N. C.
Renshaw	4	4	Gunner E. A. McDonald	Sounds, North Carolina.
Roman	4	4		Norfolk, Va.
Release	3	4	Acting Master J. Baker	Beaufort, N. C.
Republic	1	4	Acting Ensign J. W. Bennett	Cape Fear River.
Seneca	5	4	Lieut. Com. M. Seward	Do.
Santiago de Cuba	11	2	Capt. O. S. Glesson	Hampton Roads.
Samuel Rotan	5	4	Acting Master W. G. Nutting	York River.
Shamrock	11	3	Commander W. H. Macomb	Sounds, North Carolina.
Shokokon	6	4	Act. Vol. Lieut. S. Huse	Ordered to sounds.
Spyten Dnyvil (torpedo).			Act. Asst. Eng. (J. L.) Lay	James River, Va.
Saffron	4	4	Acting Ensign H. M. Pishon	Do.
Sassafras	12	3	Lieut. Com. J. L. Davis	Cape Fear River.
Shawmut	8	3	Lieut. Com. (J. G.) Walker	Do.
Tacony	12	3	Lieut. Com. W. T. Truxtun	Ordered to sounds.
Unadilla	6	4	Lieut. Com. F. M. Ramsay	Cape Fear River.
Unit	4	4	Acting Ensign H. P. Hathaway	Norfolk, Va.
Vicksburg	6	3	Acting Master W. U. Grozier	Off New Inlet.
Victoria	3	4	Acting Ensign W. Moody	Sounds, North Carolina.
Valley City	0	4	Acting Master J. A. J. Brooks	Do.
Western World	5	4	Acting Ensign E. Herrick	James River.
Wilderness	4	4	Acting Master H. Arey	Cape Fear River.
Wynlusing	14	3	Lieut. Com. E. English	Sounds, North Carolina.
Whitehead	4	4	Acting Master G. W. Barrett	Do.
Wyandotte	5	4	Acting Master T. W. Sheor	Norfolk, Va.
William Badger	2	4	Acting Ensign S. G. Swain	Beaufort, N. C.
Watch	2	4	Acting Ensign J. Bishop	James River, Va.
Young America	2	4	Acting Master's Mate J. H. Gilley	Do.
Yantic	5	4	Lieut. Com. T. C. Harris	Cape Fear River.
Zouavo	2	4	Acting Ensign J. L. Hayes	James River, Va.

Report of Commander Macomb, U. S. Navy, regarding general affairs in the sounds of North Carolina.

U. S. S. SHAMROCK,

Dist. of the Sounds of N. C., New Berne, February 15, 1865.

ADMIRAL: I expect the *Tacony* here to-morrow, and shall start for Plymouth on her arrival, as the most important work in this district is going on at and about that place. I shall leave instructions with Lieutenant-Commander Truxtun to have the gap in the Neuse obstructions stopped.

Commander Febiger has had charge of affairs at Plymouth, and he writes me that he has completed the chain blockades across the Roanoke and Middle rivers. These I have constructed as temporary obstructions until I could build the cobwork across the Roanoke at a point above the upper mouth of the Middle, and so shut up both rivers at once. I have written to Captain Berrien at Norfolk for a pile driver, and he says he can lend me one (I could not get one here), so I shall send the *Ceres* for it to-morrow morning. Commander Febiger also informs me that he has tried the box pumps (six of them) on the *Albemarle* without success. I had 12 more made here and sent them to Plymouth. The diver states that he has stopped the leaks in the bottom of the ram, made by Cushing's torpedo, but the casemate, which is partially submerged, is much shattered by the torpedo which the rebels exploded in her after she sank. Mr. Underdown, the head of the submarine party, wrote me yesterday from Norfolk, stating that he would get his steam pump down on the 11th, and he had no doubt but that he could raise the *Albemarle*.

The following is a list of vessels of this district now in the sounds: *Shamrock, Wyalusing, Tacony, Valley City, Ceres, Lockwood, Commodore Hull, Henry Janes*, and *Granite*, tugs *Belle* and *Hoyt*, and picket boat No. 5. The *Lockwood* and *Commodore Hull* are unfit for service. The latter can not now move at all. The *Henry Janes* and *Granite* are sailing vessels.

The *Chicopee, Whitehead*, tug *Martin*, and the *Hetzel*, all of this district, are at Norfolk for repairs, the last-named being worn out and, I hear, laid up. The *Whitehead* and *Martin* have been there for some time, and I wish you would order them back here again as soon as possible.

I shall have torpedoes put on the vessels' bows as soon as I can.

I wrote to-day to the Bureau of Ordnance for the torpedoes as you directed. I wrote a private note some time ago to Captain Wise asking for some torpedoes like those found in the Roanoke River, which could be constructed on the pattern of the one I sent to Washington by Lieutenant-Commander Arnold. The Bureau answered, however, that on being referred, the Department had decided that there was no more necessity for the torpedoes, and refused to authorize their construction. It would perhaps insure my getting the torpedoes for the river, were you (if you have not already done so) to write to the Bureau on the subject.

The torpedo boat you spoke of as being ordered here from Norfolk has not arrived.

In your letter of the 24th January you requested me to "make a note of it" when the army destroyed the ram in the Roanoke. I have been waiting patiently ever since I reported that the expedition had started in hopes of being able to "make the note," but I have waited in

vain. The troops left Plymouth and were landed by the steamers at Colerain on the Chowan River. Here one of the boats got on the stumps and sunk. The troops never marched a foot from the place they landed, and only came back a few days ago, having succeeded in raising their steamer. "The expedition," writes Captain Febiger, "seems to have resolved itself into a cotton and tobacco raid."

In regard to the man Lane, I know nothing, except that he was once before tried at New Berne by a military commission for contraband trading, and was sentenced to pay a heavy penalty, but he got his trial over again at Norfolk, where General Butler was, and was let off. That is the only connection that I know of between Lane and General Butler. When arrested by me this time Lane was trading under permits from the President (see General Order No. 42, Navy Department), and the only thing that I found wrong about him was that he was carrying supplies to the rebels which I considered to be contraband of war, and as such forbidden by the general order above cited. The main fault there, however, was that General Shepley should permit him to take such a cargo into the rebel country, which he did, as shown by his signature in the permits.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

[Telegram.]

NAVY DEPARTMENT, *February 16, 1865.*

You will remain at the front in command of the James River Division.

GIDEON WELLES,
Secretary of the Navy.

Commodore WILLIAM RADFORD, U. S. Navy,
Commanding James River Division, Bermuda Hundred, Va.

Joint operations in Cape Fear River, including capture of Fort Anderson, February 16-19, 1865.

Letter from Major-General Schofield, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding the advance of Federal lines.

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
Army of the Ohio, February 9, 1865.

SIR: Preparatory to operations against Wilmington, I desire to advance General Terry's line so as to threaten the enemy's position east of Cape Fear River. It will greatly facilitate the operations to have for a short time previous to the advance a strong fire from the gunboats upon the right of the enemy's lines, viz, immediately opposite Fort Anderson. Possibly the effect of this may be so great as to enable the troops to take possession of Sugar Loaf Hill, and thus obviate the necessity of the proposed operations west of the river. The fleet outside may

also render some assistance, though the fire will be at long range and inaccurate on account of the intervening woods. I would like to make the advance to-morrow, or the next day at the latest, if you can be prepared to cooperate so soon. If this movement results in a decided success, which I do not count upon, I will push for Wilmington at once. If not, I will then be prepared to transfer troops to the west bank of the river, and threaten in like manner Fort Anderson and the adjacent line, preparatory to the more extended movement to turn the enemy's position. These initiatory movements can be made while I am getting up the rest of my troops and materials, and preparing for an extended movement, if that prove to be necessary. I hope thus to save several days' time, which is important. Please be so kind as to inform me when you can cooperate in the movement I propose.

I am, admiral, very respectfully, your obedient servant,
 J. M. SCHOFIELD,
Major-General.

Rear-Admiral PORTER, U. S. Navy,
Commanding, etc., Cape Fear River.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Schofield, U. S. Army, regarding dock for landing troops.

CAPE FEAR RIVER, *February 10, 1865.*

GENERAL: I have examined the dock running out from the place spoken of this morning and find that troops can be easily landed there at half or full tide; at low water a boat can not get within 60 yards of it, and the men would have to wade through the mud. The wharf is about 350 feet long, a strong, substantial work, with one plank running all the way along through the center; only one man can go at a time. It wants about 700 feet of plank to be put on each side of the center piece to make it complete. Twenty men would fix it in a couple of hours.

There will be a good tide there to-night, and boats will be able to go to the dock up to 12 o'clock, midnight; to-morrow night, an hour later. I think we can get all the men landed there by the time you want them by commencing a little after sunset.

Very respectfully, your obedient servant,
 DAVID D. PORTER,
Rear-Admiral.

Major-General J. M. SCHOFIELD,
Comdg. Department of North Carolina, Federal Point, N. C.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Rolando, U. S. Navy, in view of proposed cooperative movement against the enemy in Cape Fear River.

CAPE FEAR RIVER, *February 10, 1865.*

SIR: The army expect to make a move along the beach to try and turn the enemy's left flank. The enemy are entrenched 2 or 3 miles below the Half Moon battery at the beginning of that long bayou. The object will be to get the gunboats in the rear of their intrenchments and cover the advance of our troops. When our troops are coming up, the gunboats will run close in and shell the enemy in front of them, so as

to enable the troops to turn their flanks, if possible. The intrenchments are about 800 yards from the beach and you will make your elevations accordingly. As the army come up, your fire will have to be very rapid, taking care not to fire into our own men. Go down and reconnoiter from aloft, so that you will be sure of the enemy's position, then send for all the captains and let them understand it. Put yourself in full communication with the general commanding on shore, and conform in all things to his wishes. Make your arrangements complete, so that there will be no failure.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander H. ROLANDO,
Comdg. Keystone State and Senior Naval Officer, off New Inlet.

These operations will take place to-morrow.

General order of Rear-Admiral Porter, U. S. Navy, giving instructions for operations against Wilmington, N. C.

GENERAL ORDERS, }
No. 15.

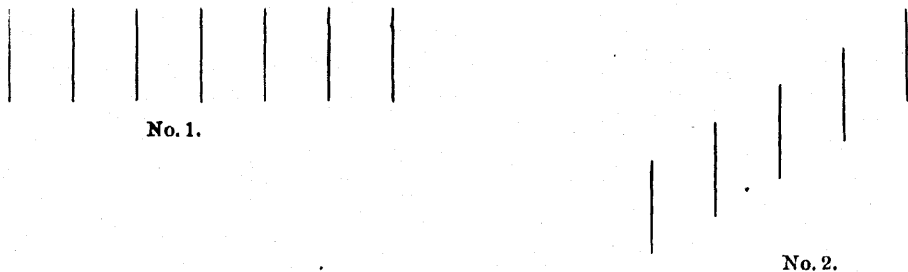
NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 10, 1865.

The following orders will be observed in going up the river and in the operations that will be carried on against Wilmington:

All the vessels will come up their forestays, and have everything clear for firing over the bows and directly ahead; all netting work and stanchion frames will be taken down. In commencing operations against a fort, it is intended to commence at long range and throw in a quick fire (after the proper elevation is obtained), while the monitor is getting a close position where she can fire effectively. As the guns of the enemy slacken their fire, the vessels will be ordered by signal to move up close to a point designated, when they will anchor or stop, as the signal may direct. While going up, the distance moved must be calculated and the direction of the guns altered accordingly. When it is no longer possible to fire over the bow with effect, I shall (at the proper time) direct the headmost vessels to push up within grape and canister distance. When this order is given, the vessels designated will push on, but not anchor until ordered. No vessel will pass the southern face of the fort, but keep 200 yards this side of it; nor will anyone go within 300 yards of the docks near the fort, as there the rebels have three torpedoes and obstructions. When vessels do get within grapeshot distance, they will use grape and canister from their broadside guns and howitzers and shell or shrapnel from the pivot guns or 30-pounder Parrotts. The guns of the enemy must be the objects fired at, and the grape and canister are only to be used when the enemy are firing at us, unless the sharpshooters should fire on the vessels, in which case carefully cut shrapnel will be the best thing to burst right over the parapet. The vessels will move up in the following order: *Osceola, Pawtuxet, Mackinaw, Pontoosuc, Tosco, Sassaous, Lenapee, Maratanza, Yantic, Pequot, Sharmut, Nyack, Unadilla, Chippewa, Huron, Seneca.*

There will be two orders of attack; the first order will be line abreast, where as many vessels as can anchor close abreast of each other will do

so. This applies to double-enders. Order No. 2 is forming line, as per diagram,



the leading vessel on the right, and the others coming up and anchoring so that their bow will lie nearly in a line with the stern of the vessel ahead. This will enable a few more vessels to fire ahead in the narrow channel. Every vessel will have a stout hawser and heavy kedge ready to run out, and anchor head and stern, so that the vessel will not swing when the tide turns, as they must be kept bow on all the time. When the pivot guns can be used out of their own ports it must be done, and direct firing commence. Commanders are directed to watch the flagship closely for signals.

Boats will be kept in readiness, with grapnels to drag for torpedoes, and also ready to pick up the crew of any vessel that might be blown up.

The enemy have shifted their flagstaff. Do not fire at that, but only at the works and guns.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Special order of Major-General Schofield, U. S. Army, regarding movements of troops.

SPECIAL ORDERS, } HDQES. DEPT. OF NORTH CAROLINA,
 } *Army of the Ohio, Federal Point, N. O.,*
No. 3. } *February 12, 1865.*

I. The following movement will be made with a view to turn the enemy's position east of Cape Fear River and open the way to Wilmington:

One brigade of General Ames' division of General Terry's corps will embark on light-draft steamers at the Federal Point wharf and move outside to a point on the beach about 2 miles south of Masonboro Inlet, where the troops will land. The remainder of General Ames' division and General [J. D.] Cox's division, of the Twenty-third Corps, will march along the sea beach to the point of landing.

The pontoons, thirty in number, and about the same number of navy boats, will be towed by the steamers to the place of landing, where they will be landed and hauled across the beach into Masonboro Sound. This being accomplished, the troops will cross in the small boats to the mainland.

The portion of the expedition which moves by sea is placed under the immediate command of Brigadier-General Comstock, whose orders will be strictly obeyed by all. The commanding general will accompany the main body of the troops and will give orders for movements against the enemy after a landing is effected. The boats will all be at the wharf at 4 o'clock this p. m. and report to General Comstock for orders.

The troops to move by boat will report at the wharf at dark. The main body of the troops will march as soon as it is dark enough to conceal their movements from the enemy.

The utmost silence must be preserved by the troops during the movement; and on no account will fires be made or lights exhibited either on the boats or ashore by which the enemy might detect the movements. No straggling must be permitted.

The men will be supplied with three days' rations and as much ammunition as they can carry on their persons. The officers should also carry with them three days' rations.

General Terry, with the portion of his troops not included in this expedition, will press the enemy closely, commencing at daylight in the morning, and will follow him vigorously if he gives way, or attack him if he weakens his line so much as to justify it.

The troops will carry with them a good supply of intrenching tools.

By command of Major-General Schofield:

J. A. CAMPBELL,

Major and Assistant Adjutant-General.

Admiral D. D. PORTER.

Letter from Major-General Schofield, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding measures of cooperation.

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,

February 12, 1865.

ADMIRAL: If the wind continue favorable, I intend to turn the enemy's position to-night by crossing Masonboro Sound about 2 miles below the inlet. I propose to send a brigade of troops outside in small steamers with my pontoon boats and such small boats as you can furnish me. Let them land and haul the boats over the beach into the sound, and thus cross to the mainland. The main portion of the troops will march up the beach to the point of crossing.

I would like about thirty boats from the navy, with strong crews; also the steam tug *Wilderness*, with the pilot who went with General Comstock yesterday. It is also important to have a strong naval force outside to cover the landing.

I would like to have the boats report to General Comstock at the wharf at 4 o'clock this p. m. The men should be provisioned with two or three days' rations.

Very respectfully, your obedient servant,

J. M. SCHOFIELD,

Major-General.

Rear-Admiral PORTER,

Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Bolando, U. S. Navy, regarding measures of cooperation with the army.

FLAGSHIP MALVERN,

Cape Fear River, North Carolina, Sunday, February 12, 1865.

SIR: You will get all the gunboats outside together, and when the army is ready and comes out in the transports, you will proceed on with them and place your vessels above them to cover the landing and enfilade the place back when the troops go in.

Under no circumstances fire over the troops. One of your shells yesterday came near killing General Terry and staff, and as the fuzes of 1862 are not to be relied on, do not use them if you can help it. You will have all your boats ready to land the troops, but do not let the sailors carry any arms. If the sailors are required on shore to assist in manning the boats when they are taken into the sound, see that the men have their pea jackets and salt pork and bread enough to last them for three days.

Do whatever the general requires of you, and keep your vessels close in, so that you can communicate easily. You will lie (supposing you are 300 yards from the beach) exactly $1\frac{1}{2}$ miles from the enemy's artillery or forces on the opposite side of Myrtle Sound, [North Carolina], and you must elevate your guns and time your fuzes accordingly.

There will be no enemy on the beach. There the troops want no covering, but the enemy will be across the sound.

Keep near the general or with him while on the water, so that you can act in accordance with his desires.

You will get all the vessels outside together, and have a proper understanding with the commanders regarding what is required of them.

Do not let any of the gunboats show any lights going down to-night. Leave one good gunboat to cover our troops.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander H. ROLANDO,
Commanding U. S. S. Keystone State.

Order of Rear-Admiral Porter, U. S. Navy, designating vessels to assist in moving troops.

FEBRUARY 13, 1865.

The tugs *Nansemond*, *Eolus*, *Wilderness*, and *Moccasin* will report without delay at the wharf near Fort Buchanan to General Schofield, or the army officer in command, to take on board such troops as may be there and obey the orders of the military commander.

DAVID D. PORTER,
Rear-Admiral.

Letter from Major-General Schofield, U. S. Army, to Rear-Admiral Porter, U. S. Navy, giving instructions for the gunboats.

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
Army of the Ohio, Federal Point, N. C., February 11, 1865.

ADMIRAL: The movement ordered on the 12th will be made to-night, except that the pontoon boats will be hauled on wagons. Please order the gunboats outside to be ready to cover the crossing of the sound at daylight in the morning, and to land their small boats at the point of crossing about midnight, if the weather will permit.

Very respectfully, your obedient servant,

J. M. SCHOFIELD,
Major-General, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Instructions from Rear-Admiral Porter, U. S. Navy, to Commander Rolando, U. S. Navy, commanding U. S. S. *Keystone State*.

FLAGSHIP MALVERN,
Cape Fear River, February 14, 1865.

SIR: The army will make its movement by the beach, and will be near Masonboro Inlet by daylight.

You will take all your vessels excepting one gunboat, which you will leave to protect General Terry's flank, to the above-named point, and be ready to cover the troops as they cross over Myrtle Sound.

You must be at that point before daylight, so that the troops will not have to wait for you.

One of your vessels will keep along with the troops near the beach, with the signal officer on board to communicate with the general, so that he can inform you at any time of his wishes in relation to your movements. If the army wishes the use of your boats, and it is possible to get them on shore, which I do not think it will be with this breeze, give it every aid and assistance.

It may be possible to get some of your best and lightest surfboats on shore, and, as it is not necessary for them to come back again, you might possibly be enabled to succeed.

That, however, depends on the weather, about which, inside here, I can tell nothing.

I send you the general's telegram, which will explain to you what he desires. Attend to his wishes.

Masonboro Inlet is about 10 miles from here, and you must allow plenty of time to get there. Do not be out of the way a minute. Remember not to fire over the troops, but get above and fire ahead of them in case you are attacked. Watch the army signal officer ashore, so that you can stop firing when told to.

After the army has landed successfully, and the services of all the vessels are no longer needed there, send two of them down to cover General Terry's troops, in case they should advance.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander H. ROLANDO,
Commanding U. S. S. Keystone State.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Schofield, U. S. Army, regarding the danger of water cooperation.

CAPE FEAR RIVER, *February 14, 1865.*

GENERAL: Your letter has been received. I am sorry to say I fear you will meet with disappointment in landing on the outside. The wind is northeast—one of the worst winds for making a surf on the beach—and I doubt if any boat could possibly land there without risking the loss of all on board. Even with wind at the north, the sea begins to set in, and the beach is never smooth enough to land in a boat unless it is directly off the land.

You might send one of our small vessels now with you down to examine the place, and you would feel better satisfied; but I am pretty sure that if you depend to-night on the water cooperation you will be disappointed and your plans be defeated.

The gunboats outside are directed to move when you do, and be subject to your orders. If you conclude to make no movement by water, will you please let me know?

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Major-General J. M. SCHOFIELD,
Comdg. Dept. of North Carolina, Federal Point, N. C.

[Telegram.]

FEDERAL POINT, NORTH CAROLINA,
February 14, 1865—3:30 p. m.

Our pilots say it is too rough on the bar to take the small steamers across now. I will send orders to the vessels outside to do as you have wished.

D. D. PORTER,
Rear-Admiral.

Major-General SCHOFIELD.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Rolando, U. S. Navy, transmitting dispatch from Major-General Schofield, U. S. Army.

FLAGSHIP MALVERN,
Cape Fear River, February 14, 1865.

SIR: I enclose you a telegram just received from General Schofield, which I wish you to have carried out strictly.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Commander H. ROLANDO,
Commanding Keystone State.

[Enclosure.—Telegram.]

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
Army of the Ohio, Federal Point, N. C., February 15, 1865.

I failed to get my boats up the beach, and shall return to the original plan. I would like to use your tugs to carry troops across the river to-morrow.

J. M. SCHOFIELD,
Major-General.

Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Schofield, U. S. Army, requesting instructions regarding tugs.

FEBRUARY 16, 1865.

GENERAL: The tugs are directed to remain at your orders as long as you require them. Do you mean to land on the west bank? If so, I will have all the small boats ready to take the troops off. Will you

please let me know at what time you want the small boats to be ready, and they will be there. All the tugs are now near your vessel. I am going to send them to Western Bar to help get the troops off of a transport outside.

Whatever you wish done, please notify me. Two or three tugs might get the troops off the transport before dark. I think there are about a thousand.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Major-General J. M. SCHOFIELD,
Commanding Department of North Carolina.

Report of Lieutenant-Commander Braine, U. S. Navy, regarding casualties on the U. S. S. Pequot.

U. S. S. PEQUOT,
Cape Fear River, North Carolina, February 17, 1865.

SIR: I have to report that, in obedience to signal, this afternoon I got underway and steamed up the river to the attack of Fort Anderson.

A few minutes after the vessel took position she was struck by a solid shot, wounding 5 of the crew, as follows:

William Brian, quartermaster, mortally; has died of his wounds.

Jer. Lyons, quartermaster, seriously; amputation of left arm.

Carl Poelstrom, ordinary seaman, seriously; amputation of foot necessary.

Thomas Donnelly, landsman, slightly.

Edrick Hague, first-class boy, slightly.

The following is the list of ammunition expended:

Nineteen charges 150-pounder rifle, 16-pound; 19 percussion shell, 150-pounder rifle; 16 charges 30-pounder rifle, 3 $\frac{1}{4}$ -pound; 16 percussion shell, 30-pounder rifle.

Very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Young, U. S. Navy, assigning his position for the attack.

CAPE FEAR RIVER, *February 18, 1865.*

SIR: You will proceed up and get in line with the other vessels; anchor your vessel head and stern, with bow gun pointed at the fort. Do not fire a gun until you report your vessel by signal, anchored as I direct, and do not open fire until I direct.

Twice in this river have I been compelled to withdraw you from action for inattention to my orders and not placing your vessel where she ought to be. You have another opportunity to remove the impression made on my mind.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander GEO. W. YOUNG;
Comdg. U. S. S. Maratanza, Cape Fear River, North Carolina.

Report of Lieutenant-Commander Potter, U. S. Navy, regarding casualties on the U. S. S. Chippewa.

U. S. S. CHIPPEWA,
Cape Fear River, North Carolina, February 18, 1865.

SIR: I have to report that on board this vessel in the engagement of to-day, William Wilson, 1st (captain of fore-castle), was killed, and Daniel Lund (ordinary seaman), wounded in left arm (arm since amputated).

I am, sir, very respectfully, your obedient servant,
EDWARD E. POTTER,

Lieutenant-Commander, Commanding U. S. S. Chippewa

Rear-Admiral DAVID D. PORTER,
*Commanding North Atlantic Squadron,
U. S. Flagship Malvern, Cape Fear River.*

Report of Lieutenant-Commander Stone, U. S. Navy, regarding the disabling of guns in Fort Anderson.

U. S. IRONCLAD MONTAUK,
Off Fort Anderson, February 18, 1865.

SIR: Colonel [Orlando H.] Moore's note to you has just been received and contents noted. As the picket boats appear to have orders to report to me, I shall have the river thoroughly dragged up to some buoys I have perceived about 500 yards above me. They were not visible yesterday, and I doubt not they were laid by the rebels.

I feel confident that the *Sassaous* disabled the gun at the right angle of the fort, which I call No. 1, and I am equally certain that Acting Master Crowninshield, of this vessel, performed the same service to the next gun, which I call No. 2. There remains but one gun to disable, which points down the river. I will do my best to render it useless by 8 a. m. to-morrow.

There are no rifle pits in the open space in front of the fort.

If the gunboats lying near you fire to-morrow from their present position, they should be cautioned not to put their shells into the woods, as they to-day drove back our advance pickets by their shells falling short.

Respectfully, your obedient servant,

EDWARD E. STONE,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Extracts from journal of Cominander Beaumont, U. S. Navy, commanding U. S. S. Mackinaw.

U. S. S. MACKINAW,
Cape Fear River, North Carolina, February 11, 1865.

Saturday.—Wind westward, 1; weather, b. Let go forestay, rigged in anchor davits, and got ready to use XI-inch gun over bow. At 8 [a. m.] got underway and steamed up river. Cleared ship for action. Commenced shelling the rebels on east bank of river; fired 24 rounds from XI-inch. Fort Anderson opened on us from west side. At 10:20

steamed down to our position. At 11, *Montauk* steamed up and opened fire on Fort Anderson. We steamed up and opened fire on the fort with our XI-inch, firing 63 rounds, fort replying. At 2 p. m., having expended all of our XI-inch ammunition, we dropped down to our station and anchored. We were hit twice by Whitworth bolts; once through smoke pipe and once in main gaff. At 3:20 got underway and steamed down river to ammunition vessel. Received a quantity of XI-inch ammunition and proceeded up the river to our position and anchored.

U. S. S. MACKINAW,

Cape Fear River, North Carolina, February 18, 1865.

Saturday.—Wind northward and westward, 2; weather, b. c. At 8:40 [a. m.] got underway and steamed up to within 1½ miles of Fort Anderson. Moored ship ahead and astern and opened fire on the fort with XI-inch pivot; fired 80 rounds. At 9:30 admiral signaled to us, 7531. At 12:30 [p. m.] got underway and steamed up toward the fort and came to anchor. Opened fire on the fort with our IX-inch guns, doing splendid execution, the fort occasionally replying. One shot struck us below the water line on port side, inflicting no damage. At 6 ceased firing, excepting once every five minutes. Sent boat on picket.

U. S. S. MACKINAW,

Cape Fear River, North Carolina, February 19, 1865.

Sunday.—Wind northward and eastward, 1; weather, b. c. f. Received from *Wilderness* 400 IX-inch shell and 4,000 pounds powder. Supplied the *Sassacus* with 40 IX-inch shell and 400 pounds powder. At 6 a. m. fired one shot at the fort, when a white flag was displayed, and we found that our forces were in possession, the enemy having evacuated during the night. Flagship got underway and steamed up the river, making signal to us to follow. Got underway and steamed up the river and came to anchor off Fort Anderson. Sent boats to drag for torpedoes; sent to the *Nansemond* for fresh provisions. At 12:40 [p. m.] got underway and proceeded up to Campbell Island; came to anchor and sent boats to land troops. Sent to *Montauk* a boat, which was returned in the night. Received from *Maratanza* a quantity of XI-inch ammunition.

Report of Rear-Admiral Porter, U. S. Navy, regarding the evacuation of Fort Anderson.

NORTH ATLANTIC SQUADRON,

U. S. S. Flagship Malvern, Cape Fear River, February 19, 1865.

SIR: I have the honor to report the surrender or evacuation of Fort Anderson. General Schofield advanced from Smithville with 8,000 men on the 17th. At the same time I attacked the works by water, placing the monitor *Montauk* close to the works and enfilading them with the *Pawtuxet*, *Lenapee*, *Unadilla*, and *Pequot*, the tide and wind not allowing more vessels to get under fire. The fort answered pretty briskly, but quieted down by sunset.

On the 18th at 8 o'clock moved up closer, with the monitor leading, followed by *Mackinaw*, *Huron*, *Sassacus*, *Pontoosuc*, *Maratanza*, *Lenapee*, *Unadilla*, *Pawtuxet*, *Osceola*, *Shawmut*, *Seneca*, *Nyaack*, *Chippewa*, and

Little Ada, and kept up a heavy fire through the day until late in the afternoon. The enemy's batteries were silenced by 3 o'clock, though we kept up a fire until dark. We also fired through the night. In the meantime General Schofield was working round to get in the rear of the rebels and cut them off. The latter did not wait for the army to surround them, but left in the night, taking five or six pieces of light artillery with them and everything of any value.

At daylight this morning some of our troops that were near by went in and hoisted the flag on the ramparts, when the firing from the monitor ceased. There were ten heavy guns in Fort Anderson and a quantity of ammunition.

We lost but 3 killed and 4 wounded.

I am, sir, respectfully,

DAVID D. PORTER,
Rear-Admiral.

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

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Harris, U. S. Navy, commanding U. S. S. *Yantic*, to take position to cover Fort Anderson.

FEBRUARY 20, 1865.

SIR: As your vessel has no long guns, and as only long guns can be used to advantage, you will drop down and lie abreast of Fort Anderson and cover that place. In case all the soldiers leave there, bring away the rammers and sponges, and if necessary spike the guns temporarily. While there, hunt around and ascertain if there are any obstructions, and place a spar buoy on them; also hunt for torpedoes.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander T. C. HARRIS,
Commanding Yantic.

Unofficial letter of Commander Temple, U. S. Navy, commanding U. S. S. *Pontoosuc*, to Acting Rear-Admiral Balloy, U. S. Navy, regarding affairs in Cape Fear River.

U. S. S. PONTOOSUC,
Four Miles Below Wilmington, February 21, 1865.

MY DEAR ADMIRAL: Your letter of the 4th reached me yesterday, and found me leading the squadron up the river, after having got through a nice little fight at Fort Anderson. Since then we have had three days more of it. The rebs stand up to their work manfully; but we are too much for them, and hope to drive them out of Wilmington before many days. Porter built a bogus monitor out of an old scow and some canvas and barrel staves, and sent it majestically past Fort Anderson at midnight on the flood tide. Johnny Reb let off his torpedoes without effect on it, and the old thing sailed across the river and grounded in flank and rear of the enemy's lines on the eastern bank, whereupon they fell back in the night. She now occupies the most advanced position of the line, and Battery Lee has been banging away at her, and probably wondering why she does not answer. Last night,

after half a day's fighting, the rebs sent down about 50 torpedoes; but although "Old Bogey" took no notice of them, they kept the rest of us pretty lively so long as the ebb tide ran.

* * * * *
Please give my warmest regards to your family, and believe me,
Sincerely, yours,

WM. G. TEMPLE.

Letter from the Secretary of the Navy to Lieutenant-Commander Stone, U. S. Navy, transmitting copy of commendatory letter from Rear-Admiral Porter, U. S. Navy.

NAVY DEPARTMENT, *March 9, 1865.*

SIR: With great gratification the Department transmits herewith copy of a communication from Rear-Admiral D. D. Porter, testifying to your zeal and gallantry whilst in command of the *Montauk* in the attack on Fort Anderson, N. O.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Lieutenant-Commander EDWARD E. STONE,
Commanding U. S. S. Montauk, near Wilmington, N. O.

[Enclosure.]

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 24, 1865.

SIR: I beg leave to bring to the favorable notice of the Department Lieutenant-Commander E. E. Stone, commanding the monitor *Montauk*.

The officer has manifested proper zeal and spirit and been ready at all times to go into action.

When ordered to attack Fort Anderson he did it handsomely; laid within 1,000 yards with the fire of the fort concentrated on him for over thirty-six hours and convinced the rebels that no work could be held where a monitor or monitors were brought against it.

I am much pleased with Lieutenant-Commander E. E. Stone, and am sure he will give a good account of himself hereafter.

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

DAVID D. PORTER,
Rear-Admiral.

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

Abstract log of the U. S. S. Nyack, Lieutenant-Commander Newman, U. S. Navy.

February 18, 1865.—From 8 a. m. to meridian: A portion of the fleet stood up the [Cape Fear] River and engaged the rebel works at Fort Anderson. At 12 meridian got underway in obedience to signal and proceeded up the river. At 12:15 p. m. spoke the flagship, called all hands to quarters, manned the port battery. At 12:30 came to anchor with a spring on the port anchor. At 12:40 commenced firing at Fort Anderson. At 2 p. m. the enemy opened fire from a one-gun battery at Sugar Loaf. Brought battery to bear on it, and at 4 p. m. enemy ceased firing from Sugar Loaf. From 4 to 8 p. m., continued firing at Fort Anderson. At 5 p. m., tide having turned, hove up anchor and kedged and shifted our position into deeper water, and resumed firing as our

guns would bear. At 6:30 ceased firing. Expended during the engagement, 63 30-pounder charges, 38 100-pounder charges, 26 IX-inch, 27 12-pounder rifle.

February 19.—At daylight saw our flag hoisted over Fort Anderson and our land forces near it. Sent first and second cutters to drag for torpedoes. At 1:15 p. m. took our position in line and stood up the river [Cape Fear]. At 2:20 came to anchor 7 miles above Fort Anderson. At 9 p. m. sent first and second cutter in charge of Mr. Hopkins to land troops.

February 21.—At 3:30 p. m. sent launch and second cutter to flag and duty in charge of Mr. Jordan. At 4:20 p. m. hove up anchor and stood up the river; came to anchor near the flagship. At 5:10 went to quarters and manned the port battery, a portion of the fleet being engaged with Fort Strong. At 7:20 sent the first cutter in charge of Mr. Colby for duty up the river.

February 22.—At 5:45 a. m. first cutter returned in charge of Mr. Colby. At 10:30 a. m. flag got underway and stood up the river. Fort Strong apparently evacuated. At 5:35 p. m. came to anchor in Cape Fear River, opposite city of Wilmington.

Abstract log of the U. S. S. Yantic, Lieutenant-Commander Harris, U. S. Navy.

February 13, 1865.—At 10:30 p. m. the Quaker monitor was anchored near us and placed under charge of the captain, by order of the admiral.

February 18.—Several of the fleet moved up the river and engaged Fort Anderson. At 12:30 p. m. the *Nyack* steamed up to the fleet. The fleet engaging Fort Anderson. From 4 to 6 p. m. fleet engaging Fort Anderson. From 6 to 8 p. m. the ironclad *Montauk* firing occasionally at Fort Anderson. From 8 to midnight the *Montauk* firing occasionally at Fort Anderson.

February 19.—Commences and until 4 a. m. the fleet firing at Fort Anderson at intervals of twenty minutes. At daylight discovered that Fort Anderson had been evacuated by the enemy during the night and occupied by our troops. At 7 the fleet moved up the river abreast of the fort. Got underway and steamed up the river. At 8:30 a. m. came to anchor with fleet off Fort Anderson. At 8:35 sent launch to drag for torpedoes. At 3 launch returned.

February 20.—At 8 a. m. sent second launch in charge of Acting Ensign Dederer to assist in landing troops. At 4:30 ship swung to the ebb. The fleet engaging the enemy's batteries up the river. From 6 to 8 p. m., the fleet firing occasionally at the enemy's batteries up the river.

February 21.—Off Fort Anderson, Cape Fear River, the fleet engaging the batteries up the river.

February 22.—At daylight Wilmington was occupied by our troops, the enemy having evacuated the city and barrier forts during the night. The fleet moved up and anchored off Wilmington.

Abstract log of the U. S. S. Shawmut, Lieutenant-Commander Walker, U. S. Navy.

February 3, 1865.—At 11 a. m. Admiral Porter came on board. At 3:50 p. m. the steamer *Tacony* took her anchor and went up river ahead of us, and at 3:55 engaged the rebel Fort Anderson, and the

rebels returned the fire. At 4:30 p. m. the flagship made signal. At 4:50 went to quarters with 30-pounder gun and fired 12 rounds at the rebel works; they opened on us and fired 4 rounds, which came over us and fell a ship's length from us.

February 10.—From 4 to 8 a. m., the flagship proceeded up river 2 miles and anchored. At 11 a. m. proceeded up river to engage the batteries on the east side of the river. At 6 p. m. the *Huron* opened fire on the west shore. Battery Anderson answered with four or five shots.

February 11.—At 9:30 a. m. signal from the flagship for the surgeon to repair on board. At 10 a. m. the *Montauk*, *Lenapee*, and *Mackinaw* went up and engaged the batteries on the east and west banks of the river. From 12 to 4 p. m., the monitor *Montauk* and gunboat *Mackinaw* firing occasionally on Fort Anderson, with replies from the fort occasionally. From 8 to 12 midnight, rebel batteries fired on picket boats.

February 17.—At 3:15 p. m. the *Lenapee*, *Unadilla*, *Pequot*, *Maratanza*, *Montauk*, and *Pawtuxet* engaged the rebel battery. At 5 p. m. the *Little Ada* steamed up within range of the rebel battery and opened fire.

February 18.—At 9 a. m. the following vessels went into action: *Mackinaw*, *Lenapee*, *Maratanza*, *Osceola*, *Pontoosuc*, *Huron*, *Pawtuxet*, and *Montauk*. At 11:50 took up anchor and went up and engaged the Fort Anderson with 100-pounder, 30-pounder, and IX-inch gun. At 12 meridian, engagement going on. From 12 to 4 p. m., continued in action on rebel Fort Anderson, the whole fleet being engaged. At 12:30 p. m. the flagship made signal. Got our anchor and retired from action, 2:45 p. m. Ammunition expended: 36 100-pounder charges, 29 30-pounder charges, and 2 IX-inch charges. From 8 to 12 midnight: All this four hours there has been occasional firing.

February 19.—At 3 p. m. anchored 5 miles above Fort Anderson.

February 20.—The launch transporting troops. At 11:30 a. m. the *Eolus* steamed toward the rebel batteries. At 3:45 general signals from flagship. At 3:30 p. m. Admiral Porter came on board. We hove up anchor and proceeded up the river about 2 miles and came to anchor. At 4:15 admiral left the ship. All the double-end vessels are lying above us in line of battle engaging the rebel fort. Coming up the river we struck the bottom several times. From 4 to 8 p. m.: Fleet firing at rebel battery on starboard hand. Sent dingey and gig sounding about the ship. At 4:45 got our anchor and, Admiral Porter being on board, steamed ahead and came to anchor at 5 p. m. in 3 fathoms of water and 10 fathoms chain, port anchor. Called to quarters and engaged rebel battery. Stopped firing at 5:45. At 10 lookout forward saw something floating down, it being ebb tide; all hands called to quarters by order of the captain. Saw other vessels ahead of us firing. Called away the first cutter; Acting Ensign William B. Trufant went in her and examined the objects, there being a large number in sight. The gig was called away. Mr. Davis went in her and captured five of them, which proved to be torpedoes; hauled them up to the vessel and made them fast astern. In trying to sink one of them by a shot from a pistol, firing into it from the first cutter, exploded it and killed 2 men and wounded Mr. Trufant in the head and arm. All boats were called away to pick up and save what we could. The coxswain of the gig was lost overboard and a seaman, James Cobb, killed in the boat. At 12 midnight hoisted all boats and piped down.

Abstract log of the U. S. S. *Keystone State*, Commander Rolando, U. S. Navy, commanding.

February 11, 1865.—At 8:20 a. m. made army signal to station ashore: "At what time will the troops be ready for moving." Was answered: "The troops will move immediately." Steamed alongside the *Aries* and ordered her to follow us along the beach. At 9 we commenced firing in over the beach at the enemy's intrenchments abreast and south of Half Moon battery; also the *Aries*, *Montgomery*, *Howquah*, *Emma*, and *Vicksburg*. At 9:25 made general signal, and we stopped firing for a few minutes. At 10:45 Lieutenant James P. Robertson went on shore with orders to communicate with the commanding general; returned at 11:50 with answer from General Abbott that the firing had been all right, and that he would send for a signal officer to open communication with us, which had been the desire of Commander Rolando. During the time of action kept the ship underway, sounding from 3, 4, 5 fathoms water. At 2:25 p. m. made general signal: "Ceased firing on board this ship." At 12:20 p. m. opened communication with the troops ashore through army signals, and from that until 2:20 the following communications were made from shore: "Fire with fuze shell to your left over me at a distance of 1,800 yards." (From this ship:) "Have the shells been thrown as you directed?" (From shore:) "Stop the fire of the *Emma*, as she does no good; the other vessels are firing all right. (From this ship:) "Is the firing good?" (From shore:) "All right." At 2:20 p. m. (from shore:) "General Terry requests you to fire no more over the troops."

February 17.—At 1 p. m. sent fourth cutter, in charge of Mr. Conger, to land one of the Signal Corps, U. S. Army, and 2 of our men on the beach. At 2 boat returned. At 2:35 heavy firing up the river. From 4 to 6 p. m., heavy firing in the river. At 8:15 wind hauled to the N.W. with very heavy squall and continued in the same direction with heavy flaws at times during the watch. Large fire on shore.

February 18.—From meridian to 4 p. m., heavy firing by fleet in the river on Fort Anderson. From 4 to 8 p. m., heavy firing from gun-boats in the river.

February 19.—Commences and until 4 a. m., the vessels in the river firing slowly. At 2 a. m. heard the report of musketry ashore. At 11 a. m. the army advanced up the beach and went into the woods out of sight. At 7:30 p. m. the *Monticello* came alongside; sent on board two torpedoes and a circular regarding the rebel ram. Also a man to be sent to the *R. R. Cuyler*.

February 20.—At 11 a. m. heard the report of heavy guns in the direction of Wilmington during the watch. At 2 p. m. got underway and stood N. E. Heavy firing up the river. At 11 p. m. heard a heavy report bearing S. W.

February 21.—At 2 p. m. heard heavy firing up the river in the direction of Wilmington. At 6 p. m. quarters to muster. During the watch heavy firing up the river.

Report of Acting Master Earle, U. S. Navy, transmitting reports of the loss of the U. S. S. Merrimac, February 15, 1865.

U. S. S. QUEEN,
Port Royal, S. C., February 17, 1865.

SIR: It becomes my painful duty to report the loss of the U. S. S. *Merrimac*, abandoned at sea in a sinking condition in latitude 29° 11' N., longitude 79° 12' W., on the evening of the 15th instant, after a succession of violent gales from the northeast to southeast.

After being exposed to the heavy seas of the Gulf Stream for thirty hours, I deemed it my duty on the afternoon of the 14th, for the safety of the ship, to bear up for nearest port to the north of us, for I was sure if the gale continued the vessel could last but a few hours longer, and that our coal was being rapidly consumed to keep her in any way manageable. At 5 p. m. one of the boilers became useless; remainder of the day steered to northward, shipping much water.

At twenty minutes past midnight, on the morning of the 15th, the tiller broke and the ship became perfectly unmanageable; hooked tackles to relieving chains, but they parted. We were now at the mercy of the heavy cross seas running, and being boarded by them in all directions. Drags were resorted to, to get ship before the wind, but failed. The steam pumps failed to keep the vessel free of water; all the hand pumps were manned, but it soon became evident that she had sprung a leak. Gangs of men were detailed to bail the ship with buckets, but the water steadily gained on us. About 9 a. m. another boiler gave out. At 10:30 communicated with the U. S. mail steamer *Morning Star*. She laid by us for several hours, while our exertions were unremitting to free the ship, but the water still gained.

At 4 p. m. I deemed it my duty for the preservation of the lives of those on board to abandon the vessel. It was night before the transfer of the officers and crew was completed, at which time the ship was fast settling.

I can not mention any particular officer or man who did his duty best, when all performed it so cheerfully and so well.

I would respectfully refer you to the reports of Acting Master William Hedger, executive officer (marked "A"), Acting First Assistant Engineer D. S. Roberts ("B"), and Acting Second Assistant Engineer Wm. F. Goff ("C"), as to the causes that led to the loss of the vessel, and to Acting Assistant Surgeon J. J. Sowerby ("D") in regard to the casualties on board. I would likewise refer you to the latter part of my letter (No. 2), dated at Beaufort, N. C., February 8, 1865, as to my opinion in regard to the qualities of the *Merrimac* in a seaway.

The *Morning Star* called in at Port Royal, when I was ordered by Commander William Reynolds, in command of station, to report to the commander of the U. S. S. *Queen* for passage north, and on arriving there to report to you by letter.

There was nothing saved besides four boats and the chronometer; the boats were turned over to the naval authorities at Baypoint, S. C., taking a receipt therefor.

I would, sir, most respectfully, request a court of enquiry in regard to the loss of the *Merrimac*.

I am, sir, respectfully, your obedient servant,

WM. EARLE,

Acting Master, Late Commander U. S. S. *Merrimac*.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure A.]

U. S. MAIL STEAMER MORNING STAR,

February 16, 1865.

SIR: By your request I have the honor to report the condition and loss of the U. S. S. *Merrimac*. On the 13th instant, at 12 m., the gale commenced from the eastward; we were steering to the southward the remainder of the day, the gale gradually increasing with a very heavy

cross sea, ship laboring and working heavily and shipping much water. On the 14th instant, gale increasing and hauling to the southward. At 1 p. m. very heavy cross sea, ship laboring heavily; we had to bear up and run to the northward. At 5 p. m. the starboard forward boiler became useless; made all sail possible and steamed ahead with three boilers. At 11 p. m. the ship commenced to leak; opened the gates, manned all pumps; the carpenter's mate reported to me the ship making much water. On the 15th instant, 12:15 a. m., the tiller broke off from the rudderhead and the ship came to the wind; called all hands and made every exertion to get the ship before the wind, but could not; we hooked preventer tackles on the rudder chains, but the heavy sea broke them immediately; the carpenter's mate reports the water gaining in the hold; the engineer on watch reports the fire room fast flooding; all hands pumping and bailing and employed making a drag; the ship entirely at the mercy of the waves, making very bad weather; gun deck full of water and sliding its way below by various ways. At 5 p. m. got the drag overboard, but could not get headway enough on the ship to steer her. At 8:30 a. m. the chief engineer had his shoulder dislocated (by a heavy sea boarding her) while endeavoring to cut away the rudderhead to fit a temporary tiller; the carpenter's mate reports to me the water gaining in the hold, the engineer on watch the water rising in the fire room, and that the fires would soon be put out; all hands pumping and bailing ship. At 9 a. m. lengthened the drag rope, but could not get her before the wind. At 9:15 a. m. the port forward boiler gave out. At 9:30 a. m. saw a sail bearing SSW.; set a signal of distress and fired a gun, and she bore down for us. At 10:30 a. m. I boarded her and she proved to be the U. S. mail steamer *Morning Star*, Captain Nelson, from New Orleans, bound to New York. By Captain Earle's request, I asked him to lay by us until the next morning; he said he could not, as he was short of coal, but he would render us all the assistance in his power. At 11:30 a. m. Captain Earle boarded her. At 12:10 p. m. the water put all fires out in the fire room, all hands pumping and bailing; the carpenter's mate reports the water gaining rapidly, 3 feet water in the hold. At 3:50 p. m., as the *Morning Star* could not render us the assistance we needed, Captain Earle called a consultation with his officers, and under the circumstances concluded to abandon her. At 4 p. m. we commenced to abandon her, which was done in good order, saving all hands and four boats. At 4:40 p. m. there were 4 feet water in the hold; Captain Earle was the last man to leave the ship. The *Morning Star* lay by the *Merrimac* until 6 p. m., when she was low in the water and fast settling down by the head.

I am happy to state that every officer and man was cool, and did his duty in a most cheerful and faithful manner, without noise or confusion.

Very respectfully, your obedient servant,

WILLIAM HEDGER,

Acting Master, Late Executive Officer of U. S. S. Merrimac.

Acting Master WILLIAM EARLE,

Late Commanding U. S. S. Merrimac.

[Enclosure B.]

U. S. MAIL STEAMER MORNING STAR,

February 16, 1865.

SIR: The following is a report of the condition of the engines, boilers, and pumps connected with the engineer's department of the late U. S. S. *Merrimac*:

At 11 o'clock a. m., February 14, I was notified that there was an increase of water in the fire room. I immediately went into the engine room and ordered all pumps examined and put in use, which was immediately done, and for a while the water appeared to be less in the fire room and remained so through the afternoon. At 5 p. m. the forward starboard boiler gave out. I ordered the fires hauled immediately, and depended on the other three boilers to make steam. I often examined the water in the fire room, and found it to remain about the same until about 6 a. m., February 15, when the water increased very fast, the pump still working; the bilge injection was then put in use, but the water still increased. At 6:30 I stationed a gang of men at bailing water from the fire room, and continued so, but the water gained fast; at 7:30 a. m. the water was up in the ash pits, and increasing rapidly; kept the pumps at work, and bailing as fast as possible. At 8:30 I got hurt, so I could not take any further charge of the engineer's department.

Very respectfully,

D. S. ROBERTS,

Acting First Assistant Engineer, in Charge.

Acting Master WM. EARLE,
Commanding.

[Enclosure D.]

U. S. MAIL STEAMER MORNING STAR,
At Sea, February 15, 1865.

SIR: I respectfully report the following accidents on board the U. S. S. *Merrimac* during a gale at sea in the Gulf of Florida [Straits of Florida].

February 14, 3 o'clock p. m., Edward Burke, captain after guard, was sent into the engine room to clear the gates and limber chains; was struck by the crank, receiving a confused wound of the head, detaching the right ear, and fracturing the zygomatic process of the temporal bone.

February 15, 8:30 a. m., Acting Assistant Engineer David S. Roberts, while engaged in fitting a tiller, was struck by a sea which dislocated his left shoulder.

Very respectfully, etc.,

J. J. SOWERBY,

Assistant Surgeon, U. S. Navy.

Acting Master WM. EARLE, U. S. Navy,
Commanding late U. S. S. Merrimac.

[Telegram.]

JONES' LANDING, VA., *February 18, 1865.*

The *Ironsides* left for Norfolk early this morning. The rebel flag-of-truce boat *William Allison* was blown up yesterday off Cox's Ferry by one of their own torpedos.

WILLIAM RADFORD,
Commodore.

Hon. G. WELLES,
— [Secretary of the Navy.]

Report of Rear-Admiral Porter, U. S. Navy, regarding the legality of permits.

NORTH ATLANTIC SQUADRON,
U. S. Flagship *Malvern*, Cape Fear River, February 19, 1865.

SIR: Your communication in relation to a permit given to Steele, Henry & Co. has been received. The permit was given with the understanding that it was to be in strict conformity to law, and so are permits to all others. These people can not obtain Treasury permits without an endorsement from me, and it is always understood that they are to conform to all the requirements of law. We are very glad to get sutler's stores here, for we have been for some time past living on ship's stores.

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

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of Navy, Washington.

Report of Lieutenant-Commander Braine, U. S. Navy, regarding the capture of a boat containing two officers and four men of the Confederate Navy.

U. S. S. PEQUOT,
Cape Fear River, North Carolina, February 19, 1865.

SIR: I have to report that a boat from this ship, in charge of Acting Ensign George Lamb, while dragging for torpedoes to-day, surprised and captured a boat with 2 officers and 4 men, as follows: O. L. Jenkins, acting master's mate; W. R. Howle, acting master's mate; John F. Henry, seaman; William Wilson, seaman; C. Waters, seaman, and James Easters, carpenter's mate, all of Confederate States Navy.

Very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Rear-Admiral Porter, U. S. Navy, acknowledging consular information received from the Department regarding Confederate ram.

NORTH ATLANTIC SQUADRON,
U. S. Flagship *Malvern*, Cape Fear River, February 19, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's letter, giving me information in relation to the rebel ram shortly expected on this coast.

I have notified the vessels outside of the fact, and send Lieutenant-Commander W. B. Cushing, commanding the *Monticello*, to Norfolk to have a torpedo fitted to his ship.

I have several torpedo boats here, and I think that no apprehension need be felt.

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

DAVID D. PORTER,
Rear-Admiral.

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

[Telegram.]

U. S. S. RHODE ISLAND,
Hampton Roads, February 19, 1865.

The steamer *Morning Star*, from New Orleans, bound to New York, while on the passage picked up the officers and crew of the U. S. gunboat *Merrimac*, which foundered at sea, and carried them into Port Royal; consequently she is short of coal. Will the Department authorize the yard to furnish coal enough, about 80 tons, to reach New York? There was no one lost belonging to the *Merrimac* when she foundered on the 15th instant.

STEPHEN D. TRENCHARD,
Commodore and Senior Officer Present.

HON. G. WELLES.

[Endorsement.]

Tell Commodore Trenchard *Morning Star* can have the coal; let officers and crew of *Merrimac* go to New York in steamer *Queen*.

Report of Commander Trenchard, U. S. Navy, regarding disaster to the U. S. S. *Merrimac*.

U. S. S. RHODE ISLAND,
Hampton Roads, Virginia, February 19, 1865.

SIR: Since dispatching the telegram to the Department this morning, I have questioned two men belonging to the *Merrimac*, John McBride, seaman, and John Murphy, seaman, who had secreted themselves on board the *Morning Star*, and from their statement it would appear that the disaster occurred during a gale from the northeast, about forty-eight hours after leaving Port Royal on her passage to Key West, causing the loss of her rudder, and to leak to such an extent as to extinguish the fires; thereby rendering the steam pumps useless.

The *Merrimac*, while in this condition, was fallen in with by the *Morning Star*, and her officers and crew taken to Port Royal after that vessel was abandoned.

McBride and Murphy were found secreted on board the *Morning Star* after that vessel had left Port Royal, and it is evident they intended to desert. They were directed to be brought on board of this vessel, where they will be retained in confinement until the wishes of the Department are known.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander and Senior Officer Present.

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

[Telegram.]

HAMPTON ROADS, VIRGINIA,
February 19, 1865.

Arrived here this day in the U. S. S. *Queen*, with officers and crew of the late U. S. S. *Merrimac*, which foundered at sea on the 15th instant. Will send detailed report by mail. No lives lost.

WM. EARLE,
Acting Master, late in command of *Merrimac*.

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

Report of Commander Macomb, U. S. Navy, regarding the drafting of negroes into the Confederate Army.

U. S. S. SHAMROCK,

Dist. of the Sounds of N. C., Plymouth, February 20, 1865.

ADMIRAL: Since the rebel Congress has decided to draft the negroes into their Army, the contrabands have been pouring into our lines at such a rate that there will be very few left to cultivate the crops next year.

I received information yesterday that a number of negroes ran away from their masters, were waiting a short distance up the river for a chance to reach Plymouth. I sent up six boats from this ship and the *Mattabesett* and brought them all off. There were about 120 or 130 of them.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of the commandant navy yard, Norfolk, regarding the dispatching of vessels for the sounds of North Carolina.

COMMANDANT'S OFFICE,

U. S. Navy Yard, Norfolk, February 21, 1865.

ADMIRAL: I have the honor to acknowledge the receipt of your letter of the 14th instant, in relation to vessels for the sounds, and would respectfully state that the *Martin* reached Plymouth some days since, leaving the pile-driving machine at that place, and the *Whitehead* will sail to-day for the sounds with orders to report to Commander Macomb. The *Brinker* and *Chicopee* will be dispatched with as little delay as possible, though the latter requires very extensive repairs.

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

J. M. BERRIEN,
Commandant Naval Station, Norfolk.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron, Cape Fear River.

Report of Rear-Admiral Porter, U. S. Navy, regarding casualties resulting from the explosion of a torpedo.

NORTH ATLANTIC SQUADRON,

U. S. S. Flagship Malvern, Cape Fear River, February 21, 1865.

SIR: I have the honor to inform the Department that by the explosion of a torpedo under the bow of a boat belonging to the U. S. S. *Shawmut* last night, the following casualties occurred: James Cobb, seaman, killed; James Hayes, seaman, drowned; Acting Ensign W. B. Trufant, severely wounded; Martin Wall, seaman, slightly wounded.

The above all belong to the *Shawmut*. I enclose report of surgeon.

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

DAVID D. PORTER,
Rear-Admiral.

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

*Report of Rear-Admiral Porter, U. S. Navy, regarding the evacuation of
Wilmington, N. C.*

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 22, 1865.

SIR: I have the honor to inform you that Wilmington has been evacuated and is in possession of our troops. After the evacuation of Fort Anderson I pushed the gunboats up as far as the water would permit, the army pushing up at the same time on the right and left banks of the river.

After sounding and buoying out the middle ground at Big Island I succeeded in getting the gunboats over, and opened fire on Fort Strong, the work commanding the principal obstructions, where the rebels had also sunk a large steamer, the *North Elster*. Our fire soon drove the rebels away from the fort. Now and then they would fire a shot, one of which struck the *Sassacus* below the water line and set her to leaking badly. She was struck once or twice more, but with no loss in men. That night (the 20th) the rebels sent down 200 floating torpedoes, but I had a strong force of picket boats out, and the torpedoes were sunk with musketry. One got in the wheel of the *Osceola* and blew her wheelhouse to pieces, and knocked down her bulkheads inboard, but there was no damage to the hull. Some of the vessels picked up the torpedoes with their torpedo nets. The next morning I spread two fishing nets across the river.

Yesterday evening General Ames, with his division, moved up within a short distance of the fort and had a sharp encounter with the rebels. On hearing the musketry and seeing where our troops were I opened a rapid fire on the fort and all along the enemy's line. The fort responded with three or four shot, but was soon silenced. This morning we heard that General Terry was within their works, and the road was clear to Wilmington.

The *Montauk* could not get across the shoals without lightening, which was a work of some labor. As I shall not need her here I will send her up James River, where her services are required.

I had the pleasure of placing the flag on Fort Strong, and at 12 o'clock noon to-day shall fire a salute of thirty-five guns, this being the anniversary of Washington's birthday.

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

DAVID D. PORTER,
Rear-Admiral.

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

*Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander
Stone, U. S. Navy, to proceed to duty in the James River.*

CAPE FEAR RIVER, *February 22, 1865.*

SIR: You will proceed without delay, with your vessel in tow of the *Keystone State*, to Hampton Roads, and then proceed up James River and report to Commodore Radford for duty.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander E. E. STONE,
Commanding Montauk.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Parker, U. S. Navy, to proceed to duty in the James River.

OFF WILMINGTON, *February 22, 1865.*

SIR: You will proceed with your vessel up James River and report to Commodore William Radford for duty in his district.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAS. PARKER,
Commanding Maumee, off Wilmington, N. C.

[Telegram.]

CITY POINT, *February 22, [1865].*

I will be up to-night. It is thought an attack will be made in a few days, or at any time.

W. RADFORD,
Commodore.

Captain NICHOLS,
U. S. S. Mendota, Aiken's Landing.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Grozier, U. S. Navy, Commanding U. S. S. Vicksburg.

OFF WILMINGTON, *February 22, 1865.*

SIR: You will proceed to Hampton Roads, Virginia, and await further orders from me.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Acting Master W. U. GROZIER,
Commanding Vicksburg, off New Inlet, North Carolina.

[Order of same date and like tenor to Acting Master Henry Arey, commanding U. S. S. *Wilderness*, and Acting Master J. H. Porter, commanding U. S. S. *Nausmond*.]

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Young, U. S. Navy, to cooperate with the army authorities in the protection of Wilmington, N. C.

OFF WILMINGTON, N. C. *February 22, 1865.*

SIR: You will remain off this place in charge until further orders, and will cooperate with the army authorities in protecting the town. You will take on board 100 XI-inch shells from the *Bat* at once.

The *Nyack* and *Lenapee* will stay here under your command; also the *Holus*. You will send at once to the *Sea Foam* and get all the provisions the three vessels can stow. You will send down for two coal vessels and discharge their cargoes on a dock and then discharge the vessels.

As soon as possible you will go down yourself and remove enough of the obstructions to make a wide passage for vessels, and you will keep your boats employed removing torpedoes, which are indicated by a number of buoys on or near the obstructions.

You will also take charge of the vessels at the Mound and at Smithville. One tug will be left (the *Moccasin*) to take out pilots at the bar.

The Mound will be no longer needed for naval purposes, and the sailors will be withdrawn.

You will visit the different posts yourself frequently and keep matters straight.

Report to me once a week.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander GEO. W. YOUNG,
Commanding Maratanza, off Wilmington, N. C.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Temple, U. S. Navy, commanding U. S. S. Pontoosuc.

CAPE FEAR RIVER, *February 22, 1865.*

SIR: You will proceed with your vessel to the sounds of North Carolina and report to Commander W. H. Macomb for duty in his district.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander W. G. TEMPLE,
Commanding U. S. S. Pontoosuc.

Order of Rear-Admiral Porter, U. S. Navy, to commanding officers who have been engaged on court-martial.

OFF WILMINGTON, *February 23, 1865.*

SIR: After the court-martial, of which you are a member, adjourns, you will proceed with your vessel, in company with the *Shawmut*, *Huron*, *Unadilla*, *Seneca*, and *Chippewa*, to Hampton Roads, and wait further orders.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander D. L. BRAINE,
Commanding Pequot.

[Orders of same date and like tenor to Lieutenant-Commander J. G. Walker, commanding U. S. S. *Shawmut*; Lieutenant-Commander T. O. Selfridge, commanding U. S. S. *Huron*; Lieutenant-Commander F. M. Ramsay, commanding U. S. S. *Unadilla*; Lieutenant-Commander M. Sicard, commanding U. S. S. *Seneca*; Lieutenant-Commander E. E. Potter, commanding U. S. S. *Chippewa*.]

Report of Commodore Radford, U. S. Navy, giving information of a grand attack proposed by the Confederates.

U. S. S. DUMBARTON,
Off Aiken's Landing, February 23, 1865.

SIR: In obedience to your orders I have sent the *Hunchback* to the sounds, directing the commanding officer to fill up at Norfolk with solid shot as required. I also caused to be placed on board of her before leaving three torpedoes, suitable for the uses to which they will probably be subjected.

In obedience to an order from the honorable Secretary of the Navy, I sent the *Ironsides* to Norfolk for repairs nearly a week since, and have been using the *Dumbarton* from that time, she being the most suitable and convenient vessel for that purpose.

In an interview I had with General Grant yesterday he informed me that he had received information from Richmond which indicated that the rebels propose making a grand attack on his intrenchments; at the same time the rebel navy (consisting of three vessels of the *Atlanta* class ready for action, and one of the monitor class that will be ready in a few days) will attack us, and if successful will get possession of the rivers, etc. I am in readiness, and have no fears of their success against us.

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

WM. RADFORD,
Commodore, Commanding James River Flotilla.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Olitz, U. S. Navy, commanding U. S. S. Osceola.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 23, 1865.

SIR: Your orders of yesterday are hereby revoked, and you will proceed up James River, and report to Commodore Radford for duty in his district.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander J. M. B. OLITZ,
Commanding Osceola, Cape Fear River.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Harris, U. S. Navy, commanding U. S. S. Yantic, to perform temporary guard duty at Fort Fisher.

OFF WILMINGTON, February 23, 1865.

SIR: You will proceed down to Fort Fisher and relieve the *Fort Donelson* and carry out all unexecuted orders. You will be guard vessel until the *Fort Donelson* returns. When she does return, she will relieve you, and you will then proceed to Hampton Roads.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander T. O. HARRIS,
Commanding Yantic.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Beaumont, U. S. Navy, commanding U. S. S. Mackinaw.

CAPE FEAR RIVER, February 23, 1865.

SIR: You will proceed with your vessel to the sounds of North Carolina and report to Commander W. H. Macomb for duty in his district.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander J. C. BEAUMONT,
Commanding Mackinaw, Cape Fear River.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Ensign Willcox, U. S. Navy, to proceed to duty in the sounds of North Carolina.

OFF WILMINGTON, February 23, 1865.

SIR: You will proceed down to New Inlet and there await the arrival of the *Alabama*; when she comes she will take you to Beaufort, N. C. You will then take command of the picket launch and proceed to the sounds of North Carolina and report to Commander W. H. Macomb, for duty in the sounds.

Your accounts will be taken up on the *Shamrock*.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Acting-Ensign CALVIN WILLCOX,
Commanding Picket Launch No. 6.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Langthorne, U. S. Navy, commanding U. S. S. Alabama.

CAPE FEAR RIVER, February 24, 1865.

SIR: You will proceed to Beaufort, N. C., with the vessel under your command, and deliver the ordnance supplies you have on board to Lieutenant-Commander West, commanding that station. If the picket launch No. 6 has not arrived at Beaufort, you will proceed here and take her with you to that place and leave her there.

After performing the above duty, proceed to Hampton Roads and await orders.

Respectfully,

DAVID D. PORTER,
Rear Admiral.

Acting Volunteer Lieutenant A. B. LANGTHORNE,
Commanding Alabama.

Report of Rear-Admiral Porter, U. S. Navy, regarding orders issued to the U. S. steamers Aries and Howquah.

NORTH ATLANTIC SQUADRON,
U. S. Flagship *Malvern*, Cape Fear River, February 24, 1865.

Sir: I have the honor to inform the Department that I have ordered the *Aries* and *Howquah* to proceed to Key West, Fla., and report to

the commanding officer of the East Gulf Squadron, in place of the *Lilian* and *Tristram Shandy*, which vessels are repairing.

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

DAVID D. PORTER,
Rear-Admiral.

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

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Dunn, U. S. Navy, commanding U. S. S. Montgomery, regarding the cruising ground of that vessel.

CAPE FEAR RIVER, *February 24, 1865.*

SIR: Until further orders you will cruise with your vessel up and down the coast from the Western Bar of this river to Georgetown, S. C., and keep on the lookout for blockade runners.

When you get short of coal, go in to Beaufort, N. C. If another monitor comes here after I am gone you will tow her to Hampton Roads.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant T. C. DUNN,
Commanding Montgomery.

Report of Rear-Admiral Porter, U. S. Navy, transmitting information regarding the Confederate rams in the sounds.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 24, 1865.

SIR: I enclose original of letter from Commander J. C. Febiger, commanding *Mattabesett*, giving latest information received in regard to the rebel rams in the sounds of North Carolina.

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

DAVID D. PORTER,
Rear-Admiral.

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

[Enclosure.]

U. S. S. MATTABESETT,
Plymouth, N. C., February 19, 1865.

SIR: In reply to your note of this morning in regard to the last information I had as to the rebel ram building up the river, I have the honor to state that it was received from a negro and was to the effect that the frame of the ram was not yet entirely up. This corresponds with all my previous information.

One small steamer had been launched at what they call the navy yard, near Edwards Ferry, and had been taken to Halifax, [N. C.], for completion. This and another, still unfinished, were intended as torpedo boats and tenders to the *Albemarle*.

All the rumors and information I have obtained during the past month amount to the fact of the rams not being near completion, and that the

rebels despair of ever being able to finish both from want of material and proper workmen.

Very respectfully, your obedient servant,

JOHN C. FEBIGER,
Commander.

Commander W. H. MACOMB,
Comdg. Division Sounds North Carolina, U. S. S. Shamrock.

[Telegram.]

NAVY DEPARTMENT, February 25, 1865.

Monadnock on her way from Charleston. *Montauk* from Cape Fear River.

G. V. FOX,
Assistant Secretary of the Navy.

Commodore WM. RADFORD,
City Point, Va.

[Telegram.]

CITY POINT, VA., February 25, 1865.

I think it not impossible that the enemy may send their rams down to-night or during present high water. I have directed vigilance on the part of pickets, to notice and report any such movements.

U. S. GRANT,
Lieutenant-General.

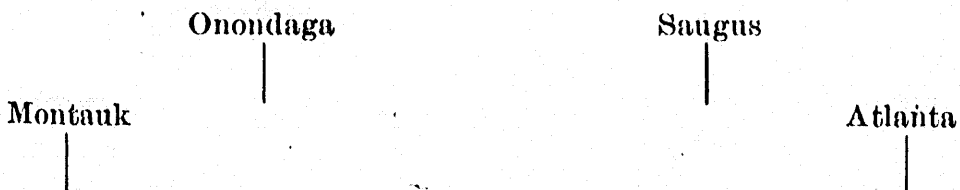
Commodore RADFORD,
Commanding James River Squadron, Jones' Landing, Va.

Special order of Rear-Admiral Porter, U. S. Navy, for the James River Division.

NORTH ATLANTIC SQUADRON,
U. S. Flagship *Malvern*, Cape Fear River, February 25, 1865.

The James River fleet will observe the following plan in case of a threatened attack from the rams up the river: The picket boats will take their stations at dusk near the obstructions, and permit no enemy's boats to approach for the purpose of sounding. Steam will be kept at all times on all the vessels, and at night steam enough to move. Every night at sunset the torpedo boats will be prepared, with steam up, ready to attack anything they are ordered to, and, when the opportunity occurs, must not hesitate to sacrifice their boats if necessary.

The *Onondaga* and *Saugus* will lie as close to the obstructions as they can without being fired on by Howlett's battery, and have the range of the obstructions with their guns. Solid shot must be used altogether, and full charges of powder. The *Montauk* and *Atlanta* will lie on each quarter of the *Onondaga* and *Saugus*, as follows:



If necessary to keep the bows upstream, the before-mentioned vessels will get out stern hawsers. In case the rebel rams force the

where the monitors will lie. A couple of flats will also be necessary to hold the chains up; the ends must be secured firmly to each side of the bank, and one end kept ready for letting go at a moment's notice, so that in case the rebels run ashore before getting that far down our vessels can go by and attack them.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Young, U. S. Navy, to proceed above Wilmington in search of the C. S. S. Chickamauga.

CAPE FEAR RIVER, February 25, 1865.

SIR: You must obtain all the information you can about the *Chickamauga*. I am told that she is only 15 miles above Wilmington stuck hard and fast and water enough to get to her. If that is the case let the *Tenapee* go up, taking all precautions against torpedoes, and capture her or destroy her. Get your pilots and do not send the vessel until you know all about her. Be careful this pirate does not slip past you and get to sea.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander G. W. YOUNG,
Commanding U. S. S. *Maratanza*.

Report of Rear-Admiral Porter, U. S. Navy, regarding affairs in the Cape Fear River.

NORTH ATLANTIC SQUADRON,
U. S. Flagship *Malvern*, Cape Fear River, February 25, 1865.

SIR: The retreat of the enemy from Wilmington has left a large naval force free to act elsewhere.

I have heavily reinforced the squadrons up the James and in the sounds of North Carolina, a sufficient number being kept in Cape Fear River to protect transports going up and down. I have also detailed a sufficient number to cruise along the coast to prevent the rebels from communicating with the outside world.

I send you a plan of the enemy's works from Fort Anderson up to Wilmington. These mounted in all 26 heavy guns, and in a good position.

The upper one, Fort Strong, was not very accessible to naval attack, except at long range, but was of no further use to the rebels after the division of General Terry had turned it on the right and the division of General Cox had obtained a footing on the island above it. The rebels left to avoid being cut off.

Everything in the shape of naval material was destroyed by the rebels, except the pirate *Chickamauga*, which, at a high stage of water, went up to Fayetteville, where she will fall into the hands of our Army before long.

I have left all the necessary orders here to remove the obstructions

and torpedoes and render navigation safe. At present it is rather dangerous.

Enclosed is a list of vessels and their present stations.

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

DAVID D. PORTER,
Rear-Admiral.

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

List of vessels composing the North Atlantic Blockading Squadron February 25, 1865.

Norfolk Navy Yard.

A. D. Vance.	Henry Brinker.
Alpha.	Harcourt.
Bignonia.	Lilac.
Olematis.	Monticello.
Chicopee.	Mount Vernon.
Cactus.	Mount Washington.
Dumbarton (ready).	New Ironsides.
Delta.	Poppy.
Dictator.	Samuel Rotan.
Governor Buckingham.	Victoria.
Glance.	Wyandotte (guard ship).
General Putnam.	Watch.
Hetzal.	Zouave.

James River.

Atlanta.	Miami.
Chippewa.	Mendota.
Commodore Barney.	Montauk.
Commodore Morris.	Onondaga.
Commodore Perry.	Osceola.
Delaware.	Phlox.
Dawn.	Pequot.
Daylight.	Pawtuxet.
Eutaw.	Pontoonuc.
Hunchback.	Seneca.
Huron.	Spuyten Duyvil.
I. N. Seymour.	Saffron.
Kansas.	Sassacus.
Mackinaw.	Unadilla.
Maumee.	Western World.
Massasoit.	

Sounds of North Carolina.

Agawam.	Martin.
Belle.	Mattabesett.
Commodore Hull.	Shamrock.
Ceres.	Shokokon.
Fort Donelson (temporary).	Tacony.
Granite (guard ship).	Valley City.
Hoyt.	Whitehead.
Iosco.	Wyalusing.
Lockwood.	

Cape Fear River.

Berberry.	Nyack.
Eolus.	Republic.
Emma.	Lenapee.
Moccasin (temporary).	Yantic (temporary).
Maratanza.	

Hampton Roads.

Keystone State.	Santiago de Cuba.
Nansemond.	Vicksburg.
Rhode Island.	Wilderness.
R. R. Ouyler.	Young America.

York River.

Crusader.	Mystic.
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Dispatch vessels.

Bat.	Little Ada.
Fahkee.	Alabama (carrying ordnance stores).

Beaufort.

Release.	Arletta.
Anemone.	

*Cruising between Georgetown, S. C., and Western Bar.***Montgomery.**

Report of Commander Frailey, U. S. Navy, of arrival from Charleston, S. C., towing the U. S. S. Sangamon.

U. S. S. EMMA,
Off Smithville, N. C., February 26, 1865.

SIR: I respectfully report my having arrived off the western bar of Cape Fear River on Saturday afternoon from Charleston, S. C., in the U. S. S. *Tuscarora*, having in tow the U. S. S. *Sangamon*, with directions from Admiral Dahlgren to take her off Wilmington and then return with the *Tuscarora* and report to him at that place.

I am, sir, very respectfully, etc.,

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Squadron, off New Inlet, North Carolina.

Letter from Rear-Admiral Porter, U. S. Navy, to Rear-Admiral Dahlgren, U. S. Navy, proposing to send the U. S. S. Sangamon into the James River.

CAPE FEAR RIVER, February 27, 1865.

ADMIRAL: The *Sangamon* arrived here this morning too late to be of any service, as the works on the river had been rendered untenable by the *Montauk* and gunboats, and Wilmington is now in our possession. Six earthworks and 26 heavy guns fell into our hands. From information I have received I deem it of great importance to get the *Sangamon*

to Dutch Gap, James River, as soon as possible, and I suppose she is of no longer any use to you.

Semmes is going to make a last effort with his rams, and may succeed if not prevented. I have ordered 1,000 tons of coal sent you from here.

Congratulating you on getting into Charleston, I remain,
Very truly and sincerely,

DAVID D. PORTER,
Rear-Admiral.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Squadron, off Port Royal, S. C.

Report of Rear-Admiral Porter, U. S. Navy, transmitting list of the guns found in the evacuated Confederate works.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 27, 1865.

SIR: Enclosed I send a list of the guns found in the forts evacuated by the rebels as the army and navy moved up on them. They are all good guns, and mostly have new carriages. The number captured in the works at the mouth of the river and near Wilmington amounts to 212. There are likely more which I know nothing about.

I am, sir, very respectfully, your obedient servant,
DAVID D. PORTER,
Rear-Admiral.

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

[Enclosure.]

Defenses of Cape Fear River.

Fort Anderson.—Three rifled 32-pounders, 6 smoothbore 32-pounders, 3 smoothbore 24-pounders.

Barrier on Fort Strong.—One rifled 32-pounder, banded; 1 rifled 32-pounder, 1 smoothbore 32-pounder, 1 IX-inch gun, 1 VIII-inch gun.

No. 2 (above barrier), Fort Lee.—Two 24-pounders, 1 30-pounder Parrott, 1 IX-inch gun, 1 42-pounder, 1 32-pounder smoothbore.

No. 3 (above No. 2).—Three 6-inch rifles, 1 IX-inch gun.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Williams, U. S. Navy, commanding U. S. S. Aries.

CAPE FEAR RIVER, NORTH CAROLINA, *February 27, 1865.*

SIR: Proceed to Hampton Roads and deliver the stores you have on board to the vessels as they arrive, after which you will proceed to Key West, Fla., and report to Acting Rear-Admiral Stribling for duty in his squadron.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Volunteer Lieutenant J. M. WILLIAMS,
Commanding U. S. S. Aries.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Young, U. S. Navy, for the destruction of the traverses in the captured works in Cape Fear River.

CAPE FEAR RIVER, February 27, 1865.

SIR: If the army has not taken charge of those forts on the river, you will move the gun carriages out of the way and burn up all the traverses. If there is any powder in the magazines, beware of wires or hidden torpedoes. The best plan will be to have the powder thrown overboard and then burn the traverses.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander GEORGE W. YOUNG,
Commanding Maratanza.

[Telegram.]

U. S. FLAGSHIP DUMBARTON, February 28, 1865.

The barges were sunk as soon as they arrived at the place designated.

WM. RADFORD,
Commodore, Commanding Naval Forces,

Lieutenant-General GRANT, U. S. Army,
City Point, Va.

Report of Lieutenant-Commander Young, U. S. Navy, regarding the destruction by fire of the C. S. S. Chickamauga.

U. S. S. MARATANZA, February 28, 1865.

SIR: From information obtained at General Schofield's headquarters and by the report of a river pilot whom I sent up to Indian Wells, on the North West Branch of this river [Cape Fear], night before last, the *Chickamauga* has been destroyed by fire, and I am positive that it is the case.

Very respectfully, your obedient servant,

GEORGE W. YOUNG,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Balch, U. S. Navy, to search for blockade runner.

MARCH 1, 1865.

SIR: On your way down to Key West you will stop at Little River, where, I understand, there is a blockade runner reloading. Make enquiries concerning her whereabouts, and capture her if possible.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant J. W. BALCH,
Commanding Howquah.

Report of Lieutenant-Commander Young, U. S. Navy, regarding guns dismantled, powder destroyed, and preparations for the removal of obstructions in Cape Fear River.

U. S. S. MARATANZA, *March 1, 1865.*

SIR: I have the honor to report that on the 26th of February I sent a party to the forts on the eastern bank and dismantled some 17 guns and threw all the powder found in the magazine overboard. The names of forts and numbers and description of guns I will forward by the next mail. We are now preparing a heavy lighter to lift the obstructions, and as soon as the coal can be got alongside the dock, the *Eolus* will be put at the work.

Your general orders and instructions will be carried out, if it is in my power to do so.

Very respectfully, your obedient servant,

GEO. W. YOUNG,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Macomb, U. S. Navy, regarding the U. S. steamers Shokokon and Agawam.

U. S. S. SHAMROCK,
Dist. of the Sounds of N. C., Plymouth, March 1, 1865.

ADMIRAL: I have the honor to report the arrival of the U. S. S. *Shokokon* at this place. She arrived yesterday and I sent her to New Berne to have her decks shored up and breeching bolts fitted for her IX-inch guns.

The *Agawam* has also got over the Hatteras Swash.

There is no news to report.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

P. S.—I am working hard at the obstructions to be placed in the river, and making good headway. In the meantime, I have chains stretched across.

W. H. M.

[Telegram.]

NORFOLK, *March 2, 1865.*

General Grant would like to see you and I shall be in Washington to-morrow morning with this vessel, the *Bat*, in which you can leave in the afternoon. She is a regular armed man-of-war, and the fastest vessel on the river. I think it would be best for you to use her.

G. V. FOX,
Assistant Secretary.

President LINCOLN,
Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *March 2, 1865.*

You may cruise about the bay and vicinity of Hampton Roads until the machinery is in perfect working order, not to be absent from the telegraph more than twenty-four hours.

GIDEON WELLES,
Secretary of the Navy.

Commodore JOHN RODGERS,
Commanding U. S. S. Dictator, Point Lookout, Md.

[Telegram.]

NAVY DEPARTMENT, *March 3, 1865.*

Have the ironclads *Montauk* and *Monadnock* arrived? When they arrive send them up James River immediately.

GIDEON WELLES,
Secretary of the Navy.

Captain O. S. GLISSON,
Senior Naval Officer, Hampton Roads, Virginia.

Report of Lieutenant-Commander Chandler, U. S. Navy, regarding an expedition up the Cape Fear River.

U. S. S. LENAPEE,
Wilmington, N. C., March 3, 1865.

SIR: In obedience to your order of the 1st instant, I got underway with this vessel on the 2d instant and proceeded up the North West Branch to a point where the Cape Fear River forms a junction with the Black River. The bends in the river I found too short to attempt to get the vessel higher without carrying away the wheelhouses and otherwise damaging the ship. I remained there until 1 o'clock p. m. to-day. During the night some negroes came down, and, on questioning them, they informed me that they had been told that General Sherman's forces were at a town called Robeson, 20 miles from Fayetteville. I gained no further intelligence of importance.

Very respectfully, your obedient servant,

R. CHANDLER,
Lieutenant Commander, U. S. Navy.

Lieutenant-Commander GEO. W. YOUNG, U. S. Navy,
Senior Naval Officer at Wilmington, N. C.

[Telegram.]

CITY POINT, VA., *March 4, 1865.—7 p. m.*

(Received 8:20 p. m.)

The James River is very high, and will continue so as long as the weather of the past week lasts.

It would be well to have at once all the ironclads that it is intended should come here.

U. S. GRANT,
Lieutenant-General.

Hon. G. V. FOX,
Assistant Secretary Navy.

[Telegram.]

NAVY DEPARTMENT,
Washington, D. C., March 4, 1865—8 : 50 p. m.

Send off a steamer to Cape Fear River to bring the *Montauk*, ironclad, to James River immediately, and let the same steamer go with great dispatch to Charleston to bring up two ironclads from there; all for James River. Answer what steamer leaves, and when.

GIDEON WELLES,
Secretary of the Navy.

Captain GLISSON, U. S. Navy,
Senior Naval Officer, Hampton Roads.

[Telegram.]

FORT MONROE, VA., March 5, 1865—10 a. m.
(Received 10:45 a. m.)

Your telegram was received this morning at fifteen minutes after midnight; blowing a gale of wind at the time.

U. S. S. *Aries* sailed at daylight this morning.

The monitors are expected every moment from Cape Fear, and I shall send them up the river immediately.

O. S. GLISSON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of Navy.

[Telegram.]

FORT MONROE, VA., March 5, 1865—2 : 30 p. m.
(Received 2:45 p. m.)

The monitor *Sangamon* is now in and is on her way up the James River.

O. S. GLISSON,
Captain, etc.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Ensign Spencer, U. S. Navy, regarding the arrest, by military authority, of the commanding officer of the U. S. schooner *Samuel Rotan*.

U. S. SCHOONER SAMUEL ROTAN,
Gosport [Norfolk] Navy Yard, March 6, 1865.

SIR: I very respectfully report that on Saturday, the 4th instant, at 1 p. m., two soldiers of the provost-guard and a civilian came on board of this vessel, arrested the commanding officer, Acting Master William G. Nutting, searched his stateroom, and took him from the vessel, refusing to show written authority. The guard stated that they made the arrest by the order of Major Cunningham, provost-marshal of Portsmouth, Va.

Very respectfully, your obedient servant,

T. W. SPENCER,
Acting Ensign.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

[Endorsement.]

I don't think Captain Berrien should recognize military authority on board a naval vessel.

F[OX].

[Endorsement.]

Military arrest of naval officer on his vessel should not have been permitted.

[WELLES.]

Letter from the Assistant Secretary of the Navy to Acting Ensign Pratt, U. S. Navy, transmitting letter of commendation from Commander Trenchard, U. S. Navy.

NAVY DEPARTMENT, March 8, 1865.

SIR: By direction of the Secretary of the Navy, I herewith transmit you a copy of a letter from Commander Stephen D. Trenchard, of the 3d instant, commending the skillful manner in which you handled the boat sent to rescue the crew of the wrecked schooner *Spray*, and also the efficient services rendered by you in the embarkation of troops after the first bombardment of Fort Fisher.

Very respectfully,

G. V. FOX,

Assistant Secretary of the Navy.

Acting Ensign NICHOLS PRATT,
U. S. S. Rhode Island, Hampton Roads, Virginia.

[Enclosure.]

U. S. S. RHODE ISLAND,
Hampton Roads, Virginia, March 3, 1865.

SIR: I have the honor to report that on the morning of the 2d instant, while on the passage up from Beaufort to Hampton Roads, discovered a schooner flying signal of distress on the shoals about 11 miles S. S. E. from Cape Lookout. Stood in and dispatched boat to her assistance.

The vessel proved to be the schooner *Spray*, of Egg Harbor, N. J., Israel G. Adams, master, from Fortress Monroe for Beaufort, with coal for the Army, and had been on shore since Monday night, the 27th ultimo, her stern washed in, and she was going to pieces very fast. Her crew had taken refuge upon the bowsprit and jib boom, from which they were rescued by our boat and brought to this port by the *Rhode Island*.

The master reports that during the time the schooner was on shore several vessels passed so near that he could see their signal for pilots and without rendering any assistance.

I take this opportunity to bring to your favorable notice Acting Ensign Nichols Pratt, for the skillful manner in which the boat was handled on this occasion, and also for the efficient service rendered by him after the first bombardment of Fort Fisher in the embarkation of troops.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,

Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron.

[Telegram.]

CITY POINT, VA., *March 9, 1865—8:30 p. m.*

Naval force along the Virginia shore of the Chesapeake will be increased. Is the James high enough to make an attempt to go up? We have a very large naval force released, and the sacrifice of some of them might open the way for others to get through.

G. V. FOX,
Assistant Secretary of the Navy.

Lieutenant-General GRANT.

[Telegram.]

CITY POINT, VA., *March 9, 1865.*

The James River is high enough for gunboats to ascend, except in cooperation with the army. However, I do not think any practical results could come from sending them up. If Admiral Porter comes down here, as I expect in a few days, I will consult with him on the subject and let you know the conclusion.

U. S. GRANT,
Lieutenant-General.

G. V. FOX,
Assistant Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *March 10, 1865.*

Have the *Rhode Island* ready for sea.

GIDEON WELLES,
Secretary of the Navy.

Commodore JOHN RODGERS,
*Commanding U. S. S. Dictator,
or the Senior Commanding Officer, Hampton Roads.*

Report of Lieutenant-Commander Young, U. S. Navy, regarding an expedition into the North West Branch of the Cape Fear River.

U. S. S. MARATANZA,
Off Wilmington, N. C., March 10, 1865.

SIR: I have to report that since the first of this month the steamer *Eolus*, with a boat and crew from the *Maratanza* and *Lenapee*, boats' crews and officers under the command of Lieutenant-Commander L. H. Newman, of the *Nyack*, ascended the North West Branch as far as the steamer could go without knocking off wheelhouses and injuring the vessels materially, but sufficiently far enough to prove to my entire satisfaction that the river is obstructed above that point, and we will be compelled to employ smaller, and if they can be, steam launches, for up-river service. The gate obstructions are all clear, so that three or four vessels can pass abreast. The obstructions on the line of the two sunken steamers, where the buoy flags were planted, it will be necessary to take great pains to raise carefully. We have succeeded in destroying some four torpedoes which were found lodged in the logs of the obstructions.

I have thought proper to have all the traverses of all the forts on the east bank of Cape Fear River removed and destroyed by the axe than by fire, as I found the powder spread all along over the ground. I would respectfully request instructions in regard to the disposition of the guns in the forts, and get permission to mount one of the IX-inch guns, captured at one of the naval batteries, on board this ship to complete my complement.

I have not been enabled to get the ordnance schooners along as fast as might be had the weather been better. It has been such that ammunition of all kinds would have been ruined, as it has rained the greater part of the time.

Very respectfully, your obedient servant,

GEORGE W. YOUNG,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

[Enclosure.]

U. S. S. NYACK,
Wilmington, N. C., March 9, 1865.

SIR: In obedience to your orders I proceeded with the *Bolus* up the Cape Fear River on the 7th instant as far as the mouth of Wood's Creek, about 28 miles from here. After passing the mouth of Black River the stream is very narrow and tortuous, with a strong current. Finding that I could not make the turns without using hawsers, and then fouling paddle boxes and smokestack in the branches of large trees, I concluded to return. The people, white and black, whom I questioned, state that the *Chickamauga* is sunk across the stream at Indian Wells, with a chain just below. Her two guns are on a bluff on the western bank of the river.

Very respectfully, etc.,

L. H. NEWMAN,
Lieutenant-Commander.

Lieutenant-Commander GEORGE W. YOUNG,
Senior Officer Present, Commanding U. S. S. Maratanza.

General order of Commodore Radford, U. S. Navy, commanding James River Flotilla, regarding picket duty.

JAMES RIVER FLOTILLA,
Flagship Dumbarton, March 11, 1865.

Lieutenant-Commander Homer O. Blake will hereafter have control of the naval picket lines.

No boat will be allowed to pass the *Onondaga* during the night on any pretense whatever, without first reporting on board the *Onondaga* and obtaining Lieutenant-Commander Blake's permission, or the permission of the senior officer of the ironclad division.

The following arrangement will be observed with regard to picket boats, commencing Saturday evening the 11th instant. Each vessel named will send a boat with a full crew, armed and equipped for the night, with an officer in charge.

Saturday, March 11, 1865.—*Mackinaw*, Acting Master J. A. Bullard (in charge of picket line); *Mussasoit*, *Butaw*, *Chippewa*, *Unadilla*, *Sas-sacus*, *Maumee*.

Sunday evening, the 12th.—*Mendota*, Acting Master Digard (in charge of picket line); *Commodore Perry*, *Pontoosuc*, *Osceola*, *Shawmut*, *Huron*, *Miami*.

These boats, with the officers in charge as assigned, will do picket duty, alternating each night, as observed in this order.

The tugs *Alert*, *Clinton*, and launch *No. 4* will report for duty every night.

Respectfully,

WM. RADFORD,
Commodore, Commanding James River Flotilla.

Report of Commander Rhind, U. S. Navy, regarding the expedition into the Neuse River.

U. S. S. AGAWAM,
New Berne, March 11, 1865.

SIR: On the 9th I received a dispatch from General Palmer urging me to send a force up the Neuse, as the enemy were reported as putting a pontoon over, 11 miles below Kinston. I sent Lieutenant-Commander Thornton, of the *Iosco*, up yesterday with eight boats' crews and officers, in the army steamers *Shrapnel* and *Ella May*; the latter was armed with our howitzers. Lieutenant-Commander Thornton had received orders from you to go to Plymouth, but as there seems some important movement going on, and I am informed by the general that the enemy have been largely reinforced at Kinston, I have detained the *Iosco* until this expedition returns.

The acting master of the *Commodore Hull* showed me his orders to take command of the *Shokokon*.

The *Ceres* takes up some men from the hospital belonging to the *Wyalusing*. There is one schooner here under charter, and she will be sent to Roanoke Island after coaling the *Tacony*, unless you direct otherwise. We have been using her to coal our vessels, the lighter having sunk at the wharf of the storehouse.

Respectfully, your obedient servant,

A. C. RHIND,
Commander.

Commander W. H. MACOMB,
Senior Officer, Sounds North Carolina.

[Telegram.]

NAVY DEPARTMENT, *March 12, 1865.*

Report to Rear-Admiral Porter, at Hampton Roads, for command of the *Monadnock*.

GIDEON WELLES,
Secretary of the Navy.

Commander WM. RONCKENDORFF, U. S. Navy,
No. 2031 Pine street, Philadelphia, Pa.

[Telegram.]

FORT MONROE, *March 12, 1865—1:30 p. m.*

(Received 2 p. m.)

Mahopac is in from Charleston, and the *Oasco* from New York, and both are on their way up the James River. We have no news of the *Montauk*.

O. S. GLISSON,
Captain.

Hon. GIDEON WELLES,
Secretary of Navy.

[Telegram.]

WASHINGTON, *March 13, 1865.*Send *Montauk* to Washington navy yard as soon as she arrives.

G. WELLES,
Secretary Navy.

Commanding OFFICER,
Hampton Roads.

Report of Commander Rhind, U. S. Navy, regarding the return of expedition up the Neuse River.

U. S. S. AGAWAM, *New Berne, March 13, 1865.*

SIR: Lieutenant Commander Thornton returned last night with the expedition he took up the Neuse River. The *Ella May* and *Shrapnel*, army steamers, were not sufficiently supplied with coal to make a longer stay. The boats reached a point about 3 miles below Kinston. General Cox advised that they should return and patrol the river.

A deserter from a North Carolina regiment came on board the *Ella May* yesterday morning. He states that the whole rebel force under Bragg (estimated by him at 40,000) had evacuated Kinston, moving toward Goldsboro, but that Hoke's division returned when he left. The ironclad is afloat and ready for service; has two guns, draws 9 feet. No pontoon was found in the Neuse.

If you can send me a torpedo launch at once he may have an opportunity of destroying the ironclad. The bridge (railroad) at Kinston has been destroyed by the enemy.

We are, unfortunately, dependent on the army for light-draft steamers. If I had the proper vessels I should be able to act. I shall keep the *Iosco* for a few days, as we may require her boats and men.

I am making an effort to-day to have the *Ella May* fitted with a torpedo to send her up again, as General Cox telegraphs me that he would like to have the boats up again.

8 p. m.—I have received a note from an aid-de-camp of General Schofield (commanding department), informing me that he will be unable to place the steamers at my disposal. Nothing can be done, therefore, by us. There is a chance of using the picket launch if she can be got here without delay.

Respectfully, your obedient servant,

A. O. RHIND,
Commander.

Commander W. H. MACOMB,
Commanding District of Sounds.

[Telegram.]

NAVY DEPARTMENT, *March 14, 1865.*

Have the *Malvern* at Hampton Roads Friday morning, ready to go up James River with the admiral and friends.

G. V. FOX.

Assistant Secretary of the Navy.

Captain J. M. BERRIEN,
Commandant Naval Station, Norfolk, Va.

[Telegram.]

FORT MONROE, VA., *March 14, 1865—7 p. m.*

(Received 7:30 p. m.)

Monitor *Lehigh* in from Charleston and will go up the James River immediately. No news of the *Montauk*. Our troops in possession of Kinston, N. C.

O. S. GLISSON,

Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of Navy.

[Telegram.]

CITY POINT, VA., *March 14, 1865.*

Will you please have a few gunboats, say six, including four already gone, sent into the York and Pamunkey rivers to keep open free navigation between White House and the mouth of York River. I have a large force now on its way to White House. When it is withdrawn the navy can withdraw also.

U. S. GRANT,

Lieutenant-General.

Commodore RADFORD, U. S. Navy,
Care of Major-General Ord.

[Telegram.]

FLAGSHIP DUMBARTON; *March 14, 1865—12:55 p. m.*

Telegram received. Will send vessels required immediately.

WM. RADFORD;

Commodore.

Lieutenant-General U. S. GRANT,
Commanding Armies of the United States, City Point, Va.

[Telegram.]

JONES' LANDING, *March 14, 1865.*

The *Mahopac* and *Casco* have arrived. At the special request of General Grant, I have sent two vessels from here to York River to cooperate with the army.

WM. RADFORD,

Commodore.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Commander Rhind, U. S. Navy, regarding the destruction of the C. S. ram Neuse.

U. S. S. AGAWAM, *New Berne, March 14, 1865.*

SIR: The *Whitehead* arrived here at 8 a. m. I found her not ready for immediate service, but shall have her ready by 8 a. m. to-morrow. I intend sending her up to Kinston. I had a torpedo fitted to her, and after I had the works started I received a telegram from General Cox at the bridge Kinston stating, "The ram is burned; her wreck is in sight; the torpedo will not be needed."

This evening I have another dispatch, dated at Kinston. As there seems to be no doubt of the destruction of the ram, there is no longer a necessity for the picket launch. The *Iosco* will go to Plymouth immediately on Captain Thornton's return. He goes up on the *Whitehead*. If the services of the *Whitehead* should be required here on her return, I will inform you and will retain her till further orders.

Respectfully, your obedient servant,

A. C. RHIND,
Commander.

Commander W. H. MACOMB.

[Telegram.]

NAVY DEPARTMENT, *March 15, 1865.*

Send *Monadnock* up James River.

GIDEON WELLES,
Secretary of the Navy.

Captain O. S. GLISSON,
Senior Officer, *Hampton Roads, Virginia.*

Order of Captain Glisson, U. S. Navy, to Commander Parrott, U. S. Navy, commanding U. S. S. Monadnock, to proceed to duty in the James River.

U. S. S. SANTIAGO DE CUBA,
Hampton Roads, March 15, 1865.

SIR: You will proceed with the U. S. S. *Monadnock*, under your command, up the James River and report to Commodore Radford for duty. Use every exertion to reach your destination as soon as possible.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain and Senior Officer in *Hampton Roads.*

Commander E. G. PARROTT,
Commanding U. S. S. *Monadnock.*

[Endorsement.]

Reported March 20.

W. RADFORD,
Commodore, Commanding *James River Flotilla.*

Report of Commodore Radford, U. S. Navy, regarding cooperation with the army in Rappahannock and York rivers.

JAMES RIVER FLOTILLA,
U. S. Flagship Dumbarton, March 15, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's communication of the 7th instant.

I would respectfully state that I was requested by Lieutenant-General Grant, to whom I was ordered to report when ordered to the command of this flotilla, to send two or more gunboats up the Rappahannock. I telegraphed to General Grant that Commander Parker was in command of that district, and that he had gunboats better adapted for those waters. In reply the general stated that he wished me to send them, as they were to go on a special expedition, and to go immediately.

Supposing Commander Parker to be up the Potomac, and the general's dispatch indicating an emergency, I directed two gunboats to proceed immediately up the Rappahannock and cooperate with the army. Had I directed them to report to Commander Parker I could not have complied with General Grant's request, which was in substance an order.

In obedience to a telegram received from General Grant I yesterday sent the U. S. S. *Shawmut* and U. S. S. *Commodore Morris* up the York River. This telegram stated that a naval cooperation was required immediately.

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

WM. RADFORD,
Commodore, Commanding James River Flotilla.

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

[Telegram.]

FLAGSHIP DUMBARTON,
Jones' Landing, March 15, 1865.

I received an order last night to send this vessel to Washington. I should like to keep her until replaced.

WM. RADFORD,
Commodore.

Hon. G. WELLES.

[Telegram.]

NAVY DEPARTMENT, *March 16, 1865.*

Proceed as soon as practicable to New York with the *Dictator*, taking the *Rhode Island* with you, when she can proceed to Maine.

G. WELLES,
Secretary of the Navy.

Commodore JOHN RODGERS,
Commanding U. S. S. Dictator, Hampton Roads, Virginia.

[Telegram.]

NAVY DEPARTMENT, *March 16, 1865.*

Shall not be with you until Saturday. Notify Lieutenant-General Grant.

G. V. FOX,
Assistant Secretary.

Major-General J. G. BARNARD, U. S. Army,
City Point, Va.

[Telegram.]

NAVY DEPARTMENT, *March 16, 1865.*

When you can spare the *Mahopac* and *Saugus*, or either of them, send them to Washington. Withdraw neither except approved by Lieutenant-General Grant.

G. WELLES,
Secretary of Navy.

Commodore WM. RADFORD,
Commanding James River Flotilla, Jones' Landing, Va.

[Telegram.]

NAVY DEPARTMENT, *March 16, 1865.*

Retain *Dumbarton* while you are living on board.

G. WELLES,
Secretary of the Navy.

Commodore WM. RADFORD,
Commanding James River Flotilla, Jones' Landing, Va.

Instructions of Lieutenant-Commander Blake, U. S. Navy, regarding picket duty in James River.

U. S. IRONCLAD ONONDAGA,
James River, Virginia, March 16, 1865.

The picket boats doing duty at Dutch Gap will, in case of torpedo boats or fire rafts passing down the river, give the alarm by firing a rocket. Should the rebel fleet pass the gap, they will, in addition to the rocket, burn a red Coston light in such a position that it will be seen by the upper and lower fleets. Should torpedo boats come to the obstructions, they must be captured or destroyed. Should they, however, succeed in passing the obstructions, a rocket will be fired as a warning to the fleet; our picket boats will pursue them, showing a red light toward the *Commodore Perry*, that we may distinguish between friend and foe, care being taken that the light is not seen from up the river.

The firing of a musket from one of the picket boats will indicate danger. All boats will immediately get underway to be ready to execute any orders received from the officer in charge of the picket line. One long whistle will call the boats from the north channel to the assistance of those in the south channel; two long whistles will call the boats in south channel to the assistance of those in the north channel.

Picket boats will not leave their stations on any pretense whatever, except in case of an attack or by order of the officer in charge of the picket line.

No boat will be allowed to pass up to the obstructions after dark without the order of the officer in charge of the ironclad division, nor above the obstructions without the sanction of the commander of the division.

A white light shown by one of the picket boats will indicate that the officer in charge of the pickets is wanted.

The officers in charge of picket boats will see that their respective boats are provided with the following articles:

A red and white lantern.

Rocket and grapnel, with at least 3 fathoms of chain attached to it, to be used in case of fire rafts.

The officers in charge of the picket boats are charged with a most important duty; the strictest vigilance is required at all times; they will avoid all unnecessary noise and be careful that no lights are shown from their boats unless absolutely necessary.

The officer in charge of the picket line will report in writing the slightest dereliction of duty on the part of any one on the picket line.

Respectfully, etc.,

HOMER C. BLAKE,
Lieutenant-Commander, U. S. Navy,
In charge of Naval Picket Line, Trent's Reach.

Report of Lieutenant-Commander Young, U. S. Navy, senior officer off Wilmington, regarding general affairs of his command.

U. S. S. MARATANZA, *March 16, 1865.*

SIR: Since my last report of the 5th instant I have examined the forts on the east bank of the river, and, as reported before, find my orders have been carried out strictly. On the 7th instant Lieutenant-Commander Newman, commanding the *Nyaok*, made an examination of the North West Branch of the [Cape Fear] River as far as the Devil's Bend, but returned on the 9th instant, finding the river to be very circuitous, and not wishing to damage the *Holus*, he returned at the expiration of forty-eight hours. Enclosed please find Lieutenant-Commander Newman's report.*

On the 11th instant, in an interview with Major-General Scofield, he mentioned that he was anxious to open communication with Major-General Sherman. Acting Master H. W. Grinnell and Acting Ensign H. B. Colby, of the *Nyaok*, volunteered to convey any communication to the army that the general might have to send, and as their commanding officer had no objections, I gave the permission to undertake the service. I am happy to state they were in time to meet General Sherman just outside of Fayetteville. I respectfully call your attention to Acting Master Grinnell's report,† a copy of which I respectfully submit.

On the morning of the 11th instant, Major-General Terry, in an interview, stated that he was about starting an expedition up the North West Branch for the purpose of clearing the way to Fayetteville, and wished to have one of the gunboats, as a support, to follow. I immediately prepared the *Holus*, and with one boat's crew from each of the vessels (*Maratanza*, *Lenapee*, and *Nyaok*) I followed the army tug, but, owing to the circuitous nature of the river, the *Holus* was compelled to anchor in what is called the Devil's Bend for the night; but the next morning we made our way through the difficulties and reached Fayetteville at 9:30 the evening of the 12th instant. On my arrival I found General Sherman's army making preparation for crossing. I called upon General Sherman, tendering my services, and he requested that I would leave the *Holus* in the river until his army had left Fayetteville, which I have done. The obstructions in the upper part of Cape Fear River, owing to the heavy freshets, have been swept away, and with screw steamers of 100 or 130 feet in length, with 3 feet draft of

* See p. 62.

† See p. 90.

water, Fayetteville can be reached at any season. The *Ohickamauga* was sunk across the narrow part of the channel, but the current has swept her alongside the bank.

Very respectfully, your obedient servant,

GEORGE W. YOUNG,
Lieutenant-Commander, U. S. Navy,
Senior Officer present off Wilmington.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.

Report of Commander Rhind, U. S. Navy, regarding the disposition of the U. S. steamers Hunchback and Whitehead.

U. S. S. AGAWAM,
New Berne, March 17, 1865.

SIR: The *Hunchback* arrived here this afternoon. I have directed Captain Fyffe to proceed to Plymouth as soon as he coals his vessel. The *Iosco* left this morning.

The *Whitehead* is in the river above the obstructions, being unable to proceed farther on account of the low stage of water. As she draws too much to navigate the Neuse, she is of no use here. Please inform me what disposition you wish made of her. I have sent orders to her commanding officer to remain above the obstructions till her coal gave out. She has but four or five days' supply.

I have no further intelligence from the army.

Respectfully, your obedient servant,

A. C. RHIND,
Commander.

Commander W. H. MACOMB.

List of vessels composing the North Atlantic Blockading Squadron, March 18, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
A. D. Vance.....	5	Paddle.....	Lieut. Com. J. H. Upshur.....	Detached.
Agawam.....	10	do.....	Commander A. C. Rhind.....	Sounds, North Carolina.
Alabama.....	10	do.....	Act. Vol. Lt. A. R. Langthorne..	Hampton Roads.
Atlanta.....	3	Screw.....	Act. Vol. Lt. T. J. Woodward...	James River, Va.
Anemone.....	4	do.....	Acting Ensign N. C. Borden....	Beaufort, N. C.
Arietta.....	3	Sail.....	Lieut. Commander W. C. West..	Do.
Albemarle.....		Hulk.....	Act. Asst. Paymaster Mellach..	New Berne, N. C.
Alpha.....		Screw.....	Acting Ensign N. R. Davis.....	James River.
Ben Morgan.....		Hulk.....	Acting Master A. B. Mulford...	Norfolk, Va.
Belle.....	2	Screw.....	Acting Master J. G. Green.....	Sounds, North Carolina.
Borberry.....	4	do.....	Acting Ensign R. W. Rowntree..	Beaufort.
Bignonia.....	3	do.....	Act. Vol. Lieut. W. D. Roath....	Norfolk Navy Yard.
Bat.....		Paddle.....	Lieut. Com. J. S. Barnes.....	Washington, D. C.
Chilcopes.....	10	do.....	Commander A. D. Harrell.....	Norfolk Navy Yard.
Commodore Hull.....	6	do.....	Act. Vol. Lieut. H. S. Wetmore..	Sounds, North Carolina.
Ceres.....	2	Screw.....	Act. Mas. Mate H. H. Foster....	Do.
Cambridge.....	10	do.....	Act. Vol. Lieut. J. F. Nickels...	Norfolk Navy Yard.
Commodore Barney..	7	Paddle.....	Act. Vol. Lt. G. B. Livingston...	James River.
Cactus.....	3	Screw.....	Act. Mas. and Pilot J. Evans...	Do.
Commodore Morris..	7	Paddle.....	Acting Master R. G. Lee.....	White House, Va.
Crusader.....	7	Screw.....	Act. Vol. Lieut. Peter Hays.....	Detached.
Chippewa.....	6	do.....	Lieut. Com. A. W. Weaver.....	James River.
Commodore Perry...	5	Paddle.....	Act. Vol. Lieut. A. P. Foster....	Do.
Ollinton.....		Screw.....	Acting Ensign G. W. Hadden...	Do.

List of vessels composing the North Atlantic Blockading Squadron, March 18, 1865--
Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Charles Phelps.....		Hulk.....	Acting Ensign W. Ottiwell.....	Craney Island.
Cohasset.....	1	Screw.....	Act. Ens. and Pilot Griffin.....	James River.
Clematis.....	3	do.....	Act. Vol. Lieut. G. H. Gooding.....	Norfolk Navy Yard.
Dumbarton.....	4	Paddle.....	Act. Vol. Lieut. H. Brown.....	James River.
Delaware.....	3	do.....	Acting Master J. H. Eldridge.....	Do.
Dawn.....	4	Screw.....	Acting Master J. A. Jackaway.....	Do.
Daylight.....	8	do.....	Acting Master H. A. Phelps.....	Do.
Delta.....		do.....	Act. Mas. Mate W. F. Gragg.....	Norfolk Navy Yard.
Eolus.....	4	Paddle.....	Acting Master E. S. Keyser.....	Cape Fear River.
Emma.....	8	Screw.....	Acting Master [J. A.] Hamilton.....	Do.
Eutaw.....	10	Paddle.....		James River.
Epallon.....		Screw.....	Acting Ensign [F. W.] Mintzer.....	Do.
Fort Donelson.....	1	Paddle.....	Acting Master G. W. Frost.....	Hampton Roads.
Falkeo.....	5	Screw.....	Acting Master F. R. Webb.....	White House.
Governor Buckingham.	6	do.....	Act. Vol. Lieut. J. MacDiarmid.....	Norfolk Navy Yard.
General Putnam.....	4	Paddle.....	Acting Master H. H. Savage.....	Detached.
Granite.....		Sloop.....	Acting Master E. Boomer.....	Sounds, North Carolina.
Glance.....		Screw.....	Acting Ensign H. Wheeler.....	James River.
Gamma.....		do.....	Acting Ensign H. F. Curtis.....	Do.
Huron.....	5	do.....	Lieut. Commander T. O. Selfridge.....	Do.
Hunchback.....	7	Paddle.....	Lieutenant J. [P.] Fyffe.....	Sounds, North Carolina.
Henry Brinker.....	3	Screw.....	Acting Ensign J. H. Korons.....	Do.
Hoyt.....		do.....	Acting Ensign H. B. Twambley.....	Do.
Hetzel.....	2		Acting Master [G. B.] Thompson.....	Norfolk Navy Yard.
Harcourt.....		Screw.....		James River.
Iosco.....	10	Paddle.....	Lieut. Commander J. S. Thornton.....	Sounds, North Carolina.
I. N. Seymour.....	2	do.....	Acting Ensign F. B. Allen.....	Detached.
Kansas.....	8	Screw.....	Lieut. Com. P. G. Watnough.....	James River.
Keystone State.....		Paddle.....	Commander H. Rolando.....	Ordered to Baltimore.
Lillian.....	2	do.....	Act. Vol. Lieut. E. D. Bruner.....	Detached.
Lookwood.....	3	do.....	Acting Ensign M. D. Ames.....	Sounds, North Carolina.
Lillie.....	2	Screw.....	Acting Ensign J. A. Chadwick.....	Norfolk Navy Yard.
Little Ada.....	2	do.....	Acting Master S. P. Crafts.....	Do.
Loupee.....	10	Paddle.....	Lieut. Commander R. Chandler.....	Cape Fear River.
Monticello.....	6	Screw.....	Lieut. Commander W. B. Cushing.....	Norfolk Navy Yard.
Maumee.....	8	do.....	Lieut. Commander J. Parker.....	James River.
Moccasin.....	3	do.....	Acting Ensign J. Brown.....	Under orders North.
Mackinaw.....	10	Paddle.....	Commander J. C. Beaumont.....	James River.
Massasoit.....	10	do.....	Commander R. T. Renshaw.....	Do.
Monadnock.....	4	Screw.....	Commander W. Ronckendorf.....	Do.
Mount Vernon.....	5	do.....	Act. Vol. Lieut. J. Trahen.....	Norfolk Navy Yard.
Mattabesett.....	10	Paddle.....	Commander J. C. Febiger.....	Sounds, North Carolina.
Montgomery.....	6	Screw.....	Act. Vol. Lieut. T. C. Dunn.....	Cruising off Cape Fear River.
Maratanza.....	6	Paddle.....	Lieut. Commander G. W. Young.....	Cape Fear River.
Miami.....	8	do.....	Act. Vol. Lieut. G. W. Graves.....	James River.
Mendota.....	10	do.....	Commander E. T. Nichols.....	Do.
Mount Washington.....	1	do.....	Act. Mas. and Pilot H. H. Haynie.....	Norfolk Navy Yard.
Myrtle.....	7	Screw.....	Acting Master W. Wright.....	Detached.
Martin.....		Screw tug.....	Acting Ensign F. H. Crandall.....	Sounds, North Carolina.
Malvern.....	12	Paddle.....	Ensign W. C. Wise.....	Hampton Roads.
Montauk.....	2	Screw.....	Lieut. Commander E. E. Stone.....	James River.
Nyack.....	8	do.....	Lieut. Commander L. H. Newman.....	Cape Fear River.
New Bern.....		do.....	Act. Vol. Lt. [S. B.] Washburn.....	New York.
Nansemond.....	3	Paddle.....	Acting Master J. H. Porter.....	James River, Va.
Oacola.....	10	do.....	Commander J. M. B. Giltz.....	Do.
Onondaga.....	4	Screw.....	Lieut. Commander H. C. Blake.....	Do.
Phlox.....		Paddle.....	Acting Ensign D. F. O'Brien.....	Do.
Pequot.....	8	do.....	Lieut. Commander D. L. Braine.....	Norfolk Navy Yard.
Pawtuxet.....	10	do.....	Commander J. H. Spotts.....	James River.
Pontoonoe.....	12	do.....	Lieut. Commander W. G. Temple.....	Do.
Poppy.....	2	Screw.....	Acting Ensign W. Clarke.....	Norfolk Navy Yard.
Picket launch No. 4.....	1	Screw.....		James River.
Picket launch No. 5.....	1	do.....		Sounds, North Carolina.
Picket launch No. 6.....	1	do.....	Acting Ensign [C. S.] Willcox.....	James River.
Rhode Island.....	12	Paddle.....	Commander S. D. Trenchard.....	Hampton Roads.
R. R. Cuyler.....	12	Screw.....	Commander C. H. B. Caldwell.....	Norfolk Navy Yard.
Renshaw.....		Hulk.....	Gunner E. A. McDonald.....	Sounds, North Carolina.
Release.....	3	Sail.....	Acting Master J. Baker.....	Beaufort, N. C.
Roman.....		Hulk.....		Norfolk, Va.
Republic.....	1	Screw.....	Acting Ensign J. W. Bennett.....	Cape Fear River.

List of vessels composing the North Atlantic Blockading Squadron, March 18, 1865--
Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Saugus	2	Screw	Commander E. R. Colhoun	James River.
Soneca	5	do	Lieut. Commander M. Sicard	Guard ship, Hampton Roads.
Santiago de Cuba	11	Paddle	Captain O. S. Glisson	Hampton Roads.
Samuel Rotan	5	Schooner	Acting Master W. G. Nutting ..	Norfolk Navy Yard.
Shamrock	11	Paddle	Commander W. H. Macomb	Sounds, North Carolina.
Shokokon	0	do	Act. Vol. Lieut. [F.] Josselyn ..	Do.
Spyten Duyvil		Torpedo boat ..	First Asst. Engineer [J. L.] Lay ..	James River.
Saffron		Screw	Acting Ensign H. M. Plashon ..	Norfolk Navy Yard.
Sassacus	12	Paddle	Lieut. Commander J. I. Davis ..	James River.
Sangamon	2	Screw	Lieut. Commander J. Young	Do.
Shawmut		do	Lieut. Commander J. G. Walker ..	White House.
Tacony	12	Paddle	Lieut. Commander W. T. Truxtun ..	Sounds, North Carolina.
Unadilla	6	Screw	Lieut. Commander F. M. Ramsay ..	James River.
Unit		do	Acting Ensign H. P. Hathaway ..	Norfolk, Va.
Vicksburg	6	do	Acting Master W. U. Grozier	White House.
Victoria	3	do	Acting Ensign W. Moody	Sounds, North Carolina.
Valley City	0		Acting Master J. A. J. Brooks ..	Do.
Western World	5	Paddle	Acting Ensign E. Herrick	White House.
Wilderness	4	do	Acting Master H. Aroy	James River.
Wyalusing	14	do	Lieut. Commander E. English ..	Sounds, North Carolina.
Whitehead	4		Acting Master G. W. Barrett	Do.
Wyandotte	5	Screw	Acting Master T. W. Sheer	Norfolk (guard).
William Badger		Hulk	Acting Ensign S. C. Swain	Beaufort, N. O.
Watch	2	Screw	Acting Ensign J. Bishop	James River.
Young America	2	do	Act. M. Mate J. H. Gilley	Hampton Roads.
Yanfle	5	do	Lieut. Commander T. C. Harris ..	Cape Fear River.
Zouave	2	do	Acting Ensign J. L. Hayes	James River.
Zeta		do	Acting Ensign E. M. Boggs	Do.

Report of Lieutenant-Commander English, U. S. Navy, regarding expeditions in Scuppernong and Alligator rivers, North Carolina.

U. S. S. WYALUSING,
Off Croatan Light-House, March 19, 1865.

SIR: In consequence of the prevailing bad weather I have been unable to get down any farther than Alligator River, which I reached yesterday afternoon. On Friday I went up the Scuppernong in the *Ceres* to Columbia, [N. C.], where I drew up sufficient of the piles of the burned bridge at that place to enable me to proceed on. I went on to Cross Landing, 10 miles above Columbia. In the Scuppernong I captured a schooner, and up to now have taken nearly sixty nets. This morning I dispatched the *Ceres* and a party up the Alligator, and in the meantime have run down to the island for my mail. Upon my arrival here I discovered a party hauling a seine near the light-house. I have had some correspondence with Colonel Lehmann on the subject, and send you the permit given by him.

Very respectfully, yours, etc.,

EARL ENGLISH,
Lieutenant-Commander.

Commander W. H. MACOMB,
Commanding District of Sounds of North Carolina.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Walker, U. S. Navy, commanding U. S. S. Shawmut.

JAMES RIVER, VIRGINIA, *March 20, 1865.*

SIR: You will proceed with the *Shawmut* to New York navy yard and report to Secretary of the Navy by letter on your arrival.

Respectfully,

DAVID D. PORTER,
[*Rear-Admiral.*]

Lieutenant-Commander J. G. WALKER,
Commanding Shawmut.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Frost, U. S. Navy, commanding U. S. S. Fort Donelson, regarding duties to be performed by that vessel.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, James River, March 20, 1865.

SIR: Proceed with the *Fort Donelson* under your command to Beaufort, N. C., and deliver the mail; then proceed to New Inlet, deliver the mail, and resume your duties as guard ship until you are relieved, when you will return to Beaufort and carry out your previous instructions in regard to the court-martial case of Acting Volunteer Lieutenant T. Pickering; after accomplishing which return to me at Hamoton Roads.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Master GEORGE W. FROST,
Commanding Fort Donelson.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Porter, U. S. Navy, commanding U. S. S. Nansemond.

JAMES RIVER, VIRGINIA, *March 20, 1865.*

SIR: Proceed with the *Nansemond* under your command to St. Inigoes, Md., and report to Commander F. A. Parker for duty.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Master J. H. PORTER,
Commanding Nansemond.

[Orders of same date and tenor to Acting Ensign James Brown, commanding U. S. S. *Moccasin*, and Acting Master S. P. Crafts, commanding U. S. S. *Little Ada*.]

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Keyser, U. S. Navy, commanding U. S. S. Eolus.

JAMES RIVER, VIRGINIA, *March 20, 1865.*

SIR: Proceed with the *Eolus* under your command to the sounds of North Carolina and report to Commander W. H. Macomb for duty.

Respectfully, yours,

DAVID D. PORTER,

Rear-Admiral, Commanding North Atlantic Squadron.

Acting Master E. S. KEYSER,

Commanding U. S. S. Eolus.

[Orders of same date and tenor to commanding officers of the U. S. steamers *Delaware* and *Dawn*.]

Report of Commander Macomb, U. S. Navy, regarding the successful raising of the U. S. S. Albemarle.

U. S. S. SHAMROCK,

Plymouth, [N. C.], March 20, 1865.

ADMIRAL: The submarine operators have succeeded in raising the ironclad ram *Albemarle*, and have kept her afloat for two days; but it has been necessary to keep the powerful pumps going continuously to do so. The diver has not been able to stop all the leaks so far. Mr. Brown, the chief of the party, thinks he will have to strip off all the iron on the casemate, in order to lighten her up sufficiently to stop the leaks near the overhang.

The rebels exploded a torpedo inside the casemate, which opened her planking and angles of the casemate very seriously. Mr. Brown informs me that he had a conversation with Mr. Lenthall, chief naval constructor, also the constructor at Norfolk, who gave him to understand that the casemate would have to be taken off when being repaired at the navy yard, so I see no objection to the armor being stripped from her casemate now.

It is very doubtful whether she could be taken through the canal without relieving her of this great weight.

Very respectfully,

W. H. MACOMB,

Commander, Commanding.

Rear-Admiral D. D. PORTER,

Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Ensign Herrick, U. S. Navy, commanding U. S. S. Western World.

JAMES RIVER, VIRGINIA, *March 21, 1865.*

SIR: Proceed with the *Western World* under your command to St. Inigoes, Md., and report to Commander F. A. Parker for duty.

Respectfully, yours,

DAVID D. PORTER,

Rear-Admiral, Commanding North Atlantic Squadron.

Acting Ensign E. HERRICK, U. S. Navy,

Commanding U. S. S. Western World.

Order of Rear-Admiral Porter, U. S. Navy, to the commandant navy yard, Norfolk, to send certain vessels without delay.

CITY POINT, VA., March 21, 1865.

CAPTAIN: Please send the *Olematis* to me without delay and direct the *Mount Washington* to report to Commodore Radford with as little delay as possible.

Send all the tugs to me as soon as their machinery will permit them to move, and do not let them wait for repairs on their hulls.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

Captain J. M. BERRIEN,
Commanding Naval Station, Norfolk, Va.

Report of Rear-Admiral Porter, U. S. Navy, forwarding a description of vessels to be disposed of.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, City Point, Va., March 21, 1865.

SIR: Enclosed I have the honor to send you a partial description of the vessels of this squadron that I deem necessary for the interests of the Department to dispose of. They all require more repairs than is expressed, and can well be dispensed with. I propose the *Dumbarton* and *Lilian* as vessels answering the wants of the Army, and that they be turned over to them.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

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

Report of Commander Macomb, U. S. Navy, forwarding information of the destruction of the Confederate ram in the Neuse River.

U. S. S. SHAMROCK,
Dist. of the Sounds of N. C., Plymouth, March 21, 1865.

ADMIRAL: I am informed by Commander A. C. Rhind, from New Berne, under date of the 14th instant, of the gratifying news of the destruction of the rebel ironclad ram in the Neuse River, near Kinston, N. C.

The intelligence is conveyed to Commander Rhind from General Cox at the bridge near Kinston, stating "The ram is burned; her wreck is in sight; the torpedo will not be needed."

The *Whitehead* and *Hunchback* arrived at New Berne; the latter is here.

The former was started up the Neuse, and is now a short distance above the obstructions.

The water is very low, and we will not be able to go up or down until high water.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

[Telegram.]

NAVY DEPARTMENT, *March 22, 1865.*

When the *Santiago de Cuba* arrives, give her dispatch in such matters as are required by Captain Glisson.

GIDEON WELLES,
Secretary.

Commodore T. A. DORNIN,
Commandant Naval Station, Baltimore, Md.

Order of the Secretary of the Navy to the commandant navy yard, New York, regarding the U. S. S. Chimo.

NAVY DEPARTMENT, *March 23, 1865.*

SIR: Send the *Chimo* to Hampton Roads in tow of the *Huntsville*.
Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

[Telegram.]

NAVY DEPARTMENT, *March 22, 1865.*

Have the *Bat* ready to convoy the *River Queen* to-morrow, noon. The President will be in the *River Queen*, bound to City Point.

By order of Secretary of Navy:

G. V. FOX,
Assistant Secretary of Navy.

Commodore J. B. MONTGOMERY,
Commandant Navy Yard, Washington, D. C.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Nichols, U. S. Navy, commanding U. S. S. Mendota.

JAMES RIVER, VIRGINIA, *March 22, 1865.*

SIR: Proceed with the *Mendota*, under your command, to Hampton Roads and resume your duties as senior officer.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander E. T. NICHOLS,
Commanding Mendota.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Huron.

JAMES RIVER, VIRGINIA, *March 22, 1865.*

SIR: Proceed with the *Huron*, under your command, to Pagan Creek, Virginia.

Respectfully, yours,
DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander T. O. SELFRIDGE,
Commanding U. S. S. Huron.

[Telegram.]

NAVY DEPARTMENT, *March 23, 1865.*

The *River Queen* leaves the Sixth street wharf about 1 p. m., with the President. Have the *Bat* accompany her to City Point and back.

By order Secretary Navy:

G. V. FOX,
Assistant Secretary of Navy.

Commodore J. B. MONTGOMERY,
Commandant Navy Yard, Washington.

[Telegram.]

NORFOLK, *March 23, 1865.*

I have ordered the men transferred from the *Wabash* to this ship for the James River Flotilla on board the *Constellation*. George Beardslee is ordered by Admiral Gregory to inspect torpedoes.

WM. RADFORD,
Commodore.

Rear-Admiral D. D. PORTER,
Flagship Malvern, off Aiken's Landing.

Order of the commandant navy-yard, Norfolk, to Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Pequot.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Norfolk, March 23, 1865.

SIR: Proceed forthwith with the vessel under your command to City Point, and on arrival there report to Admiral D. D. Porter.

Very respectfully,

J. M. BERRIEN,
Commandant Naval Station, Norfolk.

Lieutenant-Commander D. L. BRAINE, OF
COMMANDING OFFICER, U. S. S. Pequot,
Navy Yard, Norfolk, Va.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, regarding the restriction of trade in the sounds of North Carolina.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Aiken's Landing, James River, March 23, 1865.

SIR: It seems to be the policy now to break up all trade, especially that which may benefit the rebels, and you will dispose your vessels about the sounds to capture all contraband of war going into the enemy's lines. You will stop all supplies of clothing that can by any possibility benefit a soldier; seize all vessels afloat that carry provisions to any place not held by our troops and send them into court for adjudication. Recognize no permits where there is a prospect of stores of any kind going into rebel hands. I enclose you General Grant's order on the

subject. For any capture, send in prize lists and make full reports. You will see by the law (examine it carefully) that an officer is authorized to send all property "not abandoned" into court, especially property afloat. I hope you succeeded in getting the *Philadelphia* again into your possession. Send her to Washington if you do.

Respectfully, yours,

DAVID D. PORTER,

Rear-Admiral, Commanding North Atlantic Squadron.

Commander W. H. MACOMB,

Commanding District of the Sounds, North Carolina.

[Telegram.]

CITY POINT, *March 24, 1865—3:40 p. m.*

I spoke to Commodore Radford about sending gunboats up the Chickahominy when Sheridan started to cross. I believe he made all the preparations to do so. It can have no special protecting advantage to have the navy go up, as they can not ascend to the point of crossing, but it may be desirable to make a reconnoissance there to see what is going on, and whilst the troops are crossing it will be safe to make it. Sheridan will be in camp to-morrow night on the Chickahominy.

Send this to Admiral Porter.

U. S. GRANT,

Lieutenant-General.

Major-General ORD.

[Telegram.]

CITY POINT, *March 25, 1865—8 a. m.*

The enemy have attacked and broken through the right of our line at Petersburg. If they are permitted to get through they may march toward City Point. I would suggest putting one or two gunboats on the Appomattox up as high as the pontoon bridge.

U. S. GRANT,

Lieutenant-General.

Admiral D. D. PORTER,

Jones' Landing.

[Telegram.]

MARCH 25, 1865.

I sent one or two gunboats down the river to City Point yesterday. Others are on their way now. Will you please direct any commander of gunboats there to proceed to any point you wish to protect. I am ready to send light-draft gunboats up the Chickahominy. Do you wish them sent?

DAVID D. PORTER,

Rear-Admiral.

Lieutenant-General U. S. GRANT,

City Point, [Va.].

[Telegram.]

U. S. S. MALVERN, *March 25, 1865.*

Move up at once, if not already there, and protect pontoon bridge and Appomattox. Keep gunboats there all the time, night and day.

DAVID D. PORTER,
Rear-Admiral.

Commanding NAVAL OFFICER,
Appomattox River.

[Telegram.]

JAMES RIVER, *March 25, 1865.*

Send the *Alabama* and picket boat to City Point immediately, to report to me on her arrival there.

DAVID D. PORTER,
Rear-Admiral.

Senior NAVAL OFFICER,
Hampton Roads.

Order of Rear Admiral-Porter, U. S. Navy, to Acting Master Arey, U. S. Navy, to proceed up the Chickahominy River for communication with General Sheridan, U. S. Army.

AIKEN'S LANDING,
James River, March 25, 1865.

SIR: Proceed up the Chickahominy and try and communicate with General Sheridan. Gain all the information you can about the river and enemy and return here when there is no use for your services. Report to General Sheridan if he comes in, and bring his dispatches if necessary.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Commanding Officer U. S. S. WILDERNESS.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Beaumont, U. S. Navy, commanding U. S. S. Mackinaw.

MARCH 25, 1865.

SIR: You will move the *Mackinaw* up the Appomattox as far as the pontoon bridge, which place must be guarded at all times.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Commander J. C. BEAUMONT,
Commanding Mackinaw.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Clitz, U. S. Navy, commanding U. S. S. Osceola.

NORTH ATLANTIC SQUADRON,
U. S. Flagship *Malvern*, March 25, 1865.

SIR: You will proceed with the vessel under your command up the Appomattox River as far as the pontoon bridge.

When your services are no longer required, return to this place.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

Commanding Officer U. S. S. OSCEOLA.

[Telegram.]

CITY POINT, March 25, 1865.

I have just returned from the Army Potomac front, and find your dispatches of this morning. Quiet is entirely restored and there is now no necessity of sending boats up the Appomattox. Sheridan will leave the Chickahominy to-morrow morning, so that if boats have not gone up it will be too late. Everything went off well. We captured about 2,000 prisoners and killed and wounded a large number of the enemy.

U. S. GRANT,
Lieutenant-General.

Admiral D. D. PORTER.

Report of Commander Beaumont, U. S. Navy, regarding the disposition of vessels near Point of Rocks, Appomattox River.

POINT OF ROCKS, VA., ———, —.

SIR: I have the honor to acknowledge the receipt of your orders by telegraph and *Osceola* of the 25th instant, directing me to move the *Mackinaw* up the Appomattox as high as the pontoon bridge.

At the time of the receipt of these orders the *Mackinaw* was at Port Walthall, a position about a half mile above the Point of Rocks, a position I had taken on the morning of the 23d instant.

The following is the present disposition of the vessels here: The *Sassacus*, *Osceola*, and *Mackinaw* in line between the pontoon bridge and Point of Rocks; the *Miami* and *Commodore Barney* above the Point of Rocks, at Port Walthall. About 200 tons of coal are required for the *Miami*, *Commodore Barney*, and *Mackinaw*.

There are two cases on board the *Miami* for trial by court-martial.

J. C. BEAUMONT,
Commander.

Rear-Admiral D. D. PORTER.

Report of Commander Nichols, U. S. Navy, regarding the movements of vessels to and from Hampton Roads.

U. S. S. MENDOTA,
Hampton Roads, March 25, 1865.

ADMIRAL: I have the honor to report my arrival at the roads at noon yesterday, in obedience to your order of the 22d instant. I found here

the *Sabine*, *Alabama*, *Seneca*, and *Samuel Rotan*. The *Bat* had arrived but a few minutes before, and after a delay of about an hour proceeded up the river, convoying the *River Queen*, with his Excellency the President of the United States on board. Lieutenant-Commander Lowry informed me that he had permitted the commanding officer of the *Alabama* to go up the river to report to you in person. Lieutenant-Commander E. K. Owen reported for the command of the *Seneca*. Orders had been given by Captain O. S. Glisson for the *Seneca* to go to the yard for repairs. She went up yesterday, and I ordered Lieutenant-Commander Owen to report to you in writing from the yard. The schooner *Samuel Rotan* is guard vessel at present. The *Pequot* came down yesterday afternoon, and after remaining about an hour left again in the direction of James River. Last evening the *Shawmut* arrived from White House under orders for New York. She will proceed as soon as she procures some provisions. I this morning received your telegrams of yesterday to send certain men to St. Inigoes, Md., by the *Dumbarton*, and to send Acting Master Crafts, of the *Little Ada*, to report to you. I sent copies at once to Captain Berrien, with a request to have them complied with, but about an hour after I sent them the *Dumbarton* passed out, towing the *Lilian*.

H. B. M. S. *Styx* is anchored here. The *Banshee*, from the Rappahannock, arrived last evening and proceeded to the yard this morning. Very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Rear-Admiral Porter, U. S. Navy, regarding the transmission of important army dispatches by naval officers.

NORTH ATLANTIC SQUADRON,
U. S. Flagship *Malvern*, James River, March 25, 1865.

SIR: Lieutenant-Commander Chandler, recently arrived from Wilmington, informs me that two of General Sherman's scouts came in, in full rebel uniform, and stated that General Sherman wished to communicate with General Terry. Acting Master H. W. Grinnell, Acting Ensign H. B. Colby, and two men from the *Nyack* volunteered, and by permission, carrying dispatches from General Terry, undertook and succeeded in communicating with General Sherman 15 miles south of Fayetteville. They had many adventures and narrow escapes. As soon as the official report arrives, I will forward it.* They were quite twenty-four hours in advance of any other communication and deserve much credit.

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

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

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

* See p. 90.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding an expedition above Wilmington in search of Confederate cavalry.

U. S. S. LENAPEE,
Wilmington, N. C., March 25, 1865.

SIR: I have respectfully to report that on the evening of the 24th instant Brigadier-General Hawley informed me that there was a report in circulation that some of Wheeler's cavalry were a few miles above this place. I immediately dispatched the *Republic*, Acting Ensign J. W. Bennett, commanding, to look after them. After proceeding cautiously about 6 miles up the river he discovered at 7 p. m. a squad of twelve of the above cavalry and immediately opened fire and drove them away. He then landed and reconnoitered the country, and about 2 miles back encountered a party of from two to three hundred of General Sherman's men on their way to join the main body of the army.

The negroes reported that Wheeler's cavalry are in small squads, scouring and plundering the country.

Captain Bennett appears to have acted with judgment and discretion.

I have the honor to be, very respectfully, your obedient servant,
T. S. PHELPS,

Lieutenant-Commander, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

[Telegram.]

CITY POINT, VA, March 26, 1865.

The President will start up the river about 10 a. m. this morning.

U. S. GRANT,
Lieutenant-General.

Admiral D. D. PORTER.

[Telegram.]

NAVY DEPARTMENT, March 26, 1865.

Let the *R. R. Cuyler* be ready to take the committee on Thursday morning.

The Sergeant-at-Arms of the House will be down previously to provide stores and supplies.

Let some other vessel or vessels go with the *Ironsides* to Philadelphia. By order of the Secretary of the Navy:

G. V. FOX,
Assistant Secretary.

Captain J. M. BERRIEN, U. S. Navy,
Commandant Naval Station, Norfolk, Va.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Webb, U. S. Navy, commanding U. S. S. Fahkee.

JAMES RIVER, March 26, 1865.

SIR: As soon as your services can possibly be dispensed with in York River return to Hampton Roads, coal, and report to me.

Respectfully, yours,
DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Master F. R. WEBB,
Commanding Fahkee.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Gorringe, U. S. Navy, commanding U. S. S. Commodore Morris.

JAMES RIVER, *March 26, 1865.*

SIR: As soon as your services can possibly be spared you will return without delay and report to Lieutenant-Commander Selfridge, U. S. S. *Huron*, Pagan Creek, Virginia.

Respectfully, yours,

DAVID D. PORTER,

Rear-Admiral, Commanding North Atlantic Squadron.

Acting Volunteer Lieutenant H. H. GORRINGE,

Commanding U. S. S. Commodore Morris.

Report of Rear-Admiral Porter, U. S. Navy, regarding the disposition of three picket launches.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, March 26, 1865.

SIR: In answer to your letter of the 22d relative to picket boats, I have to report that there are in this squadron picket launches *No. 4*, *No. 5*, and *No. 6*.

No. 4 is in the advance, James River; *No. 5* is at New Berne, N. C., and *No. 6* has just arrived from Cape Fear River, much out of repair. I will have her repaired at once at the Norfolk navy yard, and send her to report to Commander Parker, commanding Potomac Flotilla.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Porter, U. S. Navy, to commanding officers, regarding Mr. Beardslee, appointed to take charge of torpedoes.

JAMES RIVER,
Near Aiken's Landing, March 27, 1865.

The bearer, Mr. G. W. Beardslee, is hereby appointed to take charge of all torpedoes and their fixtures on shore, in the water, on board ship, or elsewhere, and all commanders are hereby required to give him all assistance in carrying out his wishes and in making such experiments as he may desire.

Respectfully, etc.,

DAVID D. PORTER,

Rear-Admiral, Commanding North Atlantic Squadron.

[Telegram.]

CITY POINT, VA., *March 27, 1865.*

General Sherman has left Fortress Monroe on his way up here, and will probably arrive about 6 p. m. Can not you come down and see him? He will probably return to-night, and I know will be disappointed if he does not meet you.

U. S. GRANT,

Lieutenant-General.

Admiral D. D. PORTER.

Report of Commander Ed. T. Nichols, U. S. Navy, regarding affairs at Hampton Roads.

U. S. S. MENDOTA,
Hampton Roads, March 27, 1865.

ADMIRAL: The *Shawmut* sailed yesterday morning for New York. During yesterday forenoon the *Vicksburg*, *Fahkee*, *Delaware*, and *Commodore Morris* arrived from York River. Our troops having all left White House and the transports all out of the river, I have directed the commanding officers to report to you in writing from the yard, where I have sent the vessels for coal, etc., and such repairs on boilers as the fleet engineer may deem necessary. They all, except the *Delaware*, report boilers in very bad condition. I have ordered the *Delaware* as soon as coaled to resume her station and duties in the lower part of the James. Will you be pleased to instruct me as to the disposition of the others? The *Queen* also arrived yesterday, and I have sent her to the ordnance officer at Norfolk. She has on board a large amount of ordnance stores for the North Atlantic Squadron. Her arrival has been telegraphed to the Bureau. An acting master ordered by you to take command of the *Young America* reported to me day before yesterday, and I directed him to assume command yesterday, and while the tug was at the yard he received the acceptance of his resignation from Captain Berrien, and left by the Baltimore boat on the same evening. I found on the arrival of the *Commodore Morris* that Acting Volunteer Lieutenant Gorringe had not yet taken command, though he was on board. I ordered him to take the command at once, Acting Master Lee to report to you in writing after he had turned the command over.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander and Senior Officer, Hampton Roads.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

[Telegram.]

MARCH 27, 1865.

Send the *Gettysburg* or *Tristram Shandy* to report to me at Aiken's Landing as soon as possible.

DAVID D. PORTER,
Rear-Admiral.

Captain J. M. BERRIEN,
Commandant Navy Yard, Norfolk, Va.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Arey, U. S. Navy, commanding U. S. S. Wilderness.

JAMES RIVER, VIRGINIA, March 27, 1865.

SIR: Proceed without delay to New Berne, N. C., with the *Wilderness* under your command, and report to the senior officer there for duty.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Master H. AREY,
Commanding Wilderness.

Order of Rear-Admiral Porter, U. S. Navy, to the senior officer at New Berne for the removal of obstructions at that place.

JAMES RIVER, *March 27, 1865.*

SIR: You will have the obstructions in the Neuse River at New Berne, N. C., removed sufficiently so as to allow gunboats to go up.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

SENIOR NAVAL OFFICER,
New Berne, N. C.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Barnes, U. S. Navy, for the transportation of Major-General Sherman, U. S. Army, and staff.

CITY POINT,
James River, March 28, 1865.

SIR: You will wait the pleasure of Major-General W. T. Sherman at this place and when ready will convey him, with staff, either to New Berne, Beaufort, or such place as he may indicate. Return here as soon as possible.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander J. S. BARNES,
Commanding U. S. S. Bat.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Ensign Curtis, U. S. Navy, commanding U. S. S. Gamma.

CITY POINT, VA., *March 28, 1865.*

SIR: Proceed without delay with the *Gamma*, in company with the *Delta*, to New Berne, N. C., by the way of canal, and on arrival report to the senior naval officer there for duty. Procure a pilot at Norfolk.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Ensign H. F. CURTIS,
Commanding Officer U. S. S. Gamma.

[Order of same date and like tenor to Acting Master's Mate Gragg, commanding U. S. S. *Delta*.]

[Telegram.]

FORT MONROE, *March 28, 1865.*

The *Fahkee* has been ordered by Captain Berrien to convoy *New Ironsides* to Philadelphia. Both vessels are now in the roads. *Fahkee* will return from [Delaware] Breakwater.

Respectfully,

E. T. NICHOLS,
Senior Officer.

Rear-Admiral D. D. PORTER.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, for a cooperative movement up the Chowan River to Winton, N. C.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, James River, March 28, 1865.

SIR: Operations are soon about to be commenced on a large scale in your district, and I want you to cooperate with General Sherman to the fullest extent. They will want all your tugs, particularly, to tow vessels or canal boats up to Kinston, [N. C.]. I have ordered the *Eolus* and *Wilderness* to report to you for that purpose, and will send other tugs there to meet the demand. It will be absolutely necessary to supply General Sherman by the way of Kinston.

There will also be a movement made from Winton after a while. It is necessary for us to get possession of everything up the Chowan River, so that Sherman can obtain his forage up there. General Ord proposes to me to make an attack on that quarter frequently, and you will at once prepare the two ferry-built boats *Commodore Hull* and ——— for service as far as their boilers can be repaired. Send one of these boats, in company with the *Hunchback*, under the command of Lieutenant Fyffe, up the Chowan River as far as Winton, and hold that place. Don't forget all the precautions I have given in relation to torpedoes. The most particular attention must be paid to this matter, and if any vessel is lost I shall attribute it to want of proper lookout and not dragging the river sufficiently. When the ferry built boats get to Winton they will be required to transport the troops across, being well adapted for that purpose. If you have a couple of good flats at New Berne or Plymouth, send them up with the ferryboats.

I trust to Captain Rhind to remove the obstructions at New Berne and to tow up rapidly all the provisions, and General Sherman can supply his army for daily use by the railroad, and you can get up the stuff required for the march. All this must be done in four days after the receipt of this.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander W. H. MACOMB,
Commanding District of the Sounds.

Get vessels to Winton at once.

Report of Commander Macomb, U. S. Navy, giving information regarding Confederate ram under construction in the Roanoke River.

U. S. S. TACONY,
New Berne, N. C., March 28, 1865.

ADMIRAL: On the 24th instant two escaped prisoners, a captain and lieutenant in the Army, who were captured by the rebels at Kinston, arrived at Plymouth from Halifax, [N. C.]. During their journey they conversed with numerous people, one a negro who had worked on the ram building at Edwards Ferry, Roanoke River, and the information gained was that she was planked, with no iron on her, and they (the rebels) did not know where they would get any. They did not ascertain if there was an engine in her or not.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Letter from Lieutenant-General Grant, U. S. Army, to Rear-Admiral Porter, U. S. Navy, requesting that gunboats be ordered to the Appomattox and James Rivers.

HEADQUARTERS ARMIES OF THE UNITED STATES,
City Point, Va., March 29, 1865.

ADMIRAL: In view of the possibility of the enemy attempting to come to City Point or, by crossing the Appomattox at Broadway Landing, getting to Bermuda Hundred during the absence of the greater part of the army, I would respectfully request that you direct one or two gunboats to lay in the Appomattox, near the pontoon bridge, and two in the James River, near the mouth of Bailey's Creek, the first stream below City Point emptying into the James.

Very respectfully, your obedient servant,

U. S. GRANT,
Lieutenant-General.

Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron.

[Telegram.]

FLAGSHIP MALVERN,
City Point, March 29, 1865.

Bring the *Sassacus* and *Osceola* here without delay.

DAVID D. PORTER,
Rear-Admiral.

Commanding Officer U. S. S. SASSACUS,
Jones' Landing, below Pile Bridge.

[Telegram.]

FLAGSHIP MALVERN,
City Point, March 29, 1865.

Keep all the vessels close up to the pontoon bridges and report to me by telegraph how your vessels are placed. Keep the *Miami*.

DAVID D. PORTER,
Rear-Admiral.

Commander BEAUMONT,
Commanding Mackinaw, Point of Rocks, Appomattox.

[Telegram.]

CITY POINT,
James River, March 29, 1865.

Allow no repairs on *Gettysburg*. Send her to Pagan Creek to report to Lieutenant-Commander Selfridge as soon as possible.

DAVID D. PORTER,
Rear-Admiral.

Captain J. M. BERRIEN,
Commanding Naval Station, Norfolk, Va.

[Telegram.]

FLAGSHIP MALVERN,
City Point, Va., March 29, 1865.

Order Acting Volunteer Lieutenant Gorringe, commanding *Commodore Morris*, to proceed to this place without delay and take command of the *Monticello*, reporting to me.

DAVID D. PORTER,
Rear-Admiral.

Captain J. M. BERRIEN,
Commanding Naval Station, Norfolk, Va.

[Telegram.]

PORTSMOUTH, [VA.], March 29, 1865.

SIR: Telegram received. The *Monticello* is now on her way to City Point.

J. M. BERRIEN,
Commandant.

Rear-Admiral D. D. PORTER,
Flagship Malvern.

Order of Rear-Admiral Porter, U. S. Navy, to the commandant navy yard, Norfolk.

CITY POINT, VA., March 29, 1865.

Send the *Delaware* to report to me at this place.

DAVID D. PORTER,
Rear-Admiral.

Captain J. M. BERRIEN,
Commanding Naval Station, Norfolk, Va.

[Telegram.]

U. S. S. MACKINAW,
Point of Rocks, Va., March 29, 1865.

Proceed immediately with the *Miami* up the Appomattox River and anchor near the pontoon bridge.

J. C. BEAUMONT,
Commander, Senior Officer Present, Appomattox River.

Acting Lieutenant-Commander G. W. GRAVES,
U. S. S. Miami, City Point.

Report of Acting Volunteer Lieutenant Dunn, U. S. Navy, regarding blockade duty performed by the U. S. S. Montgomery, under his command.

U. S. S. MONTGOMERY,
Beaufort, N. C., March 25, 1865.

SIR: I beg leave to report that since leaving Norfolk on the 12th instant I have been engaged (in obedience to your order of the 24th

ultimo) in blockading the coast from Western Bar [Cape Fear River] to Georgetown. I have as yet seen nothing to indicate the presence of any blockade runners on this part of the coast, with the exception of finding an English life preserver, painted white, anchored about 200 yards off the bar channel of Little River. Thinking from this that there might be a vessel up there, I went up on the night of the 18th instant as far as the town, but not finding anything I returned without landing or giving the inhabitants any notice of our presence, as I wished to repeat my visit as often as practicable until I satisfy myself as to the fact whether there is any blockade running at that point.

On the 26th instant I came into this port for coal (not having taken any at Norfolk, on account of the scarcity at that place), also to have my decks calked, which were leaking very badly. I have only been able to obtain 60 tons of coal here, which will only last me about eight days. I shall sail again for my station to-morrow.

Very respectfully, your obedient servant,

THOS. C. DUNN,
Acting Volunteer Lieutenant.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report of Acting Master Grinnell, U. S. Navy, regarding successful delivery of dispatch to Major-General Sherman, U. S. Army.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, City Point, Va., March 29, 1865.

SIR: I beg leave to call your attention to the report of Acting Master H. Walton Grinnell, of the *Nyack*.

The necessity of communicating with General Sherman was apparent. These officers and men volunteered for the service, and most handsomely performed it, reflecting credit upon themselves and the Navy.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

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

[Enclosure.]

HEADQUARTERS SHERMAN'S ARMY,
Fayetteville, N. C., March 12, 1865.

SIR: I have the honor to report that I have this day succeeded in handing to Major-General Sherman the cipher dispatch intrusted to me by Brigadier-General Schofield at Wilmington, N. C., on the 4th instant.

I left the *Nyack* on the evening of the 4th in a small dugout, with a party consisting of Acting Ensign H. B. Colby, Thomas Gillespie, seaman, and Joseph Williams, ship's painter, armed with Sharps rifles and revolvers, and taking two days' rations. After proceeding up the river about 12 miles I met the enemy's advance picket post, which I succeeded in passing without discovery; but at a point near Livingston's Creek I found the picket so strongly posted that I deemed it the more prudent course to abandon my boat and to attempt to communicate with General Sherman's forces near the Pedee River.

I left my boat on the morning of the 5th instant and struck for the Wilmington and White Hall road. On my way I passed through the village of Summerville, where I destroyed some arms, which I found in the possession of the citizens. Here I got information that a party of cavalry were endeavoring to cut me off at Livingston's bridge, and I was reluctantly compelled to secrete myself and party in a negro hut near by. Here I remained two days, when I received information that the enemy, tired of waiting, had recrossed the river, thus leaving me free to advance. At dark on the 7th instant, having secured the services of a negro guide, I started in the direction of Whiteville, advancing with caution and moving only by night.

After much tedious and difficult marching through the swamps, I reached a point near Whiteville on the morning of the 9th instant.

The town was held by the enemy in strong force, and finding traveling on foot consumed too much time, I determined to impress horses, and by a bold dash break through the pickets on the Lumberton road. With this purpose in view I left my bivouac in the swamps and succeeded in passing unobserved until I reached the crossroads to White Hall, which I found picketed. After satisfying myself that the picket had no reserve, we made a quick dash and captured two men without alarm, and before they became aware of our purpose I disarmed them, and after compelling them to follow me for about 5 miles I paroled them, leaving them apparently much satisfied at their capture. They were members of Company A, Fifty-first North Carolina Infantry, and represented their regiment as being much demoralized. After hard riding night and day I reached Drowning Creek, at a point near the town of Lumberton, on the afternoon of the 11th. Here I first learned definitely of the whereabouts of General Sherman's forces.

I met a small scouting party near the creeks, but they fled to the woods at our approach. On the morning of to-day I had the great satisfaction of meeting the rear scouts of General Sherman's forces on the Lumber Bridge road, about 20 miles from this place. The several roads being blocked up by wagons, artillery, etc., and our horses being quite worn out by hard riding, I did not reach these headquarters until 1 p. m. this afternoon. General Sherman received the dispatch and expressed himself much surprised at receiving it through the Navy and by such a route.

In parts of Robeson County I found a very large number of deserters from the rebel Army and quite a strong Union feeling.

I can not speak too highly of the conduct of Acting Ensign Colby, also of the two men, Thomas Gillespie and Joseph Williams, who were ever ready to encounter any dangers or hardships that came in their way.

General Sherman wishing me to communicate with you as soon as possible, I leave to-night by the army tug, hoping to meet you on my way to Wilmington.

In conclusion, allow me to thank you for giving me permission to undertake this rather novel naval scout.

I am, sir, your obedient servant,

H. WALTON GRINNELL,
Acting Master, U. S. Navy, Commanding Expedition.

Lieutenant-Commander GEORGE W. YOUNG,
Senior Officer off Wilmington, N. C.

Report of Captain Worden, U. S. Navy, regarding the torpedo arrangements of the U. S. S. Chimo.

NEW YORK, *March 30, 1865.*

ADMIRAL: I have the honor to report that the torpedo arrangements of the U. S. S. *Chimo* are completed, that her gun has been changed, and that she is now in all respects ready for service.

I have had placed on board of her 3 obstruction and 3 buoyant torpedoes, and have shipped to Hampton Roads for her, by the U. S. S. *Huntsville*, 12 obstruction and 7 buoyant torpedoes.

With 55 tons of coal on board her draft is, forward, 6 feet 7 inches; amidships, 6 feet 9 inches; aft, 7 feet 5 inches. Out of water, forward, 13 inches; amidships, 11 inches; aft, 4 $\frac{3}{4}$ inches.

Respectfully, your obedient servant,

JOHN L. WORDEN,
Captain.

Rear-Admiral F. H. GREGORY.

[Telegram.]

PORTSMOUTH, [VA.,] *March 30, 1865.*

SIR: Telegram in reference to *Delaware* just received. Will send the vessel to you.

Very respectfully,

J. M. BERRIEN,
Commandant Naval Station.

Admiral PORTER.

Report of Commander Macomb, U. S. Navy, regarding the execution of orders relative to the holding of Winton, in the Chowan River.

U. S. S. VALLEY CITY,

Roanoke Island, March 31, 1865.

ADMIRAL: Your letter of the 28th instant, relating to my cooperation with General Sherman, was received yesterday per U. S. S. *Bat*, Lieutenant-Commander J. S. Barnes. I immediately had an interview with the general and arranged that Captain Rhind would attend to everything relating to the Navy in the Neuse. I am on my way to Plymouth to carry out your orders as regards sending vessels to Winton, on the Chowan, and holding the same. The *Shokokon* and *Commodore Hull* are on their way up from New Berne. As soon as possible after my arrival at Plymouth I shall proceed up the Chowan, dragging ahead for torpedoes.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Comdg. Dist. Sounds, N. Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Rear-Admiral Porter, U. S. Navy, requesting leave of absence for a few days.

FLAGSHIP MALVERN, *March 31, 1865.*

SIR: Business of importance requires my presence in the North, and I respectfully request that I may leave the station for a few days when I feel that I can go with perfect safety. I would be much gratified if

Commodore Radford could be ordered to command the James River division, as I can not well leave here under present circumstances. He is on a week's leave now. His being here will allow me to move about more.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

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

List of vessels composing the North Atlantic Blockading Squadron, April 1, 1865.

NORTH ATLANTIC SQUADRON, April 1, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Agawan.....	10	Paddle.....	Commander A. C. Rhind.....	Sounds, North Carolina.
Alabama.....	10	do.....	Act. Vol. Lieut. A. R. Langthorne.	City Point.
Atlanta.....	3	Screw.....	Act. Vol. Lieut. T. J. Woodward.	Trent's Reach, James River.
Anemone.....	4	do.....	Acting Ensign P. C. Asserson..	Beaufort.
Arletta.....	3	Sailing.....	Lieut. Com. W. C. West.....	Do.
Albemarle.....		Hulk.....	Act. Asst. Paymaster G. R. Watkins.	Sounds, North Carolina.
Alpha.....		Screw.....	Acting Ensign Jno. [S.] Blake..	James River.
Ben Morgan.....		Hulk.....	Acting Master A. B. Mulford.....	Norfolk.
Belle.....	2	Screw.....	Acting Master J. G. Green.....	Sounds, North Carolina.
Berberry.....	4	do.....	Acting Ensign R. W. Rowntree..	Beaufort.
Bignonia.....	3	do.....	Acting Ensign H. D. Trott.....	Norfolk Navy Yard.
But.....	2	Paddle.....	Lieut. Com. J. S. Barnes.....	James River.
Chicopee.....	10	do.....	Commander H. N. T. Arnold....	Norfolk Navy Yard.
Commodore Hull.....	6	do.....	Act. Vol. Lieut. H. S. Wetmore..	Sounds, North Carolina.
Ceres.....	2	Screw.....	Acting Master H. H. Foster.....	Do.
Commodore Barney.....	7	Paddle.....	Act. Vol. Lieut. G. B. Livings-ton.	Appomattox River.
Cactus.....	3	do.....	Acting Master and Pilot J. Evans	Pagan Creek.
Commodore Morris.....	7	do.....	Acting Master H. Bingham.....	Norfolk Navy Yard.
Chippewa.....	6	Screw.....	Lieut. Com. E. E. Potter.....	James River.
Commodore Perry.....	5	Paddle.....	Act. Vol. Lieut. A. P. Foster.....	Trent's Reach, James River.
Clinton.....		Screw.....	Acting Ensign G. W. Hadden.....	James River.
Charles Phelps.....		Hulk.....	Acting Ensign W. Ottiwell.....	Norfolk, Virginia.
Cohasset.....	1	Screw.....	Acting Ensign and Pilot Griffin.	Do.
Clematis.....	3	Paddle.....	Acting Master S. P. Crafts.....	James River.
Casco.....	2	Screw.....	Acting Master C. A. Crooker....	Trent's Reach, James River.
Delaware.....	4	Paddle.....	Acting Master J. H. Eldridge....	James River; ordered to Sounds.
Dawn.....	3	Screw.....	Act. Vol. Lieut. T. E. Smith.....	Sounds, North Carolina.
Daylight.....	8	do.....	Acting Master H. W. Wells.....	James River, Virginia.
Delta.....		do.....	Act. Master's Mate W. F. Gragg..	Do.
Eolus.....	4	Paddle.....	Acting Master E. S. Keyser.....	Sounds, North Carolina.
Emma.....	8	Screw.....	Acting Master J. A. Hamilton....	Ordered to Hampton Roads.
Entaw.....	10	Paddlo.....	Act. Vol. Lieut. J. W. Simmons..	James River.
Epsilon.....		Screw.....	Acting Ensign C. F. Russell.....	Do.
Fort Donelson.....	1	Paddlo.....	Acting Master G. W. Frost.....	Ordered to Hampton Roads.
Falkeo.....	5	Screw.....	Acting Master F. R. Webb.....	Hampton Roads.
Gottysburg.....	7	Paddlo.....	Act. Vol. Lieut. S. B. Washburn..	Ordered to City Point.
Granite.....		Sloop.....	Acting Master E. Boomer.....	Guard ship, Sounds.
Glance.....		Screw.....	Acting Ensign H. Wheeler.....	James River.
Gamma.....		do.....	Acting Ensign H. F. Curtis.....	Do.
Huron.....	5	do.....	Lieut. Com. T. O. Selfridge.....	Pagan Creek.
Hunchback.....	7	Paddlo.....	Lieut. Jos. [P.] Fyffe.....	Sounds, North Carolina.
Henry Brinker.....	3	Screw.....	Acting Ensign Kerona.....	Do.
Hoyt.....		do.....	Acting Ensign H. B. Twambly..	Do.
Harcourt.....		do.....	Acting Master's Mate S. Eldridge.	James River.
Iosco.....	10	Paddlo.....	Lieut. Com. Thornton.....	Sounds, North Carolina.

List of vessels composing the North Atlantic Blockading Squadron, April 1, 1865—Cont'd.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Kansas	8	Screw	Lieut. Com. P. G. Watmough.....	James River.
Lockwood	3	Paddle.....	Acting Ensign J. C. Greene.....	Sounds, North Carolina.
Lilac	2	Screw	Acting Master's Mate G. W. Lane.	James River.
Lehigh	2	do	Lieut. Com. A. A. Semmes	Trent's Reach, James River.
Lenapee	10	Paddle.....	Lieut. Com. T. S. Phelps.....	Cape Fear River.
Montauk	2	Screw	Lieut. Com. E. E. Stone.....	Washington, D. C.
Monadnock	4	do	Commander W. Ronckendorff.....	Trent's Reach, James River.
Monticello	6	do	Act. Vol. Lieut. H. H. Goringe.....	Ordered to sea.
Maumee	8	do	Lieut. Com. Jas. Parker.....	Tender to President.
Maclinaw	10	Paddle.....	Commander J. C. Beaumont.....	Appomattox River.
Massasoit.....	10	do	Commander R. T. Renshaw	Trent's Reach, James River.
Mattabesett	10	do	Commander J. C. Febiger	Sounds, North Carolina.
Montgomery	6	Screw	Act. Vol. Lieut. T. C. Dunn.....	Off Little River, North Carolina.
Maratanza.....	6	Paddle.....	Lieut. Commander G. W. Young	Cape Fear River.
Miami	8	do	Act. Vol. Lieut. G. W. Graves.....	City Point.
Mendota	10	do	Commander E. T. Nichols.....	Hampton Roads.
Mount Washington.....	1	do	Acting Master H. H. Haynie.....	Supply vessel, James River.
Martin		Screw	Acting Ensign F. H. Crandall.....	Sounds, North Carolina.
Malvern	12	Paddle.....	Ensign W. C. Wise.....	James River.
Mahopac	2	Screw	Lieut. Com. A. W. Weaver	Trent's Reach, James River.
New Berne, or Florida		Screw and paddle.		Supply vessel.
Oaceola	10	Paddle.....	Commander J. M. B. Clitz.....	James River.
Onondaga	4	Screw	Lieut. Com. H. C. Blake.....	Trent's Reach, James River.
Phlox		Paddle.....	Acting Ensign [D. F.] O'Brien.....	Commodore Radford's flagship.
Pequot	8	do	Lieut. Com. D. L. Braino	James River.
Pawtuxet.....	10	do	Commander J. H. Spotts.....	Do.
Pontoonuc	12	do	Commander W. G. Temple.....	Do.
Poppy	2	Screw	Acting Ensign W. Clarke.....	Norfolk navy yard.
Picket launch No. 4.....	1	do		James River.
Picket launch No. 5.....	1	do	Acting Ensign [J. H.] Chapman.....	Sounds, North Carolina.
Picket launch No. 6.....	1	do	Acting Ensign O. S. Willcox	Norfolk, Va.
Renshaw		do	Gunner E. A. McDonald	Sounds, North Carolina.
Release	3	Sailing	Acting Master J. Baker	Guard ship, New Inlet.
Roman		Hulk	Acting Ensign R. Merchant	Norfolk, Va.
Republic.....	1	Screw	Acting Ensign J. W. Bennett.....	Cape Fear River.
Seneca	5	do	Lieut. Com. E. K. Owens	James River, Virginia.
Santiago de Cuba.....	11	Paddle.....	Capt. O. S. Glasson	On detached service.
Samuel Rotan	5	Sailing	Acting Master W. G. Nutting.....	Guard ship, Smithville, N. C.
Shamrock	11	Paddle.....	Commander W. H. Macomb.....	Sounds, North Carolina.
Shokokon.....	6	do	Act. Vol. Lieut. F. Josselyn.....	Do.
Spyten Duyvil.....		Topedo boat	Acting Ensign J. Brennon.....	James River.
Saffron		Screw	Acting Ensign H. M. Pishon.....	Do.
Sassaous.....	12	Paddle.....	Lieut. Com. J. L. Davis.....	Appomattox River.
Saugus	2	Screw	Lieut. Com. E. R. Colhoun.....	Trent's Reach.
Saugamon	2	do	Lieut. Com. R. Chandler.....	Do.
Tacony	12	Paddle.....	Lieut. Com. W. T. Truxtun.....	Sounds, North Carolina.
Tristram Shandy	4	do	Act. Vol. Lieut. F. M. Green.....	City Point.
Unadilla	6	Screw	Lieut. Com. F. M. Ramsay.....	James River.
Unit		do	Acting Ensign H. P. Hathaway.....	Fleet engineer's tug.
Valley City.....	6	Paddle.....	Acting Master J. A. J. Brooks.....	Sounds, North Carolina.
Wilderness	4	do	Acting Master H. Arey.....	Do.
Wyandling	14	do	Lieut. Com. E. English.....	Do.
Whitehead	4	do	Acting Master G. W. Barrett.....	Do.
Wyandotte	5	Screw	Acting Master E. W. White.....	Norfolk (guard).
William Badger.....		Hulk	Acting Ensign S. G. Swain.....	Beaufort.
Watch	1	Screw	Acting Ensign J. Bishop.....	James River.
Young America.....	2	do	Acting Master's Mate J. H. Gilley.	Norfolk navy yard.
Yantlo	5	do	Lieut. Com. T. C. Harris.....	Cape Fear River.
Zouave	2	do	Acting Ensign J. L. Hayes.....	Norfolk navy yard.
Zeta		do	Acting Ensign F. Mintzer.....	James River.

Order of Rear-Admiral Porter, U. S. Navy, to Chief Engineer Henderson, U. S. Navy, to proceed to Norfolk for torpedo fixtures.

FLAGSHIP MALVERN,
City Point, Va., April 1, 1865.

SIR: Proceed to Norfolk and procure all articles required for the torpedo fixtures according to my instructions given you. Bring what you can in the barges, which you will see Captain Berrien about, and request him to send up the rest to you in the *Mount Washington*. Also obtain the necessary blacksmiths from Captain Berrien to carry on the work now going on here.

Respectfully, etc., your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Chief Engineer ALEX. HENDERSON,
In charge of torpedoes, etc.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Ronckendorff U. S. Navy, to make a feint above Howlett's battery.

CITY POINT, VA., April 1, 1865.

SIR: You will go up to the monitors and direct the commanders of them to turn their turrets on the line of rebel works above Howlett's battery, across the island, and to give the guns their extreme elevation. You will do the same with your vessel, and point the guns through or over Dutch Gap when the moon is up. All the gunboats below the gap will move up above your vessel and below the upper monitors, and get their broadsides to bear on the rebel works above Howlett's battery, giving the guns an elevation of 2,400 yards.

You will have an officer and men stationed on the bend of the river above Dutch Gap, or through it, with about half a dozen rockets and three Coston signals. As soon as the moon goes down (you will have everything ready to open fire) send off the rockets, burn the blue lights, and open fire, at the same time keeping up a brisk cannonade with all the guns, loaded with 10-second shells. Keep this up for half an hour, firing rapidly; then load up again with solid shot. When the firing has ceased, let the wooden gunboats drop down to their old positions or thereabouts. The object is merely to make the rebels think that we are about to make an attack. They are prepared to sink their gunboats at the first sign of one.

Understand perfectly what I want done, and let each commander understand what is required of him. It is not necessary for any one of the monitors to make any changes in their positions. The only object is to make a noise.

Respectfully,

[DAVID D. PORTER,
Rear-Admiral.]

Commander W. RONCKENDORFF,
Commanding Monadnock.

[Telegram.]

FORT MONROE, April 2, 1865.

The *Tristram Shandy* is down from the yard and awaits orders. I am informed that the *Olematis* is broken down at the yard. Your mails

were sent up this a. m. by the *Bat*. The *Fahkee* is still in the roads waiting your orders.

Respectfully,

E. T. NICHOLS,
Senior Officer.

Rear-Admiral D. D. PORTER.

*Report of Commander Macomb, U. S. Navy, regarding expedition in
Chowan River.*

U. S. S. SHAMROCK, DIST. OF SOUNDS OF NORTH CAROLINA,
Chowan River, off' Winton, April 2, 1865.

ADMIRAL: In obedience to directions contained in your letter of the 28th ultimo, I started yesterday evening from Plymouth with the *Shamrock*, *Wyoming*, *Hunchback*, *Valley City*, and *Whitehead* and proceeded up this river as far as the Stumpy Reach (about 10 miles from the mouth), where we came to anchor for the night. We had proceeded this far without dragging for torpedoes, in order to make quicker time (the river being broad and not suitable for torpedoes), but on starting this morning we dragged the channel ahead of us, in which manner we advanced all day, and reached this place about 5 p. m. without having encountered any resistance or finding any torpedoes.

On our arrival here we found a picket of the First New York Mounted Rifles, which regiment was encamped a few miles back from the river, having reached it this morning. They said they had seen a few rebels on the opposite (western) shore and had exchanged a few shots with them just as we came up, when they left. We sent a few shells after them.

I have brought up with me three large flats, with which I can ferry the regiment over. I left orders at New Berne for the *Commodore Hull* and *Shokokon* to join me as soon as possible.

On our way up the river this morning we were overtaken by three canal boats loaded with troops (which had come from Norfolk, I believe), which followed us up and are now lying along the western shore, the troops having debarked on that side.

I have not yet had an interview with the colonel commanding, but expect to see him shortly. In the meantime I am getting the ferry rigged.

10 p. m.—Colonel [E. V.] Sumner has just been aboard and informed me of his plans and the object of the expedition.

The ferry works beautifully, and his regiment will soon be across.

He intends marching on Murfreesboro to-night to get there to-morrow morning, if possible. I have started the dragging boats ahead again, and shall try to be there as soon as he.

I am a little anxious about my supply of coal. Several months ago the shipment from Philadelphia was discontinued on account of the accumulation at New Berne of a large amount, caused by the withdrawal of several vessels from this district. In February the superfluous amount had been consumed, and I wrote to Commodore Adams (by your direction) to resume the shipment, and I have written many times since then, but as yet no coal arrived, and the coal at New Berne is running short. I wrote two days ago to Captain [J. M.] Berrien and

Lieutenant-Commander [W. C.] West asking each of them to send me 500 tons. Will you please see that coal is sent here?

Very respectfully, your obedient servant,

W. H. MACOMB,

Commander, Comdg. District Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,

Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Ronckendorff, U. S. Navy, for the removal of obstructions in view of the reported evacuation of Petersburg and Richmond.

FLAGSHIP MALVERN,

City Point, Va., April 3, 1865.

CAPTAIN: The admiral directs me to inform you that Petersburg was evacuated last night; that General Grant is in pursuit of the rebel army, and that it is generally supposed that Richmond has been evacuated. As this latter is not certain as yet, the admiral says be careful how you proceed until assured how far you may go. There must be no accident happen. Remove all our torpedoes carefully and such of the obstructions as may prevent the free navigation of the river, using our torpedoes for this purpose if necessary. Be careful and thorough in dragging the river for torpedoes and send men along the banks to cut the wires. Keep the *Unadilla* and *Chippewa* and *Commodore Perry* to assist you. Use all dispatch consistent with thorough work, letting the *Commodore Perry* cover the boats in their operations. The admiral also says he wishes you to be impressed with the necessity of driving ahead, but to have no accidents happen.

Please send me any reliable information you may have—what the explosions in your direction were.

Respectfully, your obedient servant,

K. R. BREESE,

Fleet Captain.

Commander WM. RONCKENDORFF,

Commanding Onondaga.

[Telegram.]

FLAGSHIP MALVERN,

City Point, April 3, 1865.

Send the *Tristram Shandy* here immediately, and the *Fahkec* to Pagan Creek to report to Lieutenant-Commander Selfridge.

DAVID D. PORTER,

Rear-Admiral.

Commander E. T. NICHOLS,

Senior Navy Officer, Fortress Monroe, Va.

[Telegram.]

CITY POINT, April 3, 1865.

Send the *Miami* and *Commodore Barney* here without delay.

DAVID D. PORTER,

Rear-Admiral.

Commander J. O. BEAUMONT,

Commanding U. S. S. *Mackinaw*, Appomattox River,

Report of Lieutenant-Commander Ohandler, U. S. Navy, regarding the removal of obstructions in the James River, April 3, 1865, transmitting instructions given for the same.

U. S. IRONCLAD SANGAMON,
Hampton Roads, May 24, 1865.

SIR: I have the honor to forward to the Department a prize list for rebel naval property captured at Richmond. On the afternoon of the 3d of April a telegram from Admiral Porter to Commander William Ronckendorff was shown me, ordering the river to be at once cleared of torpedoes as far up as Richmond, and Commander Ronckendorff ordered me to take charge (with the assistance of Lieutenant-Commanders Potter and Ramsay) of that duty and organize the party. The work commenced on the evening of the 3d, and was carried on until the wharves of Richmond were reached. The tugboats *Alpha*, *Watch*, and *Saffron* accompanied the expedition, and on the way back towed the rebel ram *Texas* down the river. Boats from the *Saugus*, *Sangamon*, *Atlanta*, *Lehigh*, *Onondaga*, *Mahopac*, *Chippewa*, *Unadilla*, *Casco*, and *Monadnock* were at Richmond when the rebel property named in the prize list was taken possession of. The work, instead of commencing at 6 o'clock on the morning of the 4th, commenced on the morning of the 3d. I have the honor to enclose the order sanctioned by Commander Ronckendorff for the organization and carrying out the duty assigned me. As a portion of the fleet at times was close astern of the boats, other boats may have been sent to assist. The steamer *Commodore Perry* accompanied as far as the Rocketts, and served rations to the crews of the boats. On my return from leave of absence I was informed that Rear-Admiral Porter directed prize lists to be made out for the capture of this property.

Very respectfully, your obedient servant,

R. CHANDLER,
Lieutenant-Commander.

[Enclosures.]

U. S. S. MONADNOCK,
Off Dutch Gap, James River, Virginia, April 3, 1865.

Lieutenant-Commander Ohandler will, with Lieutenant-Commanders Ramsay and Potter, take charge of a party detailed for the purpose of removing torpedoes from the James River.

You will be careful and thorough in dragging the river for torpedoes and send men along the banks to cut the wire. The *Commodore Perry* will assist you. Use all dispatch consistent with thorough work, letting the *Commodore Perry* cover the boats in their operations. Let this work be pushed ahead, but be careful that no accidents happen.

Boats and men will be furnished you from the different vessels.

Respectfully, your obedient servant,

WM. RONCKENDORFF,
Commander.

U. S. S. SANGAMON,
James River, April 3, 1865.

At 6 o'clock to-morrow morning the vessels, viz, the *Saugus*, *Atlanta*, *Lehigh*, *Onondaga*, *Mahopac*, *Chippewa*, *Unadilla*, and *Casco* will send two boats to the *Sangamon* equipped for dragging for torpedoes. The boats should be armed and will take position in the following order, heads upstream:

Saugus. 00

Sangamon. 00

Atlanta. 00

Lehigh. 00

Onondaga. 00

Mahopac. 00

Chippewa. 00

Unadilla. 00

Casco. 00

Monadnock. 00

Each boat's bow laps the port quarter of the boat just ahead and will lap within 2 or 3 feet of her. Each vessel will send an officer to take charge of the two boats. Lieutenant Gillett, of the *Sangamon*, and Lieutenant Reed, of the *Lehigh*, will have charge of shore parties to keep ahead of the boats and cut all torpedo wires. The wires should be cut in two places. Lieutenant Gillett will take the right bank going up and Lieutenant Reed the left. Twenty men from the *Monadnock* will be detailed for this service and will be armed as skirmishers with at least twenty rounds of ammunition. Two pairs of shears should be furnished the shore parties. The officer in charge will throw out the pickets, leaving two men to follow the beach to cut the wires. Lieutenant-Commander Potter, of the *Chippewa*, or myself, will superintend the work.

The parties will be detailed and placed under their respective officers on their arrival at the *Sangamon*. The steamer *Commodore Perry* will follow the boats to protect them.

Commander William Ronckendorff, of the *Monadnock*, has sanctioned the above plan of operations.

Very respectfully,

R. CHANDLER,
Lieutenant-Commander, U. S. Navy.

Report of Commander Rhind, U. S. Navy, regarding tugs placed at the disposal of the army authorities.

U. S. S. AGAWAM,
New Berne, April 3, 1865.

SIR: The tugs *Gamma* and *Delta* (7-foot propellers) arrived this morning and the *Wilderness* yesterday afternoon. The latter draws 6 feet and is a fine vessel when in good order. I had a telegram through General Palmer, asking that five of the tugs be placed at the disposal of Sherman's quartermaster, and I went ashore, notified Colonel Conklin that the vessels were here and ready for service. He asked that they be turned over to Captain Kimball, quartermaster here. I have given the commanding officers orders to report to Captain Kimball.

It seems to me they don't know what to do with them, now that they have them.

Two coal schooners from Philadelphia arrived yesterday; one will go to you after I take out a little. I hear there are two others at Hatteras

Inlet, deep loaded. We had better stay there. The *Nyack*, being partly loaded, will be filled and sent up also.

Very respectfully,

A. C. RHIND,
Commander.

Commander W. H. MACOMB.

The *Diach*, drawing 11 feet or over, one of the vessels mentioned in the list of light-drafts, is at Hatteras Inlet. I sent word to Captain Boomer to tell her commanding officer to await orders from you. She can not cross the Swash.

Report of Commander Rhind, U. S. Navy, regarding the condition of the Neuse River as to obstructions.

U. S. S. AGAWAM,
New Berne, April 3, 1865.

SIR: I received yesterday by the *Wilderness* your order of March 27, ordering the obstructions in the Neuse "removed sufficiently so as to allow gunboats to go up." Vessels drawing over 4 to 4½ feet can not navigate the river above this. When the army under General [J. D.] Cox moved on Kinston I had the obstructions examined, and found a sufficient passage through for boats that could ascend the river. I then sent up an expedition in two light-draft steamers, borrowed for the occasion from the Quartermaster's Department.

On the arrival of the *Whitehead* I tried to get her up, but she could only advance about 12 miles above the obstructions, owing to her draft (7 feet).

Since then the light-draft steamers of the Quartermaster's Department have been using the river, finding no difficulty in getting through the obstructions. I offered to blow up a wreck to widen the passage (now about 70 feet), but it was not thought necessary or advisable.

Respectfully, your obedient servant,

A. C. RHIND,
Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Nichols, U. S. Navy, regarding affairs at Hampton Roads.

U. S. S. MENDOTA,
Hampton Roads, April 4, 1865.

ADMIRAL: Upon the receipt of the glorious news yesterday all the naval vessels in the roads dressed with flags, and a salute fired from the *Sabine*. I had hoped, after watching and waiting eleven months in the James River, that I should have been at the front when the move was made, and am much disappointed not to be able to move up with you, even though the passage to Richmond is probably a peaceful one. Your telegram giving me permission to come up, provided I could leave any one in my place, was received last night, but the only vessel here, the *Sabine*, is under orders from the Department to go to Philadelphia. The *Fahkee* and *Tristram Shandy* had been dispatched in accordance with your telegraphic order; so here I am, with small prospect of getting up unless some vessel from above can take my place. The light-draft *Ohimo* arrived during the night under convoy of the *Huntsville*. I have sent her to Craney Island for coal, she having less than a day's

supply on board. The French steam advice boat *D'Estaing* arrived night before last from New York. I offered the usual civilities, etc. Yesterday morning the English yacht *Octavia* came in with her own colors flying, and also an American flag at the fore. As she passed the *Styx* she saluted by dipping her flags, and also dipped the American flag. When passing this vessel she did not salute. I immediately sent an officer on board to demand an explanation of the dipping of our flag to a foreign vessel of war. The explanation given was that everybody was green on board and our flag had been dipped once by mistake, for which profuse apologies were made, and any intent of disrespect disclaimed. Subsequently the owner came on board, and in person made ample apologies.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Rear-Admiral Porter, U. S. Navy, regarding operations following the evacuation of Richmond.

NORTH ATLANTIC SQUADRON,
U. S. Flagship *Malvern*, April 5, 1865.

SIR: As the movements here have been of a military character, and have been regularly reported to the War Department, I have not deemed it necessary to report anything to the Department.*

After I was satisfied that the rebels were about to evacuate Richmond, I commenced removing the obstructions below Howlett's battery, and in the course of the night after succeeded in getting a channel through and removed the torpedoes.

The gunboats moved up to Drewry's, where the obstructions again presented a bar to further progress.

On the 4th of April I accompanied the President up to Richmond, where he was received with the strongest demonstrations of joy. We found that the rebel rams and gunboats had all been blown up, with the exception of an unfinished ram, the *Texas*, and a small tug gunboat, the *Beaufort*, mounting one gun.

The following is a list of the vessels destroyed: *Virginia*, flagship, 4 guns, ironclad; *Richmond*, 4 guns, ironclad; *Fredericksburg*, 4 guns, ironclad; *Nansemond*, 2 guns, wooden; *Hampton*, 2 guns, wooden; *Roanoke*, 1 gun, wooden; *Torpedo*, tender; *Shrapnel*; *Patrick Henry*, school ship.

Some of them are in sight above water, and may be raised. They partly obstruct the channel where they are now, and will either have to be raised or blown up.

The *Beaufort* and *Texas* I have taken for the use of the Navy.

Tredegar Works and the naval ordnance depot remain untouched.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

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

* See Official Records of the Union and Confederate Armies in the War of the Rebellion, Vol. XLVI, Parts I and III.

Order of Rear-Admiral Porter, U. S. Navy, to the commanding officer of the U. S. forces at Drewry's Bluff, regarding the clearing of torpedoes from the James River.

OFF RICHMOND, VA., April 5, 1865.

SIR: I send you two gentlemen (Mr. R. O. Crowley and Mr. E. Moore) who will point out to you where the torpedoes are located in your vicinity, also where the electric batteries are situated. You will have these torpedoes exploded, taken up, or destroyed as soon as possible.

Have all places pointed out thoroughly examined. Save the batteries after you have used them. Use the utmost dispatch in carrying out this order.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

COMMANDING OFFICER U. S. NAVAL FORCES,
Drewry's Bluff, James River, Virginia.

P. S.—Plant buoys with a red flag on them in any suspicious places.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Weaver, U. S. Navy, commanding U. S. S. Mahopac.

OFF RICHMOND, VA., April 5, 1865.

SIR: Proceed with the *Mahopac* under your command to Washington navy yard and report your arrival to the honorable Secretary of the Navy.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander A. W. WEAVER,
U. S. S. Mahopac.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant Day, U. S. Navy, commanding U. S. S. Saugus.

NORTH ATLANTIC SQUADRON,

U. S. Flagship Malvern, Off Richmond, Va., April 5, 1865.

SIR: Proceed with the *Saugus* under your command to Washington navy yard and report your arrival to the honorable Secretary of the Navy.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant B. F. DAY,
Commanding Saugus.

Report of Commander Macomb, U. S. Navy, regarding expedition in the Chowan and Meherrin rivers.

U. S. S. SHAMROCK,

Meherrin River, near Murfreesboro, N. C., April 5, 1865.

ADMIRAL: We arrived here on the 3d, still encountering no opposition. No torpedoes have been found, though we have been up the Chowan as far as the Blackwater.

There are about 100 rebel cavalry hanging about here, but they do not attempt to attack us, although we have marched our men through the town. This seems to be all the troops they have in this neighborhood.

I left the *Wyalusing* to hold Winton, and there are also at that place some 200 United States infantry. Colonel [E. V.] Sumner did not pass through this place as he had intended, on account of the bridge over the Potecasi Creek and other small rivers being burned. I learn from negroes (whom I consider more reliable than the white men) that Colonel Sumner is pushing on toward Weldon, having passed through St. John and Jackson, [N. C.]. The other force which Colonel Sumner told me was moving in the same direction along the Seaboard and Roanoke Railroad, is reported to be at Boykin's Depot.

The steamer *Shokokon* arrived at Winton yesterday, and I have stationed her a short distance below here near an ugly bluff some 60 or 80 feet high, on which I thought the rebels might give us some trouble on our return. There were some rifle pits on the brow of this bluff, but I sent a party down there and had them filled up. There is also an old earthwork, made to mount six guns, a short distance below here, which I have had partially destroyed. The river is rather narrower than the Roanoke, but not quite so crooked. I got 50 men (soldiers) from Winton to hold the bluff till we have passed, the river being very crooked and narrow at this point, so much so that we are unable to steam by, but will have to warp the ship round.

Very respectfully, your obedient servant,

W. H. MACOMB,

Commander, Commanding District Sounds.

Rear-Admiral D. D. PORTER,

Commanding North Atlantic Squadron.

Report of Lieutenant-Commander English, U. S. Navy, forwarding letter from Colonel Sumner, U. S. Army.

U. S. S. WYALUSING,
Off Winton, April 5, 1865.

SIR: I send you the note just brought in by an officer of Colonel Sumner's command. I presume before this reaches you he will have arrived at Murfreesboro. I will hold on here till further orders. I send the scows up by the transports in case they should be wanted by the colonel.

I am, yours, respectfully,

EARL ENGLISH,

Lieutenant-Commander, Commanding U. S. S. Wyalusing.

Commander W. H. MACOMB,

Commanding District of Sounds, North Carolina.

[Enclosure.]

FIRST NEW YORK MOUNTED RIFLES,
Rich Square, Va. [N. C.], [April 5], 1865.—7 o'clock a. m.

Commodore MACOMB: I have returned to this place. Will march to-day for Murfreesboro, and would like to see you there this evening on a matter of importance. I will arrive there probably about 2 o'clock p. m.

The bearer will tell you what I want done.

E. V. SUMNER,

Colonel New York Mounted Rifles, Commanding.

[Telegram.]

RICHMOND, April 6, 1865.

The tug *Zeta* has been sent to the Potomac Flotilla to report to Commander Parker.

D. D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Ramsay, U. S. Navy, regarding expedition for the clearing of torpedoes from the James River.

U. S. S. UNADILLA,
James River, April 6, 1865.

SIR: I have the honor to report that in obedience to your order of the 5th instant, I endeavored to recover the torpedoes in the river, but could not find them. Near Battery Semmes sixteen torpedoes (friction) were planted. I dragged there for several hours, but failed to find them. When they were planted a channel way more than 100 feet wide was left on the right side of the river. I placed four buoys, with red flags on them, to show the clear channel. These buoys must be left on the starboard hand going up the river.

Just above Howlett's battery is a nest of fourteen friction torpedoes, which I have buoyed in the same manner.

All galvanic batteries were carried off or destroyed. At Chaffin's Bluff there was a torpedo containing 1,700 pounds of powder. At Battery Semmes there were two, containing 850 pounds each, and at Howlett's one containing 1,400 pounds. I cut the wires of them all close down, so that they are now perfectly harmless. I attempted to raise one, but could not. As soon as the work was finished I allowed Mr. Moore and Mr. Crowley to return to Richmond.

I was obliged to bring my vessel down to do the work, and came through the obstructions to get a better anchorage.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant-Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Renshaw, U. S. Navy, to proceed with dispatches for General Sherman to Beaufort, N. C.

FLAGSHIP MALVERN,
Off City Point, Va., April 6, 1865.

SIR: You will proceed without delay to Beaufort, N. C., carrying the accompanying dispatches, and have them telegraphed at once to General Sherman, after which you will proceed through Hatteras Inlet to the sounds of North Carolina and report to Commander Macomb for duty.

Use all the haste you can, as these dispatches are very important.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander R. T. RENSHAW,
Commanding U. S. S. Massasoit, City Point, Va.

[Telegram.]

CITY POINT, April 7, 1865.

Leave this evening as convoy to President to Washington. Can you have Potomac River pilot and any mail for me on board the *Mendota* as I pass?

JNO. S. BARNES,

Lieutenant-Commander, Commanding Bat.

Commander NICHOLS,

U. S. S. Mendota, Senior Naval Officer.

[Telegram.]

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Norfolk, April 7, 1865.

SIR: The steamers *Commodore Morris* and *Aries* were dispatched from this yard yesterday to assist Commander Nichols in the effort to retake the steamer recently captured by rebels.

Respectfully,

J. M. BERRIEN,

Commandant.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Nichols, U. S. Navy, regarding measures for the recapture of the army steamer Harriet De Ford.

U. S. S. MENDOTA,

City Point, April 7, 1865.

ADMIRAL: I had the honor on the 5th instant to inform you by telegraph that I had received a telegram from the honorable Secretary of the Navy, directing me to use my best exertions to recapture the steamer *Harriet De Ford* from a gang of rebel marauders, etc. I had previously received the news of her capture and at once telegraphed it to the commander of Potomac Flotilla, and also sent off the armed tug *Young America* to notify the gunboats in the Rappahannock River and to guard the Wolf Trap light vessel. Upon receiving the telegram from the Department, I determined to go myself in search, but before doing so, wrote to Captain Berrien requesting him to send on this service any vessels at the yard that were available. I proceeded to Point Lookout that night and communicated with the commander of the Potomac Flotilla. Finding that he had ample force and was prosecuting the search, I returned on the 6th to my station in Hampton Roads and reported my return to you by telegraph and to the Department by letter. Finding the *Morris* in the roads (sent down by Captain Berrien), I sent her to Cherrystone and Back River, to return to-day. About an hour after my return the *Young America* came in with the information that the *Harriet De Ford* was in Indian Creek and gunboats had gone up after her. The *Morris* returned this morning from Cherrystone with information that the *Stepping Stones* had been sent into Indian Creek to recapture the steamer. I this morning turned over the command in the roads to Commander Temple and proceeded to this place, where I arrived at about 8 p. m. this day.

Very respectfully, your obedient servant,

ED. T. NICHOLS,

Commander.

Rear-Admiral D. D. PORTER,

Commanding North Atlantic Squadron.

Report of Commander Beaumont, U. S. Navy, regarding an examination of Appomattox River.

U. S. S. MACKINAW,
Appomattox River, April 7, 1865.

SIR: I have the honor to inform you that in obedience to your order of this date I immediately dispatched two boats in charge of Mr. [A. J.] Louch, executive officer of this vessel, to examine the obstructions in this river and drag for torpedoes.

Mr. Louch has just returned, and reports that he has dragged the river as high as Petersburg and examined its banks for conducting wires, and feels assured that aside from the difficulty in passing through the obstructions at Fort Clifton, where the passage is but about 25 feet wide, vessels drawing not more than 5 feet may navigate the river in safety. The passage through these obstructions can easily be enlarged. I shall continue the examination of the river to-morrow, and, if possible, engage a tug for that purpose.

I am, sir, very respectfully, your obedient servant,
J. O. BEAUMONT,
Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Macomb, U. S. Navy, regarding the return to Winton, of expedition into Meherrin River.

U. S. S. SHAMROCK,
Dist. of the Sounds of N. C., Winton, N. C., April 7, 1865.

ADMIRAL: We arrived here from Murfreesboro last night without accident. The army force has returned and are going back to Suffolk. They found Weldon too strong for them, but succeeded in cutting the Seaboard Railroad near Seaboard for about a mile.

I shall lie here some time longer in order to be ready for any more troops that may wish to cross.

Very respectfully, your obedient servant,
W. H. MACOMB,
Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding affairs at Wilmington, and the proposed celebration of the evacuation of Richmond.

U. S. S. LENAPEE,
Wilmington, N. C., April 8, 1865.

SIR: I have the honor to report all quiet in this section, there having been no appearance or information of rebel soldiers in this vicinity since my last report.

I have kept a large gang of men and the *Republic*, when she could be spared from other duty and the weather permitted, employed in removing obstructions, and have been very successful in widening the channel.

The rebels executed their work so well that it is slow business, but I hope in two weeks more to finish, when I shall endeavor to recover the rebel torpedo boat.

I have had the Armstrong gun at Fort Caswell moved to the wharf ready for shipment, but as yet have been unable to find a vessel to take it.

The prevailing epidemic in Wilmington—typhoid fever—appears to be about the same, without any perceptible increase or decrease.

On yesterday an official dispatch was received from General Sherman, conveying the glorious news of the occupation of Richmond by our troops, and in conjunction with the army I have directed the naval vessels here to set apart this day to celebrate the great event with appropriate ceremonies, which I trust will meet with your approval.

Since my last report the *Nyack*, *Eolus*, and *Fort Donelson* have left these waters, in obedience to your orders, and the bark *Release* arrived.

I am, very respectfully, your obedient servant,

THOS. S. PHELPS,

Lieutenant-Commander, Senior Officer in Cape Fear River.

Rear-Admiral DAVID D. PORTER, U. S. Navy,

Comdg. North Atlantic Squadron, Hampton Roads, Virginia.

Report of Commander Macomb, U. S. Navy, regarding the prize steamer Philadelphia.

U. S. S. SHAMROCK,

Dist. of the Sounds of N. C., Winton, N. C., April 8, 1865.

SIR: Enclosed please find receipts for the steamer *Philadelphia* and cargo, from D. Heaton, Treasury agent at New Berne, N. C.

This vessel was found transporting contraband of war into places under control of the rebels, and was seized by me and held till I was directed by Admiral Porter to turn her over to the Treasury agents and forward a receipt to the Department.

Very respectfully, your obedient servant,

W. H. MACOMB,

Commander, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Commander Febiger, U. S. Navy, regarding a reconnoissance in search of Confederate floating battery reported to be in the Roanoke River.

U. S. S. MATTABESSETT,

Plymouth, N. C., April 9, 1865

SIR: I yesterday received information that a floating battery had been seen some 8 or 10 miles up the river last night. I sent the launch of this vessel to make a reconnoissance, they proceeding to Jamesville and returning without seeing the battery, having passed it, supposing it to be the wreck of the *Otsego*. To-day the launch of the *Iosco* and first cutter of this vessel, under command of Lieutenant Franklin, went up the river and found the battery sunk about 8 miles above this place. The affair is in a dismantled state, and at present shows between 2 and 3 feet of the top of the casemates above water.

I suppose the advance of our troops toward Weldon caused its being set adrift, and in all probability it was sunk by one of the torpedoes

planted in the river near where it now lies. The statement of a fisherman, residing near the locality, is that it came down on the night of the 5th instant, at which time one or two supposed guns were heard up the river by the *Ceres*, stationed at the obstructions.

Enclosed is the report of Lieutenant Franklin.

Very respectfully, your obedient servant,

JNO. C. FEBIGER,
Commander.

Commander W. H. MACOMB,

Comdy. Sounds of North Carolina, U. S. S. Shamrock, Winton.

[Enclosure.]

U. S. S. IOSCO,
Plymouth, N. C., April 9, 1865.

SIR: In obedience to your verbal orders of 8th instant, I took charge of the boats, bound up the Roanoke, for the purpose of reconnoitering the rebel floating battery, reported to be somewhere below Jamesville. I found the object sought, about 9 miles above here sunk on a sand bar, nearly in the middle of the river, in the depth of $2\frac{1}{2}$ or 3 fathoms water, only about 2 feet of the casemates being visible. I found it to be a four-sided box, 20 feet square on top, with sides sloping at an angle of about 45° . Height between decks, 8 feet, the box composed of heavy timber frames with a layer of yellow pine $1\frac{1}{2}$ feet thick. On two of the sides this pine had been covered with 6-inch oak, bolted athwartships. I found two ports on either side. Sounded with oars and boat hooks over her floor, but could discover no evidence of scuttling. Fished up several pieces of chain, iron rods, and an old hand pump from her floor. To complete her ruin I cut in the pine end three beds for seating fires, and after filling them with combustibles and pitch wood, fired the work myself, withdrew my men, and started on the return. So long as the battery was in sight, I could see with my glass, my fires blazing brightly, and think that the destruction of that portion above water may be assumed as complete.

Very respectfully, your obedient servant,

CHAS. L. FRANKLIN,
Lieutenant, U. S. Navy.

Commander JOHN C. FEBIGER,

Senior Officer Present.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Braine, U. S. Navy, defining cruising ground.

CITY POINT, VA., *April 10, 1865.*

SIR: Cruise between Cape Henlopen and Willoughby's Spitlight-boat. Permit no vessel or steamer to go out unless strictly examined and her character thoroughly ascertained. Efforts are being made on the part of rebels to capture, pillage, and destroy everything they can, and they may attempt to get to sea.

Lieutenant-Commander Watmough will assign the limits of your cruising ground.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander D. L. BRAINE,

Commanding U. S. S. Pequot.

[Order of same date and like tenor to Acting Volunteer Lieutenant H. H. Gorringe, commanding U. S. S. *Monticello.*]

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Watmough, U. S. Navy, defining cruising ground.

CITY POINT, VA., April 10, 1865.

SIR: The *Pequot*, *Monticello*, and *Delaware* will, with your vessel, cruise between Cape Henlopen and Willoughby's Spit light-boat, and you will assign the beat of each vessel. Permit nothing to go out of the bay without being examined and her character thoroughly ascertained. I enclose you a copy of a letter* from Commander Parker, showing the objects of the rebels.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander P. G. WATMOUGH,
Commanding U. S. S. Kansas.

Report of Rear-Admiral Porter, U. S. Navy, naming vessels to be transferred to Potomac Flotilla.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, City Point, Va., April 10, 1865.

SIR: Agreeable to your order, I have sent the following vessels to report to Commander Parker: *Delaware*, *Commodore Barney*, *Cactus*, *Watch*, *Casco*, *Chimo*.

These are the lightest draft and best vessels here; the two latter are iron and carry heavy guns and can lie in shoal water at any point where it is desirable to have a gunboat. There are other vessels on the list I forwarded a few days since, which will do for service on the Chesapeake if they are needed.

I have the honor to be, very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

FLAGSHIP MALVERN,
City Point, Va., April 10, 1865.

The Committee on the Conduct of the War contemplate visiting Hampton Roads. If they want to come up here, place a vessel at their disposal to do so.

The *Alabama* will be there this evening to take them to Wilmington, if they wish to go there.

[DAVID D. PORTER],
Rear-Admiral.

Commander WM. RONCKENDORFF,
Commanding Monadnock, Hampton Roads, Virginia.

Report of Commander Febiger, U. S. Navy, regarding the progress of the C. S. S. Albemarle under convoy of U. S. vessels to Norfolk.

U. S. S. MATTAHSETT,
Plymouth, N. C., April 10, 1865.

SIR: A provision schooner in tow of the *Eolus* arrived this afternoon, and I shall have her ready to send up to you to-morrow by the *Shokokon*.

* See Series I, volume 5, p. 547.

The *Albemarle* left this afternoon, accompanied by the *Ceres*, *Martin*, and *Belle*, the latter to return here after the *Albemarle* is across North River Bar, the two former to continue with her to Norfolk.

I have kept the *Eolus* here to picket the obstructions, as we hear a rumor that the enemy sent down the floating battery to clear the river for some future movement.

* * * * *

Very respectfully, your obedient servant,

JNO. C. FEBIGER,
Commander.

Commander WM. H. MACOMB,
Commanding Sounds of North Carolina, Winton, N. C.

[Telegram.]

CITY POINT, VA., April 11, 1865.

(Received 6:30 p. m.)

The Committee on the Conduct of the War have arrived and want to go to Charleston. I have ordered the *Alabama* fixed up for them. Has the Department any orders to give?

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Foster; U. S. Navy, commanding U. S. S. Commodore Perry.

CITY POINT, VA., April 11, 1865.

SIR: Take your station at 3 miles below Rocketts as guard ship. Examine all vessels not in the quartermaster's employ, such as sutlers', etc., and permit none to proceed to Richmond unless they have a regular permit from General Patrick, provost-marshal-general.

Respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Volunteer Lieutenant A. P. FOSTER,
Commanding Commodore Perry.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Spotts, U. S. Navy, commanding U. S. S. Pawtuxet.

CITY POINT, VA., April 11, 1865.

SIR: Proceed up James River to a position 1 mile above Falling Creek until further orders, exercising due vigilance in the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander J. H. SPOTTS,
Commanding U. S. S. Pawtuxet.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Nichols, U. S. Navy, commanding U. S. S. Mendota.

CITY POINT, VA., April 11, 1865.

SIR: You will take your station at Drewry's Bluff until further orders. Exercise due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander E. T. NICHOLS,
Commanding U. S. S. Mendota.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Blake, U. S. Navy, commanding U. S. S. Onondaga.

CITY POINT, VA., April 11, 1865.

SIR: Take your station just above Howlett's battery until further orders. Exercise due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander H. C. BLAKE,
Commanding U. S. S. Onondaga.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Graves, U. S. Navy, commanding U. S. S. Miami.

CITY POINT, VA., April 11, 1865.

SIR: Take your station at City Point, at the junction of the Appomattox, until further orders. Exercise due vigilance for the protection of vessels navigating the river.

Permit no vessels, such as sutlers' etc., to go up the Appomattox, unless regularly permitted by the provost-marshal-general, General Patrick, except those in the army employ.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Volunteer Lieutenant G. W. GRAVES,
Commanding U. S. S. Miami.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Chandler, U. S. Navy, commanding U. S. S. Sangamon.

CITY POINT, VA., April 11, 1865.

SIR: Take your station in Chippoak Creek until further orders, exercising due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander R. CHANDLER,
Commanding U. S. S. Sangamon.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Semmes, U. S. Navy, commanding U. S. S. Lehigh.

CITY POINT, VA., April 11, 1865.

SIR: Take your station at Windmill Point, [James River], until further orders. Exercise due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander A. A. SEMMES,
Commanding U. S. S. Lehigh.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Ramsay, U. S. Navy, commanding U. S. S. Unadilla.

CITY POINT, VA., April 11, 1865.

SIR: Take your station until further orders at Chickahominy River, exercising due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander RAMSAY,
Commanding U. S. S. Unadilla.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Beaumont, U. S. Navy, commanding U. S. S. Mackinaw.

CITY POINT, VA., April 11, 1865.

SIR: Take your station at Hog Point until further orders, exercising due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

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

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Paulding, U. S. Navy, commanding U. S. S. Butaw.

CITY POINT, VA., April 11, 1865.

SIR: Take your station at Swan's Point until further orders, exercising due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander I. PAULDING,
Commanding U. S. S. Butaw.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Davis, U. S. Navy, commanding U. S. S. Sassacus.

CITY POINT, VA., April 11, 1865.

SIR: Take your station halfway between Hog Point and Day's Point, exercising due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander J. L. DAVIS,
Commanding U. S. S. Sassacus.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Wells, U. S. Navy, commanding U. S. S. Galena.

CITY POINT, VA., April 11, 1865.

SIR: Take your station in the mouth of the Nausemond River until further orders.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander C. H. WELLS,
Commanding U. S. S. Galena.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Potter, U. S. Navy, commanding U. S. S. Chippewa.

CITY POINT, VA., April 11, 1865.

SIR: Take your station at Aiken's Landing until further orders. Exercise due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander E. E. POTTER,
Commanding U. S. S. Chippewa.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Woodward, U. S. Navy, commanding U. S. S. Atlanta.

CITY POINT, VA., April 11, 1865.

SIR: Take your station in Turkey Bend until further orders, and exercise due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Volunteer Lieutenant T. J. WOODWARD,
Commanding U. S. S. Atlanta.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Clitz, U. S. Navy, commanding U. S. S. Osceola.

CITY POINT, VA., April 11, 1865.

SIR: Take your station just above Wilson's wharf until further orders, exercising due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander J. M. B. CLITZ,
Commanding U. S. S. Osceola.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding the U. S. S. Alabama.

NAVY DEPARTMENT, April 12, 1865.

SIR: Order the U. S. S. *Alabama* to proceed off Mobile and report to Acting Rear-Admiral H. K. Thatcher for duty in the West Gulf Blockading Squadron.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron, City Point, Va.

Report of Lieutenant-Commander Blake, U. S. Navy, regarding progress in removal of obstructions in James River.

U. S. IRONCLAD ONONDAGA,
James River, Virginia, April 12, 1865.

SIR: I find that Warwick Bar has a line of obstructions, extending across the river, of vessels filled with sand and stones. Two of them were removed yesterday, leaving a clear passage 200 feet wide and 16 feet deep.

To-day I am in hopes to remove sufficient of the piling of the bridge to admit of a free passage up the river, after which all of the force will be put to work at Drewry's Bluff, and then up and down the river, increasing the channel to the extent that the material I have at command will admit of.

The most water that I have been able to find at any time at Trent's Reach Bar is 12 feet 6 inches. The depth of water can, however, be increased by the use of torpædoes, should you be pleased to direct it and give the necessary order to supply the materials.

Very respectfully, your obedient servant,

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

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, City Point, Va.

Instructions from Rear-Admiral Porter, U. S. Navy, to Commodore Radford, U. S. Navy, for the guidance of the latter in temporary command of the squadron.

FLAGSHIP MALVERN,
City Point, Va., April 12, 1865.

COMMODORE: As I am about to leave the squadron for a short time, I wish you to carry out the following instructions, and, for your guidance in the management of the fleet in my absence, I send you a list of vessels, with their present stations, duties, etc.

You will open all official letters addressed to me, and act at your discretion concerning the matter contained therein.

Collect everything belonging to the rebel Navy at or near Richmond, and appoint boards to examine and appraise each vessel or article, including the *Texas* at Norfolk navy yard, whither everything must be sent, and requesting Captain Berrien to afford proper storage or protection from the weather. Have duplicate invoices of appraisement made out, signed by the appraisers.

Lieutenant-Commander Parker, commanding U. S. S. *Maumee*, has been instructed by me to procure all the information possible in these matters and report to you.

It is said there are engines, boilers, etc., at Richmond for the *Texas*, as also for the two torpedo boats building. These must be obtained, with the iron plating, etc., belonging to the *Texas*.

I enclose you general orders on the subject of trade in oystering, etc., along the river, together with General Grant's orders on the subject, which I wish carried out.

Acting Ensign Ottiwell, on board the *Charles Phelps*, a hulk at Craney Island, has charge of all coal matters about here. I have directed him to send 500 tons to Beaufort, N. C., New Inlet, and New Berne, respectively. The coal should be discharged as rapidly as possible, to prevent demurrage dues, keeping only enough afloat for immediate wants. Commander Macomb, by my direction, regulates coal matters in the sounds [of] North Carolina, corresponding with Commodore Adams direct.

Stores, etc., wanted in the sounds should be procured from Beaufort as far as possible, and the Secretary of the Navy wishes everything sent north that can be spared, and great care to be exercised in the approval of requisitions.

The vessels in the Cape Fear River procure their supplies from Beaufort as required. I have requested the Chief of Bureau of Equipment, etc., to send 500 tons coal to Beaufort and New Inlet, which, with what I have already ordered, will answer all probable wants.

The Secretary of the Navy has ordered three vessels to be kept between Cape Charles and Hampton Roads (to board any vessels going out of the bay, to see that no improper persons are on board or other than proper ones in possession), the *Kansas*, *Pequot*, and *Monticello*.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral, Commanding North Atlantic Squadron.

Commodore W. RADFORD,

Comdg. James River Div., North Atlantic Blockading Squadron.

Report of Commander Macomb, U. S. Navy, regarding the rumored evacuation of Weldon, N. C.

U. S. S. MATTABESETT,
Dist. Sounds of N. C., Plymouth, N. C., April 13, 1865.

ADMIRAL: I have the honor to report that I have information from many different sources, which seems too strongly corroborated to be false, that the rebels have evacuated Weldon, burning the bridge, destroying the ram at Edwards Ferry, and throwing the guns at Rainbow Bluff into the river.

Except for torpedoes the river is therefore clear for navigation. The floating battery, as I informed you in my No. 144, has got adrift from Halifax and been blown up by one of their own torpedoes. She now lies between here and Jamesville.

Very respectfully,

W. H. MACOMB,
Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Letter from Rear-Admiral Porter, U. S. Navy, to Brigadier-General Gordon, U. S. Army, regarding the prohibition of oystering.

CITY POINT, VA., *April 14, 1865.*

GENERAL: I have just received your communication, on the eve of departure, and you will excuse the liberty of my letter. I have directed all officers on the different boats to allow no oystering, unless the persons wishing to oyster or fish bring a permit from you or some provost-marshal. This rule was established to prevent improper persons from moving about the river and communicating with the enemy. All passes of whatever kind emanating from you will be recognized at once by the officers commanding the different vessels, and any of them will gladly give you any information that may enable you to regulate these fishing matters.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Brigadier-General GEORGE H. GORDON, U. S. Army,
Commanding Eastern District Virginia.

List of vessels composing the North Atlantic Blockading Squadron, April 15, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Agawam	10	Paddle.....	Commander A. C. Rhind.....	Sounds, North Carolina.
Alabama.....	10	.....do.....	Act. Vol. Lieut. A. R. Langthorne.	Ordered to West Gulf Squadron.
Atlanta.....	3	Screw.....	Act. Vol. Lieut. T. J. Woodward.	Turkey Bend.
Anomono.....	4	.....do.....	Acting Ensign P. C. Asserson ..	Beaufort, N. C.
Arlotta.....	3	Schooner	Lieut. Com. W. C. West.....	Do.
Albemarle.....		Hulk	Acting Asst. Paymaster G. R. Watkins.	Sounds, North Carolina.

Vessels composing the North Atlantic Blockading Squadron, April 15, 1865—Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Alpha		Screw	Acting Ensign John Blake	James River.
Belle	2	do	Acting Master J. G. Green	Sounds, N. C.
Borberry	4	do	Acting Ensign R. W. Rowntree	Beaufort.
Bignonia	3	do	Acting Ensign H. D. Trott	Norfolk (repairing).
Bat	2	Paddle	Lieut. Com. J. S. Barnes	Carrying dispatches.
Chicopee	10	do	Commander H. N. T. Arnold	Norfolk (repairing).
Commodore Hull	8	do	Act. Vol. Lieut. H. S. Wetmore	Sounds, N. C.
Cores	2	Screw	Acting Master H. H. Foster	Towing rebel ram Al- bemarle.
Commodore Morris	7	Paddle	Acting Master H. Bingham	Ordered to Chickahom- iny.
Chippewa	6	Screw	Lieut. Com. E. E. Potter	Ordered to cruise Ches- apeake Bay.
Commodore Perry	5	Paddle	Act. Vol. Lieut. A. P. Foster	Guardship below Rich- mond.
Clinton		Screw	Acting Ensign G. W. Hadden	Clearing obstructions, James River.
Charles Phelps (coal hulk).			Acting Ensign W. Ottiwell	Craney Island.
Cohasset	1	Screw	Acting Ensign and Pilot Griffin	Towing coal.
Glonthis	3	do	Act. Vol. Lieut. S. P. Crafts	Norfolk (repairing).
Casco	1	do	Acting Master C. A. Crooker	Ordered to Potomac Flotilla.
Delaware	4	Paddle	Acting Master J. H. Eldridge	Do.
Dawn	3	Screw	Act. Vol. Lieut. T. E. Smith	Beaufort, N. C.
Daylight	8	do	Acting Master H. W. Wells	Deep Bottom, James River.
Delta		do	Mate W. F. Gragg	Sounds, North Caro- lina.
Eolus	4	Paddle	Acting Master E. S. Keyser	Do.
Entaw	10	do	Lieut. Com. I. Paulding	James River.
Emma	8	Screw	Acting Master J. A. Hamilton	Smithville, N. C.
Epsilon		do	Acting Ensign C. F. Russell	James River.
Fort Donelson	1	Paddle	Acting Master G. W. Frost	Beaufort, N. C.
Falkeo	5	Screw	Acting Master F. R. Webb	Ordered to South At- lantic Squadron.
Galena		do	Lieut. Com. C. H. Wells	Nausemond River.
Gettysburg	7	Paddle	Act. Vol. Lieut. S. B. Washburn	Norfolk, Va. (repair- ing).
Granite		Sloop	Acting Master E. Boomer	Guard ship, Hatteras Inlet.
Glance	1	Screw	Acting Ensign H. Wheeler	James River.
Gaunna		Screw	Acting Ensign H. F. Curtis	Sounds, North Caro- lina.
Huron	5	do	Lieut. Com. T. O. Solfridge	Pagan Creek, James River.
Hunchback	7	Paddle	Lieut. J. [P.] Fyffe	Sounds, North Caro- lina.
Henry Brinker	3	Screw	Acting Ensign J. H. Korona	Do.
Hoyt		do	Acting Ensign H. B. Twambly	Do.
Harcourt		do	Mate S. Eldridge	James River.
Iosco	10	Paddle	Lieut. Com. J. [S.] Thornton	Sounds, North Caro- lina.
Kansas	8	Screw	Lieut. Com. P. G. Watmough	Chesapeake Bay.
Lockwood	3	Paddle	Acting Ensign J. C. Greene	Sounds, N. C.
Lilac	2	Screw	Mate G. W. Lane	James River.
Lehigh	2	do	Lieut. Com. A. A. Soumes	Do.
Lenapee	10	Paddle	Commander T. S. Phelps	Cape Fear River.
Monadnock	4	Screw	Commander W. Ronckendorff	Hampton Roads.
Monticello	5	do	Act. Vol. Lieut. H. H. Gorringo	Chesapeake Bay.
Maumee	8	do	Lieut. Com. J. Parker	Richmond, Va.
Mackinaw	10	Paddle	Commander J. C. Beaumont	James River.
Massasoit	10	do	Commander R. T. Roushaw	Sounds, North Caro- lina.
Mattabesett	10	do	Commander J. C. Febiger	Do.
Montgomery	6	Screw	Act. Vol. Lieut. T. C. Dunn	Little River, North Carolina.
Maratanza	6	Paddle	Lieut. Com. G. W. Young	Cape Fear River.
Miami	8	do	Act. Vol. Lieut. G. W. Graves	City Point, Va.
Mendota	10	do	Commander E. T. Nichols	Drewry's Bluff, James River.
Mount Washington	1	do	Acting Master H. H. Haynie	Supply vessel, James River.
Martin		Screw	Acting Ensign F. H. Crandall	Sounds, North Caro- lina.
Malvern	12	Paddle	Lieut. G. M. Bache	City Point.
Mahopac	2	Screw	Lieut. Com. G. E. Belknap	Ordered to Washing- ton.
Osceola	10	Paddle	Commander J. M. B. Ciltz	James River.
Onondaga	4	Screw	Lieut. Com. H. C. Blake	Do.
Phlox		Paddle		Do.
Pequot	8	Screw	Lieut. Com. D. L. Braine	Chesapeake Bay.
Pawtuxet	10	Paddle	Commander J. H. Spotts	James River.

Vessels composing the North Atlantic Blockading Squadron, April 15, 1865—Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Pontoosuc	10	Paddle	Commander W. G. Temple	Hampton Roads.
Poppy	2	Screw	Acting Ensign W. Clarke	Ordnance tug.
Picket Launch No. 4.	1	do .....	.....	Ordered to Potomac Flotilla.
Picket Launch No. 5.	1	do	Acting Ensign [J. H.] Chapman.	Sounds, North Caro- lina.
Picket Launch No. 6.	1	do	Acting Ensign C. S. Willcox....	Ordered to Potomac Flotilla.
Renshaw .....	.....	Schooner	Gunner E. A. McDonald	Sounds, N. C.
Release	3	Sailing	Acting Master J. Baker	Guardship, New Inlet.
Republic	1	Screw	Acting Ensign J. W. Bennett..	Cape Fear River.
Seneca	5	do	Lieut. Com. E. K. Owen	Norfolk (repairing).
Santiago de Cuba	11	Paddle	Capt. O. S. Glisson	Cruising.
Samuel Rotan	5	Schooner.....	Acting Ensign J. W. Willard ..	Guard ship, Hampton Roads.
Shamrock	11	Paddle.....	Commander W. H. Macomb	Sounds, N. C.
Shokokon	0	do	Act. Vol. Lieut. F. Josselyn	Do.
Spytton Duyvil.....	.....	Torpedo boat.	Acting Ensign J. Brennon	James River.
Saffron .....	.....	do	Acting Ensign H. M. Pishon...	Do.
Sassacus	12	Paddle.....	Lieut. Com. J. L. Davis.....	Do.
Saugus	2	Screw	Lieutenant B. F. Day	Ordered to Washing- ton.
Sangamon	2	do	Lieut. Com. R. Chandler	James River.
Tacouy	12	Paddle.....	Lieut. Com. W. T. Truxtun	Sounds, North Caro- lina.
Tristram Shandy	4	do	Act. Vol. Lieut. F. M. Green	City Point, dispatch vessel.
Unadilla	0	Screw	Lieut. Com. F. M. Ramsay.....	James River.
Unit .....	.....	do	Acting Ensign H. P. Hathaway.	Fleet engineer's tug, Norfolk, Va.
Valley City.....	6	do	Acting Master J. A. J. Brooks..	Sounds, N. C.
Wilderness	4	Paddle.....	Acting Master H. Arey	Do.
Wyalusing	14	do	Lieut. Com. E. English.....	Do.
Whitehead	4	Screw	Acting Master G. W. Barrett ..	Do.
Wyandotte	5	do	Acting Master E. W. White	Guard ship, Norfolk.
William Badger .....	.....	Hulk	Acting Ensign S. G. Swain	Beaufort, N. C.
Young America	2	Screw	Mate J. H. Gilley	Norfolk (repairing).
Yantic	5	do	Lieut. Com. T. C. Harris	Cape Fear River.
Zouave	2	do	Acting Ensign J. L. Hayes	Norfolk, Va.
Governor Bucking- ham.	0	do	Act. Vol. Lieut. Commander MacDiamid.	At Norfolk, Va., with- out officers or crew.
Victoria	3	do .....	.....	Do.
Watch .....	.....	do	Acting Ensign J. Bishop	Ordered to Potomac Flotilla.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding conditions in and about Wilmington, N. C.

U. S. S. LENAPEE,
Wilmington, N. C., April 15, 1865.

SIR: I have respectfully to report that affairs in this section remain quiet. A few days since about thirty rebel cavalry appeared at a place on Broad River, 25 miles from this place; their business seems to have been confined to the capture of horses.

The fever which has been so fatal here is at last rapidly disappearing and the sickness on the vessels decreasing.

The removal of obstructions has progressed slowly the past week on account of high winds, and the *Republic* becoming disabled by striking on the logs, bending the shoe and loosening the rudderpost, I have had her taken out on the army ways and the necessary repairs executed.

We have succeeded in raising the hull of the small steamer *General Whiting*. The hull is badly burned amidships, and the machinery has never been set up.

I am, very respectfully, your obedient servant,

THOS. S. PHELPS,
Lieutenant-Commander, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron, James River, Virginia.

[Telegram.]

WASHINGTON, April 16, 1865.

SIR: To prevent the escape of the assassin who killed the President and attempted the life of Secretary of State, search every vessel that arrives down the bay. Permit no vessel to go to sea without such search, and arrest and send to Washington any suspicious persons.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral PORTER, or SENIOR OFFICER, at Hampton Roads.

[Endorsement.]

FLAGSHIP PHLOX, April 17, 1865.

Any vessel that has been searched by one of the three steamers now guarding the bay will not be detained by the others.

By order of

WM. RADFORD,
Commodore, Commanding James River Flotilla.

[Telegram.]

NAVY DEPARTMENT, April 16, 1865.

On Monday fire a gun in honor of the late President each half hour from sunrise to sunset. Keep all flags at half-mast until after the funeral. Officers will wear crape. General order* by mail.

G. WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Hampton Roads, Virginia.

[Telegram.]

U. S. FLAGSHIP PHLOX,
Off Fortress Monroe, April 17, 1865.

SIR: I have the honor to acknowledge the receipt of your telegram, and have stationed vessels on the coast of Maryland and Virginia, as you ordered.

Very respectfully, your obedient servant,

WM. RADFORD,
Commodore, Commanding James River Flotilla.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of Commodore Radford, U. S. Navy, to Acting Master Frost, U. S. Navy, commanding U. S. S. Fort Donelson.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off City Point, Va., April 18, 1865.

SIR: Proceed with the vessel under your command to Mobile, and on your arrival report to Acting Rear-Admiral H. K. Thatcher, for duty in the West Gulf Squadron.

Respectfully, your obedient servant,

WM. RADFORD, *Commodore.*

Acting Master GEORGE W. FROST,
Commanding U. S. S. Fort Donelson.

Report of Captain Slight, U. S. Army, regarding the seizure, by the U. S. Navy, of C. S. vessels.

DEPOT QUARTERMASTER'S OFFICE,
Richmond, Va., April 19, 1865.

COLONEL: I have the honor to report that the tugboat *Beaufort*, belonging to the rebel Government, was, at the time of occupation of this city by our forces, on the marine railways, having been hauled up by the rebels for repairs. On assuming the duties of my office, under your orders, I took possession of this steam tug but subsequently the Navy seized the vessel, launched her, and have her now in their hands alongside the gunboat *Maumee*.

In my opinion the Navy had no right to this vessel whatever, but that she is clearly the property of the Army and should be turned in to the Quartermaster's Department, her services being at this time very much needed.

I would also report that the steam tug *Seaboard* (after having been taken charge of by an army officer at Tree Hill Bridge and ordered up to this city some thirty hours after its surrender) was stopped while on its route here in the river by one of our gunboats and taken possession of, a prize crew being placed on board. On their endeavoring to take her to Norfolk they ran her aground near the obstructions, where she now lies sunk. I regard this boat as a proper prize to the Army, by right of capture, and she can be raised with little expense. She is very valuable as a towboat and greatly needed here for service.

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

JAS. C. SLAGHT,
Captain and Assistant Quartermaster.

Colonel J. B. HOWARD,
Chief Quartermaster, Army of the James.

[First endorsement.]

OFFICE CHIEF QUARTERMASTER.
Army of the James, Richmond, April 20, 1865.

Respectfully forwarded and the attention of the major-general commanding called to the fact that the Navy have, without authority or right, seized and taken possession of vessels which properly belong to the quartermaster's department of this army.

I would respectfully request that such action be taken as will enable the Quartermaster's Department to regain possession of these boats, in which case means will be taken to raise the sunken boat.

JOHN B. HOWARD,
Colonel and Chief Quartermaster, Army of the James.

[Second endorsement.]

HDQRS. DEPARTMENT OF VIRGINIA, April 22, 1865.

Respectfully forwarded to Commodore Radford for such report or remarks as he may have to make in the matter. As this place was taken possession of entirely and exclusively by the Army, and my orders in regard to public property are peremptory, I most respectfully ask if this report is correct.

E. O. C. ORD,
Major-General, Commanding.

Explanatory report of Lieutenant-Commander Parker, U. S. Navy, regarding the seizure of the late C. S. S. Beaufort.

U. S. S. MAUMEE,
Richmond, April 24, 1865.

SIR: In regard to the letter of James O. Slaght, captain and assistant quartermaster, referred to you by Major-General Ord, I have respectfully to state that I took possession of the Confederate naval steamer *Beaufort* by order of Rear-Admiral Porter, and under an order of Major-General Weitzel, at that time commanding Richmond.

Captain and Assistant Quartermaster Slaght was fully informed of the facts and the order of General Weitzel was by me exhibited to him personally at the time. The machinery of the *Beaufort* has been overhauled by the engineers of the *Maumee*, and the vessel and ways were put in order under my directions. The *Beaufort* was launched and is now in my keeping alongside of the vessel, as stated. As to the other matters set forth in the letter of Captain and Assistant Quartermaster Slaght, above referred to, I know nothing.

Very respectfully, your obedient servant,

JAMES PARKER,
Lieutenant-Commander, Commanding Maumee.

Commodore WM. RADFORD,
Commanding James River Flotilla.

Report of Captain Breese, U. S. Navy, regarding the seizure of the Confederate tug in the James River.

U. S. S. PHLOX,
Richmond, Va., April 24, 1865.

SIR: In obedience to your order, I have the honor to report that being in advance of the fleet ascending James River, on board the *Lilao*, I discovered a tug ahead, near the upper bridge below Richmond, and on boarding her found that she was in possession of a crew from the Engineer Corps, rebel Army. I therefore took possession of her. I was careful to ask if any army officers or soldiers had been on board, or given any orders in reference to her, and was told there had been none on board, and no orders received from anyone.

Respectfully, etc.,

K. R. BREESE,
Fleet Captain.

Commodore WM. RADFORD,
Commanding North Atlantic Squadron, pro tem.

[Telegram.]

NAVY DEPARTMENT, April 20, 1865.

Order *Roanoke* to New York to anchor off battery. Captain Kilty will apply to commanding officer of station for suitable convoy.

G. WELLES,
Secretary of Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, April 20, 1865.

Order *Alabama* to convoy *Roanoke* to New York, after which she will proceed to obey her orders.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commodore Radford, U. S. Navy, regarding the transfer to Potomac Flotilla of picket launches Nos. 4 and 6.

U. S. FLAGSHIP PHLOX,
Off Norfolk Navy Yard, April 20, 1865.

SIR: I have the honor to report that picket launches Nos. 4 and 6 have been ordered to report to Commander Foxhall A. Parker, commanding Potomac River Flotilla, for duty, in obedience to an order received from the Department.

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

WM. RADFORD,
Commodore, Commanding James River Flotilla.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Commodore Radford, U. S. Navy, acknowledging Department's orders regarding the disposition of certain vessels.

U. S. FLAGSHIP PHLOX,
Off Norfolk Navy Yard, April 20, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's communications addressed to Rear-Admiral D. D. Porter, ordering several vessels of this squadron to other squadrons, etc. The *Kineo* had entered the bay and was on her way to Baltimore before the order directing her to proceed to Philadelphia was received. The *Alabama* is now lying at this yard undergoing repairs before proceeding to her destination, as is also the *Fahkee*, *Bignonia*, and *Olematis*. The *Fort Donelson* and *Emma* are at present stationed in the Cape Fear River. Orders will be forwarded there without delay. The *Lockwood* is now lying completely broken down at the entrance of the Dismal Swamp Canal. I will have her towed up to this yard as soon as possible, and if practicable to have her sold to an advantage, it shall be done.

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

WM. RADFORD,
Commodore, Commanding James River Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Febiger, U. S. Navy, regarding the presence of two steamers loaded with cotton and staves in the Roanoke River.

U. S. S. MATTABESETT,
Plymouth, N. C., April 20, 1865.

SIR: The coal schooner *O. Moore*, with 170-odd tons of coal, arrived here last night. As another arrived at the entrance of the river this evening, I shall discharge the *Moore* here and order the *Belle* to-morrow to take the other up to you.

I received information some days since that two steamers were up the river, some distance below Halifax, loaded with cotton and staves, and that it was the intention to attempt to run them through Middle River or the Cashie, and if possible get to the sea. I have picketed both places since receiving the report. Yesterday I was informed that they had gone farther up the river and had planted fresh torpedoes below them.

Both of these vessels are said to belong to the rebel Government, and that they were ordered to be destroyed at the time the ram was burned, but that they were taken possession of by the persons now on board with the intention of getting the cotton out if possible.

I enclose a letter from Colonel Frankle in regard to some cotton and horses he is desirous of getting possession of. As I have no scow, I can not assist him.

Very respectfully, your obedient servant,

JNO. C. FEBIGER,
Commander.

Commander WM. H. MACOMB,
Commanding Sounds of North Carolina,
U. S. S. Shamrock, Winton, N. C.

[Telegram.]

NAVY DEPARTMENT, April 23, 1865.

Continue to exercise the utmost vigilance over all vessels departing from the limits of your command. Booth is endeavoring to escape by water. Send a gunboat or some tugs to examine the shores and islands of the eastern shore of Virginia and all vessels in that direction, and arrest and seize all suspicious parties. If you have any tugs to spare, send them into the Potomac.

GIDEON WELLES,
Secretary.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

CITY POINT, VA., April 23, 1865.

I have ordered the *Pontoosuc* and *Osceola* to eastern shore to carry out your instructions. There are three vessels in addition between Old Point and Cape Charles.

WM. RADFORD,
Commodore.

Hon. G. WELLES,
[Secretary of the Navy].

Order of Commander Temple, U. S. Navy, to Lieutenant Weidman, U. S. Navy, to proceed to the eastern shore of Virginia, in search of the President's assassin.

U. S. S. PONTOOSUC,
Hampton Roads, Virginia, April 24, 1865.

SIR: You will proceed to Pocomoke Sound, on the eastern shore of Virginia, with the vessel under your command, and institute as thorough a search as is practicable, using your boats when necessary, throughout all the shoals and islands and on board all vessels between that place and Chincoteague Inlet, for the purpose of preventing the escape of Booth by water in that direction. You will arrest and seize all suspicious parties. From Chincoteague, you will return over the same ground, using the utmost vigilance, and in the meantime you will receive further orders, or, if not, you will return to this place for them.

Respectfully,

WM. G. TEMPLE,
Commander.

Lieutenant JOHN WEIDMAN, U. S. Navy,
In Command of Steamer Osceola.

[Telegram.]

NAVY DEPARTMENT, *April 24, 1865.*

Forward to the Department a list of the vessels in the North Atlantic Blockading Squadron, including sounds of North Carolina, etc., with their present positions.

G. WELLES,
Secretary of the Navy.

Commodore WM. RADFORD,
Commanding James River Flotilla, James River, Virginia.

Report of Commodore Radford, U. S. Navy, regarding the raising of Confederate vessels in the James River.

U. S. FLAGSHIP PHLOX,
Off. Richmond, April 25, 1865.

SIR: Your communications regarding the raising of sunken vessels in the James River have been received.

The rebel steamers *Shrapnel*, *Nansemond*, and *Patrick Henry* lie near Richmond, having been burned by the enemy.

They are scarcely worth raising. The iron hull and machinery of the rebel steamer *Torpedo*, lying near Richmond, will be raised and sent to Norfolk by the *Maumee*.

The ironclad *Richmond* lies sunk abreast of Chapin's [Chaffin's] Bluff. She has been scuttled and blown up, and probably can be easily raised.

There are several schooners at various points to which the same remark can be applied.

Very respectfully, etc.,

WM. RADFORD,
Commodore, Commanding James River Flotilla.

JOHN LENTHALL,
Chief of Bureau of Construction.

Report of Commodore Radford, U. S. Navy, regarding vessels ordered to navy yards.

U. S. FLAGSHIP PHLOX,
Off Richmond, April 25, 1865.

SIR: I have the honor to inform the Department that I have, in accordance with the order received from the honorable Secretary of the Navy, ordered the U. S. steamers *Futaw*, *Osceola*, *Mendota*, and *Mackinaw* to the respective navy yards as directed.

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

WM. RADFORD,
Commodore, Commanding James River Flotilla.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, April 25, 1865.

Send a gunboat to the mouth of the Delaware for one week to examine and arrest all suspicious characters and vessels.

GIDEON WELLES,
Secretary.

Commodore WM. RADFORD, U. S. Navy,
Hampton Roads, Virginia.

Report of Lieutenant-Commander English, U. S. Navy, regarding orders issued to the U. S. S. Shokokon.

U. S. S. WYALUSING,
Off Winton, N. O., April 25, 1865.

SIR: I send up in the *Shokokon* the troops (50 men) with instructions to land at the bluff which you mentioned. As you said nothing about how long they were to stay, they have only one day's rations. If more are required, I presume they can be sent for. Captain [George W.] Barrett will explain the reason of the long delay.

I am, respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant-Commander, Commanding U. S. S. *Wyalusing*.

Commander W. H. MACOMB,
Commanding District of Sounds of North Carolina.

List of vessels composing the North Atlantic Blockading Squadron, April 26, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Agawam	10	Paddle.....	Commander A. C. Rhind.....	Sounds, North Carolina.
Atlanta.....	4	Screw	Act. Vol. Lieut. T. J. Woodward.	Turkey Bend, James River.
Anemone.....	4	.....do.....	Acting Ensign P. C. Asserson..	Beaufort, N. C.
Arletta	3	Schooner	Lieut. Com. W. C. West.....	Do.
Albemarle.....		Hulk	Act. Asst. Paymaster G. R. Watkins.	Sounds, North Carolina.

Vessels composing the North Atlantic Blockading Squadron, April 26, 1865—Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Alpha		Screw	Acting Ensign J. Blake.....	James River.
Belle	2	do	Acting Master J. G. Green	Sounds, North Carolina.
Berberry	4	do	Acting Ensign R. W. Rowntree.....	Beaufort.
Bat	2	Paddle.....	Lieut. Com. J. S. Barnes.....	Hampton Roads.
Bignonia	3	Screw	Acting Ensign H. D. Trott.....	Ordered to West Gulf Squadron.
Chicopee	10	Paddle.....	Commander H. N. T. Arnold.....	Norfolk (repairing)
Commodore Hull	6	do	Act. Vol. Lieut. H. S. Wetmore..	Sounds, North Carolina, towing rebel ram Albemarle to the canal.
Ceres	2	Screw	Acting Master H. H. Foster	Sounds, North Carolina.
Commodore Morris	7	Paddle.....	Acting Master H. Bingham.....	Chickahominy River.
Chippewa	6	Screw	Lieut. Com. E. E. Potter	Cruising, mouth Chesapeake Bay.
Commodore Perry	5	Paddle.....	Act. Vol. Lieut. A. P. Foster	Guardship below Richmond.
Clinton		Screw	Acting Ensign G. W. Hadden.....	Ordered to tow rebel ram through the canal.
Charles Phelps		Hulk	Acting Ensign W. W. Ottiwell.....	Craney Island; ordered to South Atlantic Squadron.
Cohasset.....	1	Screw	Acting Ensign Griffin	Towing coal, Norfolk. Ordered to West Gulf Squadron.
Clematis.....	3	do	Act. Vol. Lieut. S. P. Crafts	Norfolk (repairing).
Dawn.....	3	do	Act. Vol. Lieut. T. E. Smith	Beaufort, N. C.
Daylight	8	do	Acting Master C. H. Wells	Deep Bottom, James River.
Delta		do	Mate W. F. Gragg	Sounds, North Carolina.
Eolus.....	4	Paddle.....	Acting Master E. S. Keyser	Do.
Eutaw	10	do	Lieutenant L. Paulding.....	Ordered north to Boston, near White Shoals.
Emma	8	Screw	Acting Master J. A. Hamilton..	Ordered to South Atlantic Squadron.
Epsilon.....		do	Acting Ensign C. F. Russell.....	Mall tug to City Point; ordered to West Gulf Squadron.
Fort Donelson.....	1	Paddle.....	Acting Master G. W. Frost	Beaufort (court-martial).
Gettysburg.....	7	do	Act. Vol. Lieut. S. B. Washburn.....	Norfolk (repairing).
Granite.....		Sloop	Acting Master E. Boomer	Guardship, Hatteras Inlet.
Glance.....	1	Screw	Acting Ensign H. Wheeler	City Point.
Gamma.....		do	Acting Ensign H. F. Curtis.....	Sounds, North Carolina.
Galena	8	do	Lieut. Com. C. H. Wells	Mouth Nansemond River.
Huron	5	do	Lieut. Com. T. O. Selfridge.....	Pagan Creek, James River.
Hunchback.....	7	Paddle.....	Lieut. J. [P.] Fyffe.....	Sounds, North Carolina.
Henry Brinker	3	Screw	Acting Ensign J. H. Kerens	Do.
Hoyt		do	Acting Ensign H. B. Twambly..	Do.
Henry James.....		Schooner		Ordnance vessel.
Harcourt		Screw	Mate S. Eldridge	Towing rebel ram Albemarle.
Iosco	10	Paddle.....	Lieut. Com. J. [S.] Thornton	New Berne, N. C.; ordered to be sold.
Lockwood	3	do	Acting Ensign J. C. Greene.....	Sounds, North Carolina.
Lilac	2	Screw	Mate G. W. Lane	James River, Towing, but unfit to go to sea.
Lehigh	2	do	Lieut. Com. A. A. Sommes	Windmill Point, James River.
Lenapee	10	Paddle.....	Commander T. S. Phelps	Cape Fear River.
Monadnock.....	4	Screw	Commander W. Ronckendorff ..	Hampton Roads.
Monticello.....	6	do	Act. Vol. Lieut. H. H. Gorringe..	Cruising mouth Chesapeake Bay.
Maumee	8	do	Lieut. Com. J. Parker	Richmond.
Mackinaw.....	10	Paddle.....	Commander J. C. Beaumont.....	Ordered to Portsmouth, N. H.
Massasoit	10	do	Commander R. T. Renshaw.....	Sounds, North Carolina.
Mattabesett	10	do	Commander J. C. Fabiger.....	Do.
Montgomery	6	Screw	Act. Vol. Lieut. T. C. Dunn.....	Cruising off Little River.
Maratanza.....	8	Paddle.....	Lieut. Com. G. W. Young.....	Cape Fear River.
Miami.....	8	do	Act. Vol. Lieut. G. W. Graves...	Guardship, City Point.

Vessels composing the North Atlantic Blockading Squadron, April 26, 1865—Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Mendota.....	10	Paddle.....	Commander E. T. Nichols.....	Drewry's Bluff; ordered to Philadelphia; one week in Delaware River.
Mount Washington..	1	.....do.....	Acting Master H. H. Haynie....	Supply vessel, James River.
Malvern.....	12	.....do.....	Lieutenant G. M. Bache.....	City Point.
Onondaga.....	4	Screw.....	Lieut. Com. H. C. Blake.....	Trent's Reach, James River.
Phlox.....		Paddle.....	.....	Flagship, Commodore Radford.
Pequot.....	8	Screw.....	Lieut. Com. D. L. Braine.....	Cruising, mouth Chesapeake Bay.
Pawtuxet.....	10	Paddle.....	Commander J. H. Spotts.....	James River, above Drewry's Bluff.
Pontoosuc.....	10	.....do.....	Commander W. G. Temple.....	Cruising, eastern shore of Virginia.
Poppy.....	2	Screw.....	Acting Ensign W. Clarke.....	Ordnance tug, Norfolk Sounds.
Picket Launch No. 5.	1	.....do.....	Acting Ensign (J. H.) Chapman.	Do.
Renshaw.....		Schooner.....	Gunner E. A. McDonald.....	Do.
Releaseo.....	3	Sailing.....	Acting Master J. Baker.....	Guard ship, New Inlet.
Republic.....	1	Screw.....	Acting Ensign J. W. Bennett...	Cape Fear River; ordered to Mariguana Pass.
Seneca.....	5	.....do.....	Lieut. Com. E. K. Owen.....	Norfolk (repairing).
Santiago de Cuba...	11	Paddle.....	Capt. O. S. Gillson.....	Cruising.
Samuel Rotan.....	5	Schooner.....	Acting Ensign J. W. Willard...	Guard ship, Hampton Roads.
Shamrook.....	11	Paddle.....	Commander W. H. Macomb.....	Sounds, North Carolina.
Shokokon.....	6	.....do.....	Act. Vol. Lieut. F. Josselyn....	Do.
Spyten Duyvil.....		Torpedo boat.	Acting Ensign J. Brennan.....	Hampton Roads.
Saffron.....		.....do.....	Acting Ensign H. M. Fishon....	Clearing obstructions, James River.
Sassaacus.....	12	Paddle.....	Lieut. Com. J. L. Davis.....	Chesapeake Bay.
Sangamon.....	2	Screw.....	Lieut. Com. R. Chandler.....	Hampton Roads, Clarendon, James River.
Tacony.....	12	Paddle.....	Lieut. Com. W. T. Truxtun.....	New Berne, Sounds, North Carolina.
Tristram Shandy....	4	.....do.....	Act. Vol. Lieut. F. M. Green....	Off capes, Virginia, dispatch vessel, Hampton Roads.
Unit.....		Screw.....	Acting Ensign H. P. Hathaway.	Fleet engineer's tug, Norfolk.
Valley City.....	6	.....do.....	Acting Master J. A. J. Brooks..	Sounds, North Carolina.
Wilderness.....	4	Paddle.....	Acting Master H. Arey.....	Do.
Wyalusing.....	14	.....do.....	Lieut. Com. E. English.....	Do.
Whitehead.....	4	.....do.....	Acting Master G. W. Barrett...	Do.
Wyandotte.....	5	Screw.....	Acting Master E. W. White....	Guard ship, 1 mile above Norfolk, Elizabeth River.
William Badger.....		Hulk.....	Acting Ensign S. G. Swain.....	Beaufort.
Young America.....	2	Screw.....	Mate J. H. Gilley.....	Norfolk (repairing).
Yantic.....	5	.....do.....	Lieut. Com. T. C. Harris.....	Cape Fear River.
Zouave.....	2	.....do.....	Acting Ensign J. L. Hayes.....	James River, without officers and crew.
Governor Bucking- ham.	6	.....do.....	Act. Vol. Lieut. Com. MacDiar- mid.	Norfolk.
Victoria.....	3	.....do.....	.....	Do.

[Telegram.]

U. S. S. LENAPEE,
Wilmington, N. C., April 26, 1865.

Your telegram* of yesterday is this instant received. The dispatches* for Admiral Dahlgren and General Gillmore will be immediately forwarded by gunboat.

THOS. S. PHELPS,
Senior Officer, Cape Fear River.

Major-General W. T. SHERMAN,
U. S. Army, Raleigh, N. C.

* See Official Records of Union and Confederate Armies in the War of the Rebellion, Series I, Volume XLVII, Part III, page 310.

Order of Commodore Radford, U. S. Navy, to Lieutenant-Commander Braine, U. S. Navy, to station the U. S. S. Tristram Shandy as a lookout for the C. S. ram Stonewall.

U. S. FLAGSHIP PHLOX,
Off Fortress Monroe, Va., April 27, 1865.

SIR: You will instruct the commanding officer of the *Tristram Shandy* to lie off Cape Henry until further orders.

Inform Acting Volunteer Lieutenant Green that the object of giving him this order is to have a vessel stationed at the mouth of the bay to give information concerning the rebel ram *Stonewall*. She may possibly attempt to enter this port.

Should such an attempt be made, she will make every exertion to inform the senior officer in the roads in the shortest possible time. If at night, rockets should be thrown up and one or more guns fired, as may be deemed necessary.

Respectfully, etc.,
WM. RADFORD,
Commodore, Commanding James River Flotilla.

Lieutenant-Commander D. L. BRAINE,
Commanding U. S. S. Pequot.

[Telegram.]

NAVY DEPARTMENT, April 27, 1865.

Booth having been killed and his body brought up to Washington, special orders about searching and detaining vessels are revoked.

GIDEON WELLES,
[Secretary of the Navy.]

Commodore WM. RADFORD,
Commandant pro tem. of North Atlantic Squadron,
Hampton Roads.

Report of Captain Kilty, U. S. Navy, commanding U. S. S. Roanoke, of arrival in New York.

U. S. IRONCLAD ROANOKE,
New York, April 27, 1865.

SIR: I have the honor to report the arrival of the *Roanoke* at this port, in company with the *Alabama*, after a passage of thirty-six hours from Cape Henry to Sandy Hook.

Very respectfully, your obedient servant,
A. H. KILFY, Captain.

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

Report of Captain Berrien, U. S. Navy, of the arrival at Norfolk of the C. S. S. Albemarle.

U. S. NAVY YARD, Norfolk, April 27, 1865.

SIR: I have the honor to inform the Department that the *Albemarle*, late rebel ram, arrived at this yard to-day in tow of the U. S. S. *Ceres*.

Very respectfully, I am, sir, your obedient servant,
J. M. BERRIEN,
Captain, Commanding Naval Station, Norfolk.

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

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, detaching him from the North Atlantic Blockading Squadron.

NAVY DEPARTMENT, April 28, 1865.

SIR: You are hereby detached from the command of the North Atlantic Blockading Squadron, and you will regard yourself as waiting orders.

Keep the Department advised of your address.

Very respectfully,

G. WELLES.

Rear-Admiral D. D. PORTER, U. S. Navy,
Georgetown, D. C.

Order of the Secretary of the Navy to Commodore Radford, U. S. Navy, to guard against surprise from the approach of the C. S. S. 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 rapidly away to the south. Her destination is believed to be some point on our coast, and every precaution should be taken to guard against surprise and 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.

Commodore WM. RADFORD,
Comdg. North Atlantic Blockading Squadron, pro tem.,
Old Point, Va.

Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, to assume command of the North Atlantic Blockading Squadron.

NAVY DEPARTMENT, April 28, 1865.

SIR: You are hereby appointed to command the North Atlantic Squadron and will hoist your flag as acting rear-admiral, commanding that squadron.

Very respectfully,

G. WELLES.

Acting Rear-Admiral WILLIAM RADFORD,
Comdg. North Atlantic Blockading Squadron, City Point, Va.

Order of Lieutenant-Commander Braine, U. S. Navy, to Acting Volunteer Lieutenant Green, U. S. Navy, commanding U. S. S. Tristram Shandy, to assume a station as lookout against the C. S. S. Stonewall.

U. S. S. PEQUOT,
Chesapeake Bay, April 28, 1865.

SIR: Until further orders you will lay off Cape Henry, Virginia. The object in giving you this order is to have a fast vessel stationed at the

mouth of the bay for observation, and to give immediate information concerning the rebel ram *Stonewall*, as she may possibly attempt to enter this port.

Should such an attempt be made, you will make every exertion to inform the senior officer at Fortress Monroe in the shortest possible time; if at night, rockets should be thrown up and Coston signals burned, indicating an enemy, and one or two guns fired so as to attract attention.

Be certain your Coston signals are correct for the last changes.

I will inform the senior officer of the signals day and night you will make, should you have cause to indicate the rebel ram is entering the bay.

Very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Acting Volunteer Lieutenant FRANCIS M. GREEN,
Commanding U. S. S. Tristram Shandy.

[Telegram.]

FORT MONROE, *April 28, 1865.*

Proceed with the *Malvern* to Washington and report to Rear-Admiral D. D. Porter.

WM. RADFORD,
Commodore.

Fleet-Captain K. R. BREESE,
U. S. S. Malvern.

Report of Commander Nichols, U. S. Navy, commanding U. S. S. Mendota, of arrival for duty at the mouth of Delaware Bay.

U. S. S. MENDOTA,
Mouth of Delaware Bay, April 28, 1865.

SIR: In obedience to orders from Commodore William Radford, commanding James River Flotilla (a copy of which is herewith enclosed marked "A"), I have the honor to report that I left Fortress Monroe at 7 a. m. yesterday and arrived here at 10 p. m.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

Ask whether she requires any repairs; if so, make them at once.

[Enclosure.]

A.

U. S. FLAGSHIP PHLOX,
Off Richmond, Va., April 26, 1865.

SIR: Proceed with your vessel to the mouth of the Delaware, where you will remain one week after your arrival, examining and arresting all suspicious characters and vessels.

Upon the completion of this duty, you will proceed up the river to Philadelphia, reporting upon your arrival to the commandant of the navy yard and the honorable Secretary of the Navy.

Very respectfully, etc.,

WM. RADFORD,

Commodore, Commanding James River Flotilla.

Commander E. T. NICHOLS, U. S. Navy,

Commanding U. S. S. Mendota.

Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, to make a selection of vessels to be retained under his command.

NAVY DEPARTMENT, April 29, 1865.

SIR: There is nothing to interfere now with a considerable reduction of the North Atlantic Blockading Squadron, which must be done as early as practicable. The Department will allow thirty vessels for service in the squadron and gives you the privilege of selecting that number from those now in the squadron, relying on your judgment to choose such as are best adapted to the service and can be employed with the greatest advantage. Make the selection as soon as you can and furnish the Department with a list of them, so that instructions may be immediately given as to the disposition of those remaining.

Be economical in all matters pertaining to the squadron, especially in the use of fuel, keeping the vessels under steam only when absolutely important or necessary.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,

Commanding North Atlantic Squadron, City Point, Va.

[Telegram.]

NAVY DEPARTMENT, April 29, 1865.

You need not send off any of the tugs ordered to the southern squadrons. So advise Captain Berrien.

G. WELLES,

Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,

Commanding North Atlantic Squadron, Hampton Roads.

Report of Rear-Admiral Porter, U. S. Navy, acknowledging order of detachment.

WASHINGTON CITY, May 1, 1865.

SIR: I have the honor to acknowledge the receipt of my detachment from the command of the North Atlantic Squadron.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

Hon. GIDEON WELLES,

Secretary of the Navy.

Letter from Rear-Admiral Porter, U. S.-Navy, to Acting Rear-Admiral Radford, transferring his command.

FLAGSHIP MALVERN,
Navy Yard, Washington, D. C., May 1, 1865.

ADMIRAL: By direction of the honorable Secretary of the Navy, I hereby turn over to you the command of the North Atlantic Squadron.

The limits of the command are comprised between the mouth of the York River, Virginia, and Little River, North Carolina, including the sounds and rivers within.

I return various papers submitted to me for your action, as they refer to the future.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Rear-Admiral WILLIAM RADFORD,
Commanding North Atlantic Squadron, City Point, Va.

Report of Acting Rear-Admiral Radford, U. S. Navy, naming certain vessels that can be dispensed with.

U. S. FLAGSHIP PHLOX,
Off Fortress Monroe, May 1, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's communication of the 29th ultimo, containing instructions with regard to this squadron. I have written to Commander W. H. Macomb (commanding district of the sounds) for the desired information concerning the vessels of his division, and, as soon as practicable, will report to the Department the names of those vessels whose services can be dispensed with in the sounds.

The services of the following vessels can be dispensed with at once: *Bat*, *Commodore Morris*, *Daylight*, *Bignonia*, *Wyandotte*, *Miami*, and *Samuel Rotan*. The *Onondaga* (monitor) requires very extensive repairs, one of her propellers being broken. These repairs might be made at Norfolk navy yard, should the Department be pleased to deem it advisable. The names of other vessels will be forwarded as rapidly as possible, until the number of vessels within my command is reduced to the required number.

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

WM. RADFORD,

Acting Rear-Admiral, Commanding North Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

*List of vessels composing the North Atlantic Blockading Squadron, May 1, 1865.*NORTH ATLANTIC SQUADRON,
Flagship Phlox, May 1, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Agawam	10	Paddle	Commander A. C. Rhind	Sounds of North Carolina.
Atlanta	3	Screw	Act. Vol. Lieut. T. J. Woodward	Ordered to Newport News.
Anemone	4	do	Acting Ensign P. C. Asserson	Beaufort, N. C.
Arlotta	3	Sailing	Lieut. Com. W. C. West	Do.
Albamarle		Hulk, sailing.	Act. Asst. Paymaster G. R. Watkins	Sounds.
Alpha		Screw	Acting Ensign J. Blake	James River.
Belle	2	do	Acting Master J. G. Green	Sounds.
Berberry	4	do	Acting Ensign R. W. Rowntree	Beaufort.
Bat	2	Paddle	Lieut. Com. J. S. Barnes	Hampton Roads.
Chicopee	10	do	Commander H. N. T. Arnold	Navy yard (repairing).
Commodore Hull	6	do	Act. Vol. Lieut. H. S. Wetmore	Sounds (ordered north).
Ceres	2	Screw	Acting Master H. H. Foster	Sounds.
Commodore Morris	7	Side wheel	Acting Master H. Bingham	Chickahominy.
Chippewa	6	Screw	Lieut. Com. E. E. Potter	Hampton Roads.
Commodore Perry	5	Paddle	Act. Vol. Lieut. A. P. Foster	James River.
Clinton		Screw	Acting Ensign G. W. Hadden	Navy yard.
Chas. Phelps		Hulk	Acting Ensign W. Ottiswell	Norfolk, Va.
Cohasset	1	Screw	Acting Ensign G. B. Griffin	Navy yard.
Dawn	3	do	Act. Vol. Lieut. T. E. Smith	Guard ship, Beaufort, N. C.
Daylight	8	do	Acting Master H. W. Wells	Deep Bottom, James River.
Delta		do	A. Master's Mate W. F. Gragg	Sounds, North Carolina.
Eolus	4	Paddle	Acting Master H. Keyser	Do.
Epsilon		Screw	Acting Ensign C. F. Russell	James River.
Gettysburg	7	Paddle	Act. Vol. Lieut. S. [B.] Washburn	Navy yard (repairing) (Hatteras Inlet).
Granite		Sloop	Acting Master E. Boomer	Guard ship, sounds.
Glanco	1	Screw	Acting Ensign H. Wheeler	James River.
Gamma		do	Acting Ensign H. F. Curtis	Sounds.
Galena		do	Lieut. Com. C. H. Wells	James River.
Huron	5	do	Lieut. Com. T. O. Selfridge	Navy yard (repairing).
Hunchback	7	Paddle	Lieut. J. [P.] Fyffe	Sounds.
Henry Brinker	3	Screw	Acting Ensign J. H. Kerens	Do.
Hoyt		do	Acting Ensign H. B. Twambley	Do.
Henry James		Schooner		Sounds (ordnance vessel).
Harcourt		Screw	Mate S. Eldridge	Navy yard.
Ioseo	10	Paddle	Lieut. Com. J. [S.] Thornton	Sounds, ordered north to be sold.
Lockwood	3	do	Acting Ensign J. C. Greene	Dismal Swamp Canal, broken down.
Lilac	2	Screw	Mate G. W. Lano	James River.
Lehigh	2	do	Lieut. Com. A. A. Sommes	Hampton Roads.
Lenape	10	Paddle	Commander T. S. Phelps	Wilmington, N. C.
Monadnock	4	Screw	Commander W. Ronckendorff	Hampton Roads.
Monticello	6	do	Act. Vol. Lieut. H. H. Goringo	Near Wicoughby's Split light-ship.
Maumee	8	do	Lieut. Com. J. Parker	Richmond.
Massasoit	10	Paddle	Commander R. T. Renshaw	Sounds.
Mattabesett	10	do	Commander J. C. Fobiger	Do.
Montgomery	6	Screw	Act. Vol. Lieut. T. C. Dunn	Cruising off Little River, North Carolina.
Maratanza	6	Paddle	Lieut. Com. G. W. Young	Capo Fear River.
Miami	8	do	Act. Vol. Lieut. G. W. Graves	Guard ship, City Point.
Mount Washington	1	do	Acting Master H. H. Hayne	James River (supply vessel).
Martin		Screw	Acting Ensign F. H. Crandall	Sounds.
Malvern	12	Paddle	Lieut. G. M. Bache	Washington (flag-ship).
Onondaga	4	Screw	Lieut. Com. H. C. Blake	James River.
Phlox		Paddle	Acting Master H. North	Acting Rear-Admiral Radford's flagship.
Pequot	8	Screw	Lieut. Com. D. L. Braime	Navy yard, temporary repairs.
Pawtuxet	10	Paddle	Commander J. H. Spotts	James River.
Pontoonuc	10	do	Commander W. G. Temple	Hampton Roads.
Poppy	2	Screw	Acting Ensign W. Clarke	Ordnance tug, Norfolk.
Picket Launch No. 5.	1	do	Acting Ensign [J. H.] Chapman	Sounds.
Renshaw		Schooner	Gunner E. A. McDonald	Do.

List of vessels composing the North Atlantic Blockading Squadron, May 1, 1865—Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Reliance.....	3	Sailing.....	Acting Master J. Baker.....	Guard ship, New Inlet.
Republic.....	1	Scrow.....	Acting Ensign J. W. Bennett.....	Cape Fear River.
Seneca.....	5	do.....	Lieut. Com. E. K. Owen.....	Navy yard (ordered to Mariguana Pass).
Santiago de Cuba.....	11	Paddle.....	Capt. O. S. Gillson.....	Cruising.
Samuel Rotan.....	5	Sailing.....	Acting Ensign J. W. Willard.....	Guard ship (Hampton Roads).
Shamrock.....	11	Paddle.....	Commander W. H. Macomb.....	Sounds.
Shokokon.....	6	do.....	Act. Vol. Lieut. F. Josselyn.....	Do.
Spuyten Duyvil.....	4	Torpedo boat.....	Acting Ensign J. Brennon.....	Hampton Roads.
Saffron.....	1	Scrow.....	Acting Ensign H. M. Pishon.....	James River.
Sassacus.....	12	Paddle.....	Lieut. Com. J. L. Davis.....	Chesapeake Bay.
Sangamon.....	2	Scrow.....	Lieut. Com. R. Chandler.....	Hampton Roads.
Tacony.....	12	Paddle.....	Lieut. Com. W. T. Truxtun.....	New Bern, N. C.
Tristram Shandy.....	4	do.....	Act. Vol. Lieut. F. M. Green.....	Off Cape Henry.
Unit.....	1	Scrow.....	Acting Ensign H. P. Hathaway.....	Norfolk.
Valley City.....	6	do.....	Acting Master J. A. J. Brooks.....	Sounds.
Wilderness.....	4	Paddle.....	Acting Master H. Aroy.....	Do.
Wyandotté.....	14	do.....	Lieut. Com. E. English.....	Do.
Whitehead.....	4	Scrow.....	Acting Master G. W. Barrett.....	Do.
Wyandotte.....	5	do.....	Acting Master E. W. White.....	Elizabeth River.
Young America.....	2	do.....	Mate J. H. Gilley.....	Navy yard (repairing).
William Badger.....	1	Hulk.....	Acting Ensign S. G. Swain.....	Beaufort.
Yankee.....	5	Scrow.....	Lieut. Com. T. C. Harris.....	Cape Fear River.
Zouave.....	2	do.....	Acting Ensign J. L. Hayes.....	James River.
Bignonia.....	3	do.....	Acting Ensign H. D. Trott.....	Navy yard (repairing).

Very respectfully,

WM. RADFORD,
Acting Rear-Admiral, Commanding.

Order of the Secretary of the Navy to Acting Rear-Admiral Radford,
U. S. Navy, regarding the disposition of certain vessels of his command.

NAVY DEPARTMENT, May 2, 1865.

SIR: Your No. 2 has been received. For the present keep the *Bat* at Hampton Roads ready for sea. Send the *Daylight*, *Bignonia*, *Wyandotte*, and *Samuel Rotan* to New York to be sold, and the *Miami* to Philadelphia. Keep the ironclads in the roads with proper vessels to tow them until the rebel ironclad-ram *Stonewall* is disposed of.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,
Comdg. North Atlantic Blockading Squadron, off Fortress Monroe.

Report of Acting Rear-Admiral Radford, U. S. Navy, regarding the
condition of the U. S. S. *Sassacus*.

U. S. FLAGSHIP PHLOX,
Hampton Roads, May 2, 1865.

SIR: I have the honor to report to the Department that the U. S. S. *Sassacus* arrived here this morning from the upper part of the bay, where she had been cruising in obedience to orders.

Lieutenant-Commander John Lee Davis, commanding the *Sassacus*,

reports to me that she requires very extensive repairs. I would therefore respectfully recommend that she be detached from this squadron.

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

WM. RADFORD,

Acting Rear-Admiral, Commanding North Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Renshaw, U. S. Navy, transmitting report regarding the condition of the inhabitants of Washington, N. C.

U. S. S. MASSASOIT,
Off New Berne, N. C., May 3, 1865.

SIR: The *Henry Brinker* was about to start for Plymouth when the *Eolus* arrived from Hatteras Inlet. I thought it better that the *Eolus* should obey her orders.

It appears that the presence of a naval vessel near Little Washington, N. C., is really necessary. The *Brinker* will return to that place.

I have the honor to enclose you a report from Acting Ensign Kerens, the substance of which I have made known to Brigadier-General Palmer, commanding the district.

The letter to you from the judge-advocate of the court-martial now sitting at Plymouth, N. C., and forwarded to me, has been fully complied with. Acting Volunteer Lieutenant Wetmore will return it to you.

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

R. T. RENSRAW,

Commander and Senior Officer Present.

Commander W. H. MACOMB,
Comdg. Dist. of the Sounds, U. S. S. Shamrock, Plymouth, N. C.

[Enclosure.]

U. S. S. HENRY BRINKER,
Off New Berne, N. C., May 3, 1865.

SIR: I have the honor to report as follows on the condition of the inhabitants of Washington, N. C.:

On my arrival there I found great animosity existing between the loyal inhabitants and those who had evacuated previous to the capture of the place by our forces in 1862, but who have since returned, opening stores and trading under the guise of loyalty. I closed their stores and found great quantities of cotton stowed away, belonging to unloyal people. Thomas Myers, a strong secessionist, who assisted in carrying off Hatteras light, returned during my stay there with cotton and furniture. As it was landed without my permission, I immediately seized the cotton.

I am, sir, very respectfully, yours,

JAMES H. KERENS,
Ensign, Commanding.

Commander R. T. RENSRAW,
Senior Officer, Commanding U. S. S. Massasoit.

Report of Commander Macomb, U. S. Navy, regarding the disposition of the prize steamer Philadelphia.

U. S. S. SHAMROCK,
District of the Sounds of North Carolina, Plymouth, May 4, 1865.

SIR: In obedience to orders from Rear-Admiral Porter, I have ordered a prize master and crew to the steamer *Philadelphia*, and shall send her to Washington, D. C., to report to the United States district judge.

I enclose duplicate prize list of the steamer *Valley City* (the captor).

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

W. H. MACOMB,
Commander, Commanding.

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

[Telegram.]

HAMPTON ROADS, VIRGINIA, *May 5, 1865.*

The *Sassaous* left last evening for Philadelphia, in obedience to orders received by telegraph from the Department.

WM. RADFORD,
Acting Rear-Admiral.

Hon. G. WELLES.

[Telegram.]

NAVY DEPARTMENT, *May 5, 1865.*

Can you procure any of the torpedoes made at Richmond in imitation of pieces of coal? You may also find documents or reports touching rebel naval matters, which we would like, to make up a correct history of the times. We have the proof that the coal shells were made at Richmond.

G. V. FOX,
Assistant Secretary.

Major-General H. W. HALLECK, U. S. Army,
Comdg. Mil. Div. Virginia and North Carolina, Richmond, Va.

[Telegram.]

NAVY DEPARTMENT, *May 6, 1865.*

Send the *Bat* to Washington.

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Acting Rear-Admiral Radford, U. S. Navy, to Lieutenant-Commander Braine, U. S. Navy, Commanding U. S. S. Pequot, to proceed to duty in the James River.

NORTH ATLANTIC SQUADRON,
Flagship Phlox, Hampton Roads, May 7, 1865.

SIR: Proceed with your vessel up the James River to the mouth of Pagan Creek, where you will remain until further orders, exercising due vigilance in the passage of vessels at that point.

Very respectfully, etc.,

WM. RADFORD,
Acting Rear-Admiral.

Lieutenant-Commander D. L. BRAINE,
Commanding U. S. S. Pequot.

Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, regarding the reduction of the force on the coast.

NAVY DEPARTMENT, *May 9, 1865.*

SIR: Your No. 15 has been received. The *Alabama*, at New York, has been ordered to proceed to Hampton Roads and report to you for towing purposes. You can use her in towing disabled vessels, to be sent to the North, in the process of reducing your squadron.

The disabled vessels may be sent to Philadelphia. Those that can take care of themselves can go to New York; the most efficient of them to Boston.

The Department is anxious that its instructions for reducing the force on the coast may be carried out as early as practicable, and that the present large number of vessels in the sounds may be speedily reduced to the lowest necessary standard.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WILLIAM RADFORD,
Commanding North Atlantic Squadron, Hampton Roads.

Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, regarding the disabled condition of the U. S. S. Onondaga, and the expected arrival of the C. S. S. Columbia at Norfolk, Va.

NAVY DEPARTMENT, *May 9, 1865.*

SIR: Your No. 10, relative to the disabled condition of the *Onondaga*, has been received. The *Vanderbilt* has gone to Charleston to tow the ironclad *Columbia*, captured at that place, to Norfolk. On her delivering the *Columbia* at Norfolk, direct her to tow the *Onondaga* to New York.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Submarine Engineer Maillefert, regarding work performed in clearing a passage in the James River.

NORFOLK, [VA.], May 10, 1865.

SIR: I have the honor to submit to you the following report of the amount of work performed by me in the clearing of a channel 200 feet wide from Trent's Reach to Richmond, in the James River:

At Trent's Reach I destroyed and removed 5 schooners, 2 of which were loaded with coal; also 1 bark, 3 barges.

At Warwick Bar, 5 schooners, 2 of which were loaded with coal; also 2 barges.

At Fort Darling, 9 large stone cribwork, strong framed; 1 iron-hull gunboat; rebel rams *Virginia* and *Richmond*, or what portions of them as were in my way; also quite a quantity of piling.

Just below Richmond, a section of a bridge, its draw, and 3 stone cribworks.

At Richmond, demolished and removed a large portion of the wrecked steamer *Patrick Henry*.

I have also destroyed 12 rebel torpedoes, some of which contained 2,000 pounds powder.

In the performance of this work I prepared and fired 100 submarine charges of 120 pounds each, using mostly rebel gunpowder taken from captured forts. Began on the 4th of April and concluded on the 28th same month. Nineteen working days only were used, employing 1 steam tug with its crew and my own assistant as help.

All of which is respectfully submitted.

Very respectfully, your obedient servant,

B. MAILLEFERT,
Submarine Engineer.

Acting Rear-Admiral W. RADFORD,

Commanding James River Fleet, etc.

Letter from Colonel Frankle, U. S. Army, to Commander Macomb, U. S. Navy, submitting the claim of ownership of the steamers Cotton Plant and Fisher.

HEADQUARTERS, STATION OF PLYMOUTH,
Plymouth, N. C., May 10, 1865.

SIR: I have the honor to inform you that the steamers *Cotton Plant* and *Fisher*, now at or near Halifax, N. C., have this day been surrendered to me by parties who claim to be the owners thereof, the boats having been taken from them by the Confederate authorities, as will more fully appear by the enclosed letter from the owner's agent, this day received.

In accordance with this surrender, I send a party of cavalry and infantry this evening, who will proceed at once to Hamilton or vicinity, where the boats are to be delivered up to the officer in charge of my party and brought to Plymouth for settlement of claim of ownership, etc.

My party will endeavor to communicate with Commander Thornton, on the Roanoke, and inform him of the surrender. Will you favor me by issuing instructions that your officers should permit the passage of these boats down the river?

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

JONES FRANKLE,

Colonel Second Massachusetts Artillery, Commanding Station.

Commander W. H. MACOMB, U. S. Navy,

Commanding District of the Sounds.

P. S.—If you desire to make any suggestions concerning this matter, please let me have them as soon as possible. I shall be within cavalry communication of Plymouth.

[Enclosure.]

STATE OF NORTH CAROLINA,
County of Halifax, May 10, 1865.

COLONEL: Having been but recently placed in possession of the steamboats *Cotton Plant*, *Fisher*, and two lighters, my private property, which have been used by the Confederate authorities contrary to my desire, I take this opportunity of making a formal surrender of said boats to the United States authorities, subject to their decision, laws, etc. I will have said boats at Hamilton, on Roanoke River, subject to your orders, on or by next Saturday.

Very respectfully, your obedient servant, etc.,

M. MCMAHON,
Per J. OLIFTON MOSES,
Agent.

Colonel JONES FRANKLE,
Commandant Post, Plymouth, N. C.

Order of Lieutenant-Commander West, U. S. Navy, to Acting Master Frost, U. S. Navy, commanding U. S. S. Fort Donelson, to proceed in obedience to orders to the West Gulf Squadron.

BEAUFORT, N. C., *May 11, 1865.*

SIR: The U. S. S. *Dawn* will relieve you on picket duty. You will proceed at once to obey your orders of the 18th April from Commodore Radford. Should it be necessary, you can touch at Port Royal, S. C., or Key West, Fla., for supplies or repairs. Your communications to Commodore Radford and the tender of resignation of several officers have been received and will be forwarded by to-day's mail.

Very respectfully, your obedient servant,

WM. C. WEST,
Lieutenant-Commander, Commanding Naval Station.

Acting Master G. W. FROST,
Commanding U. S. S. Fort Donelson, off Beaufort, N. C.

[Telegram.]

NAVY DEPARTMENT, *May 11, 1865.*

Send any vessels you may have ready for immediate service, not exceeding six, to Key West, to report to Acting Rear-Admiral Stribling to assist in patrolling the coast, so that Jefferson Davis and his party shall not escape.

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WILLIAM RADFORD,
Hampton Roads, Virginia.

[Telegram.]

NORFOLK, [VA.], *May 11, 1865.*

SIR: Telegram received. Five vessels, including *Muscoota*, will be dispatched immediately.

WM. RADFORD,
Acting Rear-Admiral.

HON. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *May 12, 1865.*

Advise the vessels going south that the rebel ram *Stonewall* has arrived at Nassau.

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WILLIAM RADFORD,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, *May 12, 1865.*

Send only two instead of six vessels to Key West. Retain the *Monticello* under orders for special duty until arrival by mail of special instructions issued this day.

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WILLIAM RADFORD,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

FORTRESS MONROE, VA., *May 13, 1865.*

SIR: The *Monticello* has been reached by a telegram. Is here now. Instructions relative to her not received.

WM. RADFORD,
Acting Rear-Admiral.

HON. G. WELLES.

[Telegram.]

NAVY DEPARTMENT, *May 13, 1865.*

Instructions for *Monticello* not yet issued. They may be by Monday. Keep her prepared for sea.

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WILLIAM RADFORD,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Radford, U. S. Navy, regarding orders issued to various vessels, and reduction of the force in the sounds.

FLAGSHIP PHLOX,
Hampton Roads, Virginia, May 15, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's communications of the 9th instant. Instructions have been issued for the *Onondaga* to be in readiness to be towed to New York by the *Vanderbilt*.

Orders have been sent to Commander Macomb to hasten the reduction of the force now employed in the sounds.

I have sent the *Daylight* to New York in tow of the *Gettysburg*; the latter is ordered to proceed to Boston. The *Governor Buckingham* left this morning with the *Miami* in tow for Philadelphia.

The only vessel in this division of the squadron unable to take care of herself is the *Wyandotte*.

I will send her by the first opportunity that offers.

Very respectfully, your obedient servant,

WM. RADFORD,
Commanding North Atlantic Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of the commandant, navy-yard, Washington, to Acting Master North, U. S. Navy, commanding U. S. S. Malvern.

COMMANDANT'S OFFICE, NAVY YARD,
Washington, May 13, 1865.

SIR: Proceed with the U. S. S. *Malvern* to Hampton Roads, and on your arrival there report to Acting Rear-Admiral Radford.

Respectfully,

J. B. MONTGOMERY,
Commandant.

Acting Master H. [H.] NORTH,
Commanding U. S. S. Malvern.

[Telegram.]

NAVY DEPARTMENT, *May 15, 1865.*

Have the *Monadnock* ready to sail by to-morrow evening or the following morning; also the *Monticello* and two other gunboats of the *Pequot* or *Seneca* class.

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WILLIAM RADFORD,
Commanding North Atlantic Squadron, Hampton Roads.

[Telegram.]

HAMPTON ROADS, VIRGINIA, *May 15, 1865.*

SIR: *Pequot* and *Chippewa* [are] the only vessels of their class here. *Pequot's* engines broken down. *Chippewa* and the other vessels will be ready.

WM. RADFORD,
Acting Rear-Admiral, Commanding.

Hon. G. WELLES.

[Telegram.]

FLAGSHIP MALVERN,
Hampton Roads, May 15, 1865—10:30 p. m.

Will the Quartermaster-General please forward to commanding officer [Lieutenant-Commander James Parker] U. S. S. *Maumee*, Drewry's Bluff, James River, Virginia:

Proceed with the *Maumee* immediately to Hampton Roads.

WM. RADFORD,
Acting Rear-Admiral, Commanding North Atlantic Squadron.

QUARTERMASTER-GENERAL,
City Point, Va.

Report of Commander Ronckendorff, U. S. Navy, naming vessels entitled to share in prizes consequent on the capture of Richmond.

U. S. S. MONADNOCK,
Hampton Roads, Virginia, May 15, 1865.

SIR: In forwarding the accompanying prize lists of this vessel "at the time of the capture of Richmond, Va., and the destruction of the rebel rams in James River, on or about April 2, 1865," it becomes my duty to present the following statement of the position of this vessel at that time:

At the time of the blowing up of the rebel ironclads the *Monadnock* was lying in Trent's Reach, opposite Dutch Gap, James River. The explosions were distinctly visible from this ship, and so powerful at this distance as to perceptibly jar the vessel. I was next to Admiral Porter in command up James River, and at the time in charge of the ironclads in Trent's Reach. I was thus senior officer in charge of the torpedo party, in which two of my boats, under Acting Ensign W. B. Mix, of this ship, were engaged in clearing the torpedoes out of the river between Trent's Reach and Richmond. The officers on this duty were Lieutenant-Commanders R. Chandler, F. M. Ramsay, and E. E. Potter. I followed the party up to Richmond in person in a naval tug.

In my opinion, the following vessels are entitled to share in these rams, etc., and the other prizes consequent to the capture of Richmond, viz, *Monadnock*, *Saugus*, *Sangamon*, *Atlanta*, *Lehigh*, *Onondaga*, *Mahopac*, *Chippewa*, *Unadilla*, and *Casco*.

Respectfully, etc.,

WM. RONCKENDORFF,
Commander.

Hon. GIDEON WELLES.

List of vessels composing the North Atlantic Blockading Squadron, May 15, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Agawam	10	Paddle	Commander A. C. Rhind.....	Sounds, North Carolina.
Atlanta.....	3	Screw	Act. Vol. Lieut. T. J. Woodward.	Hampton Roads.
Anemone.....	4	do	Acting Ensign P. C. Asserson ..	Beaufort, N. C.
Arletta	3	Sailing	Lieut. Com. W. C. West.....	Do.
Albemarle.....		Hulk	Acting Assistant Paymaster G. R. Watkins.	Norfolk, Va., captured rebel ram raised.
Alpha.....		Screw	Acting Ensign J. Blako	James River.
Bello.....	2	do	Acting Master J. G. Green	Sounds, North Carolina.
Berberry.....	4	do	Acting Ensign R. W. Rowntree.	Beaufort, [N. C.]
Chicopee.....	10	Paddle.....	Commander H. N. T. Arnold....	Norfolk navy yard (repairing).
Commodore Hull	6	do	Act. Vol. Lieut. H. S. Wetmore.	Plymouth, N. C., under orders to New York.
Coros.....	2	Screw	Acting Master H. H. Foster	Norfolk navy yard (repairs finished).
Commodore Morris.....	7	Side wheel....	Acting Master H. Bingham.....	Chickahominy River.
Chippewa.....	6	Screw	Lieut. Com. E. F. Potter.....	Hampton Roads.
Commodore Perry.....	5	Paddle.....	Act. Vol. Lieut. A. P. Foster....	Guard ship below Richmond.
Clinton.....		Screw	Acting Ensign G. W. Hadden ..	Ordered to tow Lock- wood through canal.
Chas. Phelps		Hulk	Acting Ensign W. Ottiwell.....	Norfolk, Va.
Cohasset.....	1	Screw	Acting Ensign Geo. B. Griffin...	Towing coal to Nor- folk.
Dawn.....	3	do	Act. Vol. Lieut. T. E. Smith.....	Guard ship, Beaufort, [N. C.]
Delta.....		do	Act. Master's Mate W. F. Gragg.	Norfolk (repairing).
Eolus.....	4	Paddle.....	Acting Master H. Keyser	Sounds, North Carolina.
Epsilon.....		Screw	Acting Ensign C. F. Russell.....	James River.
Granite.....		Sloop	Acting Master E. Boomer.....	Guard ship, Hatteras Inlet.
Glance.....	1	Screw	Acting Ensign H. Wheeler.....	James River.
Gamma.....		do	Acting Ensign H. F. Curtis.....	Sounds, North Carolina.
Galena.....		do	Lieut. Com. C. H. Wells.....	Newport News.
Huron.....	5	do	Lieut. Com. T. O. Selfridge.....	Ordered to Key West.
Hunchback.....	7	Paddle.....	Lieut. J. P. Fyffe.....	Sounds, North Carolina.
Henry Brinker.....	3	Screw	Acting Ensign J. H. Kerens.....	Do.
Hoyt.....		do	Acting Ensign H. B. Twambly ..	Do.
Henry James.....		Schooner.....		Do.
Harcourt.....		Screw	Mate S. Eldridge.....	Towing ordnance bargo to New York.
Iosco.....	10	Paddle.....	Lieut. Com. J. [S.] Thornton....	Sounds, North Carolina.
Lockwood.....	3	do	Acting Ensign J. C. Greene	Ordered to Baltimore.
Lilao.....	2	Screw	Mate G. W. Lane	James River, towing.
Lehigh.....	2	do	Lieut. Com. A. A. Semmes.....	Hampton Roads.
Loupee.....	10	Paddle.....	Commander T. S. Phelps.....	Capo Fear River.
Monadnock.....	4	Screw	Commander Wm. Ronkendorf.	Hampton Roads.
Monticello.....	6	do	Act. Vol. Lieut. H. H. Goringo.	Do.
Maumee.....	8	do	Lieut. Com. J. Parker.....	Ordered to Hampton Roads.
Massasoit.....	10	Paddle.....	Commander R. T. Renshaw.....	Sounds, North Carolina.
Mattabesett.....	10	do	Commander J. C. Febiger	Do.
Montgomery.....	6	Screw	Act. Vol. Lieut. T. C. Dunn.....	Cruising off Little River, North Carolina.
Maratanza.....	6	Paddle.....	Lieut. Com. G. W. Young.....	Capo Fear River.
Mount Washington.....	1	do	Acting Master H. H. Haynie.....	Supply vessel, James River.
Martin.....		Screw	Acting Ensign F. H. Crandall...	Sounds, North Carolina.
Malvern.....	12	Paddle.....	Acting Master H. North, pro tem.	Hampton Roads.
Onondaga.....	4	Screw	Lieut. Com. H. C. Blako	Under orders to New York.
Phlox.....		Paddle.....	Acting Ensign H. S. Livormore, pro tem.	Hampton Roads.
Pequot.....	8	Screw	Lieut. Com. D. I. Braino.....	Off Fort Norfolk.
Pawtuxet.....	10	Paddle.....	Commander J. H. Spotts.....	Hampton Roads.
Pontoosuc.....	10	do	Commander W. G. Temple.....	Do.
Poppy.....	2	Screw	Acting Ensign W. Clarko.....	Ordnance tug, Norfolk.
Picket launch No. 5..	1	Screw	Acting Ensign [J. H.] Chapman.	Sounds, North Carolina.
Renshaw.....		Schooner.....	Gunner E. A. McDonald.....	Do.

Vessels composing the North Atlantic Blockading Squadron, May 15, 1865.—Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Release	3	Sailing	Acting Master J. Baker	Guard ship, New Inlet.
Republic	1	Screw	Acting Ensign J. W. Bennett ...	Cape Fear River.
Santiago de Cuba	11	Paddle	Captain O. S. Glisson	On a cruise.
Samuel Rotan	5	Sailing	Acting Ensign J. W. Willard ...	Under orders to New York.
Shamrock	11	Paddle	Commander W. H. Macomb	Sounds, North Carolina.
Shokoken	6	do	Act. Vol. Lieut. F. Josselyn	Do.
Saffron	2	Screw	Acting Ensign H. M. Pishon	James River.
Sangamon	2	do	Lieut. Com. R. Chandler	Hampton Roads.
Tacony	12	Paddle	Lieut. Com. W. T. Truxtun	New Bern, N. C.
Tristram Shandy	4	do	Act. Vol. Lieut. F. M. Green	Off Cape Henry.
Unit	2	Screw	Acting Ensign H. P. Hathaway ..	Fleet engineer tug, Norfolk.
Valley City	6	do	Acting Master J. A. J. Brooks ..	Sounds, North Carolina.
Wilderness	4	Paddle	Acting Master H. Arroy	Do.
Wyalsing	14	do	Lieut. Com. E. English	Do.
Whitehead	4	Screw	Acting Master G. W. Barrett ...	Do.
Wyandotte	5	do	Acting Master E. W. White	Awaiting tow to New York.
William Badger	2	Hulk	Acting Ensign S. G. Swain	Beaufort, N. C.
Young America	2	Screw	Mate J. H. Gilley	Norfolk navy yard (repairing).
Yantlo	5	do	Lieut. Com. T. C. Harris	Cape Fear River.
Zouave	2	do	Acting Ensign J. L. Hayes	Norfolk navy yard (repairing).

Very respectfully,

WM. RADFORD,
Acting Rear-Admiral.

Report of Acting Rear-Admiral Radford, U. S. Navy, requesting instructions regarding guard ship.

FLAGSHIP MALVERN,
Hampton Roads, May 16, 1865.

SIR: The *Samuel Rotan* has been for some time stationed off Fortress Monroe to board and examine the papers of vessels entering and departing from the roads.

I would respectfully ask if the Department considers it necessary for a guard ship to be retained at that point.

Respectfully, your obedient servant,

WM. RADFORD,
Acting Rear-Admiral, Commanding North Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Macomb, U. S. Navy, requesting to be relieved from command of the sounds of North Carolina.

U. S. S. SHAMROCK,
Dist. of the Sounds of N. C., Albemarle Sound, May 17, 1865.

SIR: I would respectfully request to be relieved from the command of this district and ordered to take the *Shamrock* to New York.

As hostilities with the rebellious States have ceased, there is nothing further to be done by the Navy in this district, and I have already, by direction of the admiral, ordered five vessels north.

The *Shamrock* is a fine vessel and might be used to advantage on other service. She is in excellent condition.

There are still two double-enders, the *Massasoit* and *Iosco*, in the sounds.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

HAMPTON ROADS, *May 18, 1865.*

Commodore Godon received his orders at 5:45 p. m., May 16. He sailed at 9:29 a. m., May 17. The *Monadnock*, *Monticello*, *Chippewa*, and *Emma Henry* went with him. The *Huron* is ordered to join him.

W. RADFORD,
Acting Rear-Admiral.

Hon. G. WELLES.

Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, regarding the reduction of the force under his command.

NAVY DEPARTMENT, *May 19, 1865.*

SIR: Your letter of the 15th instant, with list of vessels on your squadron, has been received. The *Pequot* should be sent north, the *Pontoosuc* and *Pawtuxet* should be docked, and your squadron should be reduced immediately, as ordered.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,
Comdy. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

U. S. S. TUSCARORA,
Hampton Roads, Virginia, May 19, 1865.

SIR: I have the honor to report my arrival off Hampton Roads with the U. S. S. *Tuscarora* at noon of this date, under orders from Captain C. W. Pickering, senior officer in Port Royal, a copy of which I forward and will present a duplicate in person.

I left that port on the 16th instant at 3:45 p. m., convoying the transport steamer *William P. Olyde*, which vessel has on board Jefferson Davis, wife, son, and two daughters; Alexander H. Stephens; O. C. Olay and lady; William [John H.] Reagan, late Postmaster-General; General Wheeler, and other prisoners of less note.

As soon as this is forwarded I will proceed to execute the balance of my orders, and convoy the *Olyde* to Washington.

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.

[Telegram.]

FLAGSHIP MALVERN,
Hampton Roads, May 19, 1865.

I have ordered the *Tuscarora*, Commander Frailey, to remain here with the prisoners until the Department is heard from.

WM. RADFORD,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT,
Washington City, May 19, 1865.

Direct Commander Frailey to remain with the *Tuscarora* in convoy of *William Olyde*. Retain the prisoners in close custody. Allow no one to communicate with them. Hold them subject to the order of Major-General Halleck or the Secretary of War. Take every precaution to prevent rescue or escape.

GIDEON WELLES;
Secretary Navy.

Acting Rear-Admiral WM. RADFORD,
Commanding North Atlantic Squadron, Fortress Monroe.

Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, regarding guard vessel.

NAVY DEPARTMENT, May 20, 1865.

SIR: You are informed, in answer to your dispatch of the 16th instant, No. 28, that a guard vessel at Fortress Monroe is no longer considered necessary.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WILLIAM RADFORD,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, regarding the U. S. S. Fort Donelson.

NAVY DEPARTMENT, *May 20, 1865.*

SIR: Send the *Fort Donelson* to Boston to be put out of commission and sold.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, *Washington, May 20, 1865.*

If any vessel, public or private, sails for Charleston, send word to Admiral Dahlgren that the *Santiago de Cuba* will not sail until Thursday, the 25th, instead of Saturday.

GIDEON WELLES,
Secretary of the Navy.

Commodore WM. RADFORD,
Commanding North Atlantic Squadron, Hampton Roads.

[Telegram.]

FORT MONROE, *May 21, 1865:*

The *Tuscarora*, with prisoners, has sailed for Fort Warren.

The *Maumee*, with prisoners, has sailed for Fort Delaware.

The *Pawtuxet* is ready to convoy the *William Clyde*. Will leave for Fort McHenry when prisoners are ready.

WM. RADFORD,
Acting Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Radford, U. S. Navy, regarding the dispatching of vessels to the North.

FLAGSHIP MALVERN,
Hampton Roads, Virginia, May 21, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's letter of the 19th instant.

The necessary orders have been given dispatching to the North all vessels in this squadron with the exception of 30 to be retained, 4 tugs, and a few hulks in use as coal and stone vessels.

They will leave as soon as possible, all my orders to that effect having been explicit.

Very respectfully, your obedient servant,

WM. RADFORD,
Acting Rear-Admiral, Commanding North Atlantic Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

FORT MONROE, *May 22, 1865.*

The *Rhode Island* from Mobile arrived this day with paroled rebel naval officers; two lieutenants, others of lower grades. I have turned them over to provost-marshal. Have sent *Pontoosuc* to Washington with Mr. Harrison, secretary to Jeff. Davis, per request of General Halleck.

W. RADFORD,
Acting Rear-Admiral.

Hon. G. WELLES.

Report of Commander Macomb, U. S. Navy, regarding late Confederate steamers seized as prize.

U. S. PICKET BOAT NO. 5,

Off Halifax, Roanoke River, North Carolina, May 22, 1865.

I have seized late U. S. steamers *Cotton Plant*, *Fisher*, *Skirwan*, and *Egypt Mills* as prizes to the squadron; also a small steamer nearly finished on the stocks at the rebel navy yard at this place.

The *Cotton Plant* and *Egypt Mills* are claimed as private property by citizens of Halifax and elsewhere.

The *Cotton Plant* I am desired to turn over to the U. S. Treasury purchasing agent, now stationed here, for the purpose of transporting cotton and other produce, until I can receive orders or instructions in relation thereto.

The vessel will be delivered to the Navy, when required to do so by proper authority.

This arrangement would both accommodate the views of the Government and the citizens residing on and near the Roanoke River. Refer to my report to admiral.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Comdg. District Sounds, North Atlantic Squadron.

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

Letter from the Secretary of the Treasury to the Secretary of the Navy, requesting the release of vessels seized by Commander Macomb, U. S. Navy.

TREASURY DEPARTMENT, *May 21, 1865.*

SIR: I have the honor to transmit herewith copy of a telegram received at this Department stating that two vessels have been seized in the waters of North Carolina. If they were upon a lawful voyage—that is, if they had no contraband of war on board, it is proper they should be released, and [I] respectfully suggest that an order to that effect be issued by your Department.

I am, respectfully,

H. McCULLOCH,
Secretary of the Treasury.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.—Telegram.]

TREASURY DEPARTMENT,
Raleigh, N. C., May 22, 1865.

Commander Macomb, commanding the sounds in North Carolina, has seized the steamers *Cotton Plant* and *Egypt Mills* at Halifax, on the Roanoke River, which has entirely suspended all trade and transportation. Both boats are private property. Will you have them relieved by Secretary Welles, that business may go on as usual? There is a large amount of cotton in the Roanoke River that can be brought to market the moment the boats are returned to their loyal owners. The *Fisher* and *Skirwan*, seized at the same time, could be very profitably employed in transporting cotton for a short time.

PETER LAWSON,
Purchasing Agent for United States.

Hon. H. McCULLOCH,
Secretary of Treasury.

Report of Acting Rear-Admiral Radford, U. S. Navy, transmitting report of expedition up the Roanoke River, and requesting instructions regarding the disposition of property captured.

FLAGSHIP MALVERN,
Hampton Roads, Virginia, May 25, 1865.

SIR: I have the honor to enclose herein to the Department a copy of a letter from Commander Macomb, with its enclosures.

I would respectfully ask the honorable Secretary what steps I am to take regarding the vessels and cotton therein mentioned as captured, and also of the property now in our possession at Halifax, N. C.

Very respectfully, your obedient servant,

WM. RADFORD,
Acting Rear-Admiral, Commanding North Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. SHAMROCK,
Off' Croatan Light, North Carolina, May 18, 1865.

ADMIRAL: I have the honor to enclose herewith the report of a successful expedition up the Roanoke River by the *Iosco*, *Valley City*, and picket boat *No. 5*, under command of Lieutenant-Commander Thornton, of the first-named vessel.

These vessels (the captured ones mentioned) were all used by the rebel Government, though some were seized from private citizens by that Government. The cotton is also rebel property, without much doubt, though claimed by certain parties as private property. It is pretty certain that these persons took possession of it on the evacuation of the rebels from that part of the country.

I most respectfully request instructions as to their disposal.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding.

Acting Rear-Admiral WM. RADFORD,
Commanding North Atlantic Squadron.

P. S.—You will see by the enclosed reports that the late rebel naval station at Halifax is in our possession. I shall keep possession there till further orders.

There is a gunboat on the stocks nearly completed and some good timber in the yard. I would respectfully request orders in regard to the above and also the captured cotton.

W. H. MACOMB,
Commander.

[Subenclosures.]

U. S. S. IOSCO,
Hamilton, N. C., May 14, 1865.

SIR: I have the honor to report that I reached Hamilton early on Saturday morning, leaving the *Iosco* at Rainbow with orders to search for the sunken guns and to make preparations for raising them. I have dragged the river as far as Palmyra, to which point I have this morning sent the *Valley City* to await the return and assist Captain Brooks on his return with his prizes captured at Edwards Ferry and elsewhere in that vicinity, the *Cotton Plant*, *Fisher*, *Dolly*, the engine of Oushing's torpedo boat, and another craft of some kind built by the rebels. Captain Brooks has not reached me as yet, so I have no particulars other than the above. These I received through Captain Haskell, adjutant at Plymouth, Mr. McMahon, Mr. Smith, and Mr. Moses, these latter gentlemen claiming ownership of *Cotton Plant*. They wish to go down in the *Cotton Plant* to communicate with you. As I see no objections, I shall give them permission. The detachment of infantry at Hamilton also wish a passage, which I accord with pleasure, as they are worn out with vain exertion. As soon as Captain Brooks arrives I shall forward the prizes to Plymouth. I do not think the *Valley City* can cross the bar above Palmyra, nor do I think it worth while to dredge above that place, as I am assured on all hands that torpedoes have never been laid down there, and as I am sure there are none below, I am happy to report the river clear. I can find thus far but three guns; they are sunk under the embrasures from which they were thrown. The others have launched out into deep water, and if sunk in the mud, will, I think, never be recovered; if not, the sweeping line may find them. There were originally fourteen or fifteen guns of all classes in the fort; two were burst, one of which was a 32-pounder; one, a Blakely, carried to Weldon; one 12-pounder, carried away by Captain Lee; one 12-pounder, sent to Plymouth; leaving nine or ten in the river, three of which I think can be raised.

The obstructions before Poplar Point are sufficiently clear for the passage of any vessel likely to navigate this river, and will wear away in time. I have no need of the cutters unless you wish to dredge the river higher up than I have thought necessary. I have obtained a flat of sufficient size with which to raise the guns, and will commence that work to-morrow.

MAY 15, 1865.

I have succeeded in raising three guns this morning bearing the following marks, viz: One rifle-gun, 6-inch caliber, C. W. S., 1852; one smoothbore 32-pounder, 5,522 pounds, J. M. C. E., 1829; one smoothbore 12-pounder [illegible], J. R. A. & Co., 1851. I dragged the river up and down and athwart in the attempt to find the other guns, but without success. If there are any others, they must be in deep water and under the mud, in which case it will be impossible to recover them with the means at our disposal. By close questioning the people in this vicinity in regard to the number of guns in the fort I find that the accounts differ from five to seventeen. I have finally come to the conclusion that ten guns of all classes battered the works, five of which were heavy

guns, the others light guns mounted on field carriages. Of the heavy guns, two (32-pounders) were burst, two I have secured, and the other, a Blakely rifle, has been carried to Weldon. Of the light guns, one was taken by Captain Lee when he evacuated, two I have secured, and the other may be sunk in the river, or may have been carried off for aught I can tell. The success of Captain Brooks fulfills the requirements of your orders.

MAY 16, 1865.

Captain Brooks has returned and his report is enclosed. He reports a large quantity of Confederate cotton stowed away along the banks of the river. As every duty embraced in my orders has been fulfilled, I judge it best to go down in person to communicate with you, leaving Captain Brooks in charge, with instructions not to permit the cotton to be removed. I shall use the *Cotton Plant* for that purpose, and shall leave early to-morrow morning, bringing Brooks' flotilla with me.

Very respectfully, your obedient servant,

JAS. S. THORNTON,

Lieutenant-Commander, Commanding Ioseco.

Commander MACOMB,

Commanding District Sounds, North Atlantic Squadron.

U. S. S. VALLEY CITY,

Hill's Ferry, Roanoke River, May 15, 1865.

SIR: In obedience to orders, I took the picket launch *No. 5*, Acting Ensign John H. Chapman, commanding, taking with me Paymaster J. W. Sands and a detachment of men from this vessel, and the launch and crew from the *Ioseco*; also a boat from the *Ioseco*, in charge of Acting Ensign U. Feilberg, which was to pull up. I left this vessel at Williamston at 6:30 p. m. of Thursday, the 11th instant, and proceeded up the river to Halifax with all dispatch. Arrived at Edwards Ferry at 3 p. m. the next day and captured two steamers. There was but one man on board, who stated that he was taking care of a small quantity of corn. One of the steamers was loaded with staves. I immediately took possession, and Mr. Samuel Hawkins, acting third assistant engineer of the launch, after much trouble succeeded in getting steam on one of the vessels. In the meantime I pushed on with the launch, leaving a guard with the steamer in charge of Mr. Abbot. When about 2 miles from Halifax, discovered another steamer tied up in the bushes with a barge alongside. The steamer contained some 30 bags cotton, 3 cases goods, and 6 barrels brandy, which I broke open and threw overboard in order that the men should not get drunk. There were three men and a negro on board. I placed Paymaster Sands with five men in charge and proceeded to Halifax, where I found a small steamer with no one on board; taking her in tow, I returned to the steamer below, and set to work getting steam, which was soon accomplished by Mr. Hawkins, when I returned to Edwards Ferry, arriving at 6 a. m. Saturday. At this place the enemy had in operation quite a yard, but had burned everything but a steam engine and boiler, which I took on board. At 11 a. m. Mr. Feilberg arrived, having pulled a distance of about 100 miles. At 4 p. m. started down the river, all but one steaming. On the way down discovered 23 bales cotton on the river bank, which I took on board. When about 15 miles from the ferry I stopped to wood up, and Monday afternoon again started down the river and met the *Valley City* at Palmyra.

The steamers found at Edwards Ferry were said to be the *Fisher* and the *Egypt Mills*, the former having been built by the rebels and had mounted a pivot gun. The one found near Halifax they called the *Cotton Plant*, which had been in the service of the enemy, but is claimed by a Mr. McMahon, who has been a rebel agent, and, from what I hear, a strong disloyal man.

I can not but mention Mr. Sam. Hawkins, engineer of the launch, for his skill and perseverance in getting the steam in running order, and my thanks are due to Captain Chapman and all the officers who accompanied me for their assistance.

Very respectfully,

[JOHN A. J. BROOKS,]
Acting Master.

Report of Acting Rear-Admiral Radford, U. S. Navy, regarding vessels.

U. S. FLAGSHIP MALVERN,
Norfolk Navy Yard, May 29, 1865.

SIR: I have the honor to state that the *Onondaga* will leave to-day in tow of the U. S. S. *Vanderbilt* for New York.

The ironclads *Lehigh*, *Sangamon*, and *Atlanta* have been ordered from the roads to Norfolk and are now lying off the hospital; the [U. S. S.] *Columbia* is at the navy yard here and will go into dock as soon as the *Mount Vernon* is floated out, probably to-morrow.

I am, very respectfully, your obedient servant,

WM. RADFORD,
Acting Rear-Admiral, North Atlantic Squadron.

G. V. Fox, Esq.,

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

Report of Acting Rear-Admiral Radford, U. S. Navy, enquiring regarding the U. S. S. Tristram Shandy.

U. S. FLAGSHIP MALVERN,
Norfolk Navy Yard, May 29, 1865.

SIR: The *Tristram Shandy* has returned from her duties at Cape Henry.

I respectfully ask if it be the pleasure of the Department to keep her in this squadron as a dispatch boat, or if she shall be sent north?

I am, very respectfully, your obedient servant,

WM. RADFORD,
Acting Rear-Admiral.

G. V. Fox, Esq.,

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

[Telegram.]

NAVY DEPARTMENT, May 30, 1865.

Major-General Halleck has three or four prisoners at Richmond to be conveyed to Fort Pulaski, Ga. Communicate with him by telegraph and take them as he shall request.

G. V. FOX,
Acting Secretary.

Acting Rear-Admiral WM. RADFORD,

Commanding North Atlantic Squadron, Hampton Roads.

Instructions of the Acting Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, regarding affairs of the squadron.

NAVY DEPARTMENT, May 31, 1865.

SIR: Reduce the North Atlantic Squadron to the following number of vessels, with all possible dispatch, viz: Six tug boats, seven other steamers, one monitor.

You can have, in addition, such store vessels as may be required in connection with this force.

Select the most efficient vessels for retention and send to the Department a list of them. Consult with Captain Berrien and transfer to him two good tugs. Send all the other vessels to Philadelphia, New York, Boston, and Portsmouth, the iron vessels to Philadelphia. You will always have a vessel ready to go to sea from Hampton Roads, and the monitor is to spend half her time in fresh water.

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 possession of the United States military forces, make a written request for it, and report your action to this Department, that the necessary orders may be given by the War Department for its delivery to the Navy.

Economize in the use of coal, and give directions to all vessels to keep steam down, except in an emergency, of which the senior officer shall judge, under directions of commander of the squadron.

The title of the squadron under your command will hereafter be the "North Atlantic Squadron."

Very respectfully, etc.,

G. V. FOX,

Acting Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,

Commanding North Atlantic Squadron, Hampton Roads.

List of vessels composing the North Atlantic Squadron, June 1, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Agawam	10	Paddle.....	Commander A. C. Rhind.....	Hampton Roads.
Atlanta.....	3	Screw.....	Lieut. Com. B. Wilson.....	Navy yard, Norfolk (repairing).
Anomono.....	4	.....do.....	Acting Ensign A. O. Krugo....	Beaufort, N. C.
Arletta.....	3	Schooner.....	Lieut. Com. W. C. West.....	Do.
Albomarle.....	.....	Hulk.....	Acting Assistant Paymaster G. R. Watkins.	Sounds, North Caro- lina.
Alpha.....	.....	Screw.....	Acting Ensign J. Blake.....	Hampton Roads.
Chicopee.....	10	Paddle.....	Commander H. N. T. Arnold....	Navy yard, Norfolk (repairing).
Comodoro Morris ..	7	.....do.....	Acting Master H. Bingham.....	Chickahominy River.
Comodoro Perry ...	6	.....do.....	Act. Vol. Lieut. A. P. Foster ...	James River.

List of vessels composing the North Atlantic Squadron, June 1, 1865—Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Charles Phelps		Hulk	Acting Ensign W. Ottiwell	Craney Island coal station.
Delta		Screw	Acting Ensign W. F. Gragg	Sounds.
Eolus	4	Paddle	Acting Master H. Keyser	Do.
Glance	1	Screw	Acting Ensign H. Wheeler	James River.
Gamma		do	Acting Ensign H. F. Girtis	Sounds.
Galeon	11	do	Lieut. Com. C. H. Wells	Newport News.
Huron	5	do	Lieut. Com. T. O. Selfridge	Off Fort Norfolk.
Henry Brinker	3	do	Acting Ensign J. H. Kerens	Sounds.
Harcourt		do	Acting Ensign I. Miller	Hampton Roads.
Ioseo	10	Paddle	Lieut. Com. J. (S.) Thornton	Sounds.
Lehigh	2	Screw	Lieut. Com. A. A. Sommes	Off Norfolk, Va.
Lenape	10	Paddle	Lieut. Com. T. S. Phelps	Cape Fear River.
Maumee	8	Screw	Lieut. Com. J. Parker	Off navy yard, Norfolk.
Massasoit	10	Paddle	Commander R. T. Renshaw	Sounds.
Montgomery	6	Screw	Act. Vol. Lieut. T. C. Dunn	Hampton Roads.
Maratanza	6	Paddle	Lieut. Commander G. W. Young	Cape Fear River.
Malvern	12	do	Act. Vol. Lieut. G. W. Graves	Navy yard, Norfolk.
Pawtuxet	10	do	Lieut. Com. A. V. Reed (pro tem.)	Hampton Roads.
Pontoosuc	10	do	Commander W. G. Temple	Do.
Poppy	2	Screw	Acting Ensign W. Clarke	Ordnance tug.
Picket Launch No. 5.	2	do	Acting Ensign (J. H.) Chapman	Sounds.
Renshaw		Schooner	Gunner E. A. McDonald	Do.
Release	3	Bark	Acting Master J. Baker	Cape Fear River.
Republic	1	Screw	Acting Ensign J. W. Bennett	Do.
Shamrock	11	Paddle	Commander W. H. Macomb	Sounds.
Sanganon	2	Screw	Lieut. Com. R. Chandler	Off Fort Norfolk, Va.
Tristram Shandy	4	Paddle	Act. Vol. Lieut. F. M. Green	Conveying prisoners to Fort Pulaski, Ga.
Valley City	6	Screw	Acting Master J. A. J. Brooks	Sounds.
Wilderness	4	Paddle	Acting Master H. Aray	Do.
Whitehead	4	Screw	Acting Master G. W. Barrett	Do.
William Badger		Hulk	Acting Ensign S. G. Swain	Beaufort, N. C.
Yantic	6	Screw	Lieut. Com. T. C. Harris	Cape Fear River.

Very respectfully, your obedient servant,

WM. RADFORD,

Acting Rear-Admiral, Commanding North Atlantic Squadron.

Report of Acting Rear-Admiral Radford, U. S. Navy, giving list of vessels detached from the North Atlantic Squadron.

U. S. S. MALVERN, June 1, 1865.

The following vessels have gone to the North:

Belle.	Epsilon.
Berberry.	Hunchback.
Dawn.	Hoyt.
Commodore Hull.	Lockwood.
Cohasset.	Lilac.
Mattabesett.	Mount Washington.
Onondaga.	Samuel Rotan.
Pequot.	Tacony.
Shokokon.	Wyalusing.
Unit.	Young America.
Wyandotte.	

The following vessels have been ordered and are on their way north, or will leave as soon as some necessary repairs are completed:

Ceres.	Martin.
Olinton.	Phlox.
Granite.	Saffron.
Henry Janes.	Zouave.

The following vessels are on detached service under Acting Rear-Admiral S. W. Godon:

Monadnock.
Monticello.

Chippewa.
Emma Henry.

Three of the five vessels in Cape Fear River have been ordered north, as have all the vessels in the sounds with the exception of nine.

Very respectfully, your obedient servant,

WM. RADFORD,

Acting Rear-Admiral, Commanding North Atlantic Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Radford, U. S. Navy, regarding the disposition of vessels in the reduction of the squadron under his command.

U. S. FLAGSHIP MALVERN,
Hampton Roads, June 2, 1865.

SIR: I have the honor to acknowledge the receipt of your communication of May 31st, ultimo, relative to the reduction of the North Atlantic Squadron.

Orders have been issued to Commander W. H. Macomb to send to Portsmouth, [N. H.], Boston, or New York all the vessels of the North Atlantic Squadron in the sounds except the *Shamrock* and *Iosco*, third rates, and the tugs *Gamma* and *Delta*; to Lieutenant-Commander T. S. Phelps, senior officer, Cape Fear River, ordering all the vessels there stationed to the above-mentioned ports except the *Lenapee*; orders to Captain J. M. Berrien to dispatch all vessels of the North Atlantic Squadron now repairing at the navy yard, Norfolk, to the same ports as soon as they are sufficiently repaired to render it safe for them to go to sea except the *Chicopee*, which vessel's repairs will not be completed for two weeks.

The *Yantic*, fourth rate, has been ordered to report to me here. Upon her arrival, if she be in good repair, the *Montgomery*, third rate, will be sent north.

The *Maumee*, fourth rate, Lieutenant-Commander James Parker, is at the Norfolk navy yard, and her commander is at Richmond attending to the appraisement, inventory, and shipment of rebel naval stores, machinery, etc. The *Maumee* needs a new condenser and some repairs to machinery. She will be sent north as soon as Lieutenant-Commander Parker finishes the duty with which he has been charged. It would give me satisfaction if she could be returned to this squadron, as Lieutenant-Commander Parker is conversant with the details of the seizure of the rebel naval stores, and would be of much service in finally disposing of all claims to them.

The schooner *Arlotta*, ordnance schooner at Beaufort, has not been ordered north. The *Arlotta* has a small crew, is an economical vessel, and would be of service. I respectfully ask that she may be retained for the present.

I would respectfully recommend that there should be at least two vessels for service in the James River—one at Newport News, where we now have some 3,000 prisoners, the other to patrol the river and afford protection and assistance, if needed, to the numerous transports navigating the James.

The squadron, as reduced, will consist of the following vessels:

Name.	Class.	Station.
Malvern	Flagship	
Shamrock	Third rate	Sounds of North Carolina.
Iosco	do	Do.
Lenapee	do	Cape Fear River.
Agawam	do	Newport News.
Tristram Shandy	Fourth rate	On return from Fort Pulaski.
Montgomery, or Yantic, when she arrives	Third rate	Hampton Roads.
Harcourt	Tug	} James River and Hampton Roads.
Glance	do	
Alpha	do	
Gamma	do	Sounds of North Carolina.
Delta	do	Do.
Anemone	do	Beaufort.
Poppy	do	Navy yard.
Snowdrop	do	Do.

List of officers and muster rolls will be sent as soon as received. The *Phlox* is an unarmed, side-wheel steamer, consuming but 8 tons of coal per diem. A quantity of ordnance and other stores are to be sent to Washington, and I will retain the *Phlox* for this purpose unless otherwise directed by the Department.

I am, very respectfully, your obedient servant,
 WM. RADFORD,
Acting Rear-Admiral, Commanding North Atlantic Squadron.

G. V. Fox,
Acting Secretary of the Navy, Washington, D. C.

Order of Acting Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, regarding the U. S. S. Tristram Shandy.

NAVY DEPARTMENT, June 2, 1865.

SIR: In reply to your letter of the 29th ultimo, the Department directs that the *Tristram Shandy* be retained in the North Atlantic Squadron until further orders.

Very respectfully,

G. V. FOX,
Acting Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

Order of the Acting Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, regarding ironclads.

NAVY DEPARTMENT, June 2, 1865.

SIR: Your dispatch No. 45, of the 29th ultimo, has been received. Retain one of the ironclads in the squadron, either the *Lehigh* or the *Sangamon*, and send the other two to Philadelphia.

Very respectfully,

G. V. FOX,
Acting Secretary of Navy.

Acting Rear-Admiral WM. RADFORD,
Comdg. North Atlantic Blockading Squadron, Norfolk, Va.

[Telegram.]

NAVY DEPARTMENT, *June 3, 1865.*

You can retain Lieutenant-Commander Parker. Send the *Maumee* to Philadelphia. Other matters in your No. 54 approved.

G. V. FOX,
Acting Secretary Navy.

Acting Rear-Admiral WM. RADFORD,
Commanding North Atlantic Squadron, Hampton Roads.

Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, to combine the North and South Atlantic Squadrons in one command.

NAVY DEPARTMENT, *June 9, 1865.*

SIR: As soon as the North Atlantic Squadron is reduced to the number of vessels designated in the order of the Department dated May 31, you will proceed to Port Royal, S. C., and in Rear-Admiral Dahlgren's absence you will assume command of the Atlantic Squadron, which will comprise the remaining vessels of the North and South Atlantic Squadrons. The limits of your command will be from Cape Florida to, but not including, York River, with headquarters at Port Royal, S. C. Leave a senior officer in Hampton Roads, to whom the Department can communicate, and have a dispatch vessel at that anchorage.

You are authorized to fit up the *Tristram Shandy*, or any other vessel of your squadron, to be used for the purpose of enabling you to visit different stations of your squadron.

A copy of Rear-Admiral Dahlgren's orders are herewith enclosed.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,
Commanding North Atlantic Squadron, Old Point, Va.

[Telegram.]

NAVY DEPARTMENT, *June 16, 1865.*

Orders have been given to land stores of *Seneca*. You may detain *Tahoma* for service in your squadron.

GIDEON WELLES,
Secretary Navy.

Acting Rear-Admiral WM. RADFORD,
Commanding North Atlantic Squadron, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, *June 16, 1865.*

Direct the *Alabama* to tow the *Monadnock* to Philadelphia.

G. WELLES,
Secretary of Navy.

Acting Rear-Admiral WILLIAM RADFORD,
Commanding North Atlantic Squadron, Hampton Roads.

Letter from the Secretary of War to the Secretary of the Navy, transmitting report urging the restriction of further seizure of private property in North Carolina.

WAR DEPARTMENT,
Washington City, June 17, 1865.

SIR: I have the honor to invite your attention to the enclosed extract from a report of Colonel Frankle, commanding at Plymouth, N. C., and to the copies of the endorsements made thereon by General Grant and General Schofield in regard to the importance of arresting the further seizure of private property by naval commanders on the coast of North Carolina.

Your obedient servant,

E. M. STANTON,
Secretary of War.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

HEADQUARTERS STATION OF PLYMOUTH,
Plymouth, N. C., May 19, 1865.

CAPTAIN: * * * The order of General Schofield announcing the cessation of hostilities in this State and proclaiming peace has been received here and by me published to the citizens with the assurance, as by that order secured, of no further molestation of their property, and I have striven to foster friendly feelings on the part of the citizens hereabouts, which they are well disposed to. But the Navy, on their up-river expeditions, seem to have no such notification of peace, and are loading and securing cotton, the property of private citizens, and such other general property as falls in their way. They are, of course, supposed by the people to be a cooperative authority with the Army, but of what avail is the publication of an order declaring peace in the State and protection to the people if their property is taken before their eyes a week or a month after the order is issued? The people do not understand the distinctive character of the Army and Navy, and are apt to look for the carrying out of such orders to one branch of the service as well as the other.

I trust this affair may receive the attention it seems to demand and that the early action of the authorities may be had on it.

* * * * *

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

JONES FRANKLE,
Colonel Second Massachusetts Artillery, Commanding.

Captain J. A. JUDSON,
Acting Adjutant-General, District of Beaufort.

[Endorsements.]

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
Raleigh, N. C., June 2, 1865.

Respectfully forwarded to Lieutenant-General Grant, commanding armies of the United States.

It is of importance that the orders to stop seizures of private property be complied with, and I request that such orders may be sent naval commanders on the coast of North Carolina.

J. M. SCHOFIELD,
Major-General.

HEADQUARTERS ARMY UNITED STATES, *June 12, 1865.*

Respectfully forwarded to the Secretary of War, and attention invited to that part of General Schofield's endorsement in which he speaks of the importance of compliance with the orders to stop seizures of private property, and requests that such orders may be sent to the naval commanders on the coast of North Carolina.

U. S. GRANT,
Lieutenant-General.

Report of Commander Macomb, U. S. Navy, advising the retention of the vessels Skirwan and Fisher for use in the district of the sounds.

U. S. S. SHAMROCK,
District of the Sounds of North Carolina, Plymouth, June 19, 1865.

ADMIRAL: I have the honor to report the termination of the expedition up the Roanoke River, under Lieutenant-Commander Thornton. A large amount of ex-rebel property has been captured, of which the inventories are not quite completed yet, but which I will forward in a few days.

If you have no objections, I will retain the *Fisher* and *Skirwan* in this district, the former to carry supplies from the naval storehouse at New Berne for vessels in the upper sounds and the latter for a mail and dispatch boat. In consequence of the reduction in the number of the vessels of this district, I have none of light draft and sufficient capacity to transport stores from New Berne here.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding.

Acting Rear-Admiral WM. RADFORD,
Commanding North Atlantic Squadron.

P. S.—We can man these vessels from the double-enders when it is necessary to use them.

Report of Commander Macomb, U. S. Navy, requesting instructions regarding property seized from shipyard at Edwards Ferry.

U. S. S. SHAMROCK,
District of the Sounds of North Carolina, Plymouth, June 19, 1865.

ADMIRAL: I have received a communication from Gilbert Elliott & Co., owners of the shipyard at Edwards Ferry, who state that that yard was a private one, and that the ironclad built there was by contract to the rebel Government, in proof of which they enclosed me their contract, which is signed on the part of the rebel Navy Department by John L. Porter, Chief Naval Constructor of the rebel Navy. It follows from this, they state, that the property taken by our naval forces from that yard, viz, a steam sawmill and some lumber, did not belong to the rebel Navy, and therefore are not liable to seizure.

Will you please inform me what course to pursue in this and similar cases.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding.

Acting Rear-Admiral WM. RADFORD,
Commanding North Atlantic Squadron.

P. S.—I do not consider this claim worth anything; in fact, I think that this contract would render all the property of this firm confiscable.
W. H. M.

Report of Acting Rear-Admiral Radford, U. S. Navy, transmitting list of vessels composing the North Atlantic Squadron.

FLAGSHIP MALVERN,
Norfolk, Va., June 19, 1865.

SIR: I have the honor to enclose herewith the list of vessels composing the North Atlantic Squadron at this date.

The U. S. S. *Ceres* is at Halifax, N. O., and will be sent north as soon as possible.

Picket launch *No. 1* has been lately raised by Commander W. H. Macomb and will be sent to Norfolk as soon as sufficiently repaired.

The *Monticello* is under repairs at the Norfolk navy yard. Her piston rod was bent.

The *Tahoma* is waiting to be docked.

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

WM. RADFORD,
Acting Rear-Admiral.

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

[Enclosure.]

NORTH ATLANTIC SQUADRON,
Off Norfolk, June 15, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Agawan	10	Paddle	Lieut. Com. C. L. Franklin	Newport News.
Anomono	4	Screw	Acting Ensign A. O. Kruger	Beaufort, N. C.
Arlotta	3	Schooner	Lieut. Com. W. C. West	Do.
Albenarolo		Hulk	Acting Asst. Paymaster G. R. Watkins.	Sounds.
Alpha		Screw	Acting Ensign John Brown	Hampton Roads.
Chicopeo	10	Paddle	Commander H. N. T. Arnold	Repairing, Norfolk navy yard.
Charles Phelps		Hulk	Acting Ensign W. Ottwell	Oranoy Island coal station.
Delta		Screw	Acting Ensign W. F. Gragg	Sounds of North Carolina.
Glance	1	do	Acting Ensign H. Wheeler	Hampton Roads.
Gamma		do	Acting Ensign H. P. Curtis	Sounds.
Harcourt		do	Acting Ensign I. Miller	Hampton Roads.
Iosco	10	Paddle	Lieut. Com. J. (S.) Thornton	Sounds.
Lonapeo	10	do	Lieut. Com. T. S. Phelps	Capo Fear River.
Malvern	12	do	Act. Vol. Lieut. (G. W.) Graves.	Flagship.
Monticello	6	Screw	Act. Vol. Lieut. (H. H.) Ger- ringo.	Repairing, Norfolk navy yard.
Phlox		Paddle	Acting Master H. North	Hampton Roads.
Picket launch:				
No. 5	1	Screw	Acting Ensign (J. H.) Chapman.	Sounds.
No. 1				
Renshaw		Schooner	Gunner E. A. McDonald	Do.
Shanrock	11	Paddle	Commander W. H. Macomb	Do.
Sangamon	2	Screw	Lieut. Com. R. Chandler	Repairing, Norfolk navy yard.
Boxer (Tristram Shandy).	4	Paddle	Act. Vol. Lieut. F. M. Green	Hampton Roads.
William Badger		Hulk	Acting Ensign S. G. Swain	Beaufort, N. C.
Yantio	5	Screw	Lieut. Com. T. C. Harris	Hampton Roads.

Respectfully, your obedient servant,

WM. RADFORD,
Acting Rear-Admiral.

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

Report of Acting Rear-Admiral Radford, U. S. Navy, transmitting report of Commander Macomb, requesting instructions regarding the disposition of the seized cotton and steamers Cotton Plant and Egypt Mills.

FLAGSHIP MALVERN,
Norfolk, Va., June 20, 1865.

SIR: I have the honor to transmit herewith a copy of a communication received from Commander W. H. Macomb, and respectfully ask instructions as to the disposition to be made of the captured property.

As the cotton is likely to deteriorate by exposure, I would respectfully suggest that it be sold at once, and the proceeds of sale be held by the Government until it can be seen what claims, if any, will be made upon it, or until it is properly adjudicated.

I have the honor to be, very respectfully, your obedient servant,
WM. RADFORD,
Acting Rear-Admiral.

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

[Enclosure.]

U. S. S. SHAMROCK,
Pamlico Sound, June 12, 1865.

ADMIRAL: I have sent the two steamers, *Cotton Plant* and *Egypt Mills*, which were captured in the Roanoke River in May, to Norfolk to report to you. On the latter there is a quantity of cotton, also captured in the Roanoke, which was formerly in the possession of the rebel Government, but was seized and carried off from the navy yard at Halifax by citizens residing thereabouts in the evacuation of that place.

The steamers were once private property, but have been used by the rebels as transports during the war. Whether they were purchased or seized by the rebels from their owners I am unable to say, but they were certainly rebel Government property. I have sent them to you in order that some disposition may be made of them and the cotton (especially the cotton) before they become valueless from exposure and disuse.

Very respectfully, your obedient servant,
W. H. MACOMB,
Commander, Commanding.

Acting Rear-Admiral WM. RADFORD,
Commanding North Atlantic Squadron.

Letter from the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, regarding the action of France and Great Britain, in view of the cessation of hostilities.

NAVY DEPARTMENT, June 22, 1865.

SIR: Information has been communicated to this Department by the Secretary of State that the Imperial Government of France has removed all restrictions heretofore imposed by it upon naval intercourse with the United States, and has withdrawn from the insurgents the character of belligerents.

The Government of Great Britain also withdraws her concessions, heretofore made, of a belligerent character from the insurgents, but the

withdrawal of the twenty-four hours rule has not been made absolute; reciprocal measures will be extended to the vessels of that country.

The blockade of the ports and coast of the United States will soon cease, and with the cessation of hostilities the belligerent right of search will also cease.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,
Commanding Atlantic Squadron, Old Point, Va.

Report of Commander Howell, U. S. Navy, forwarding request from Brigadier-General Miles, U. S. Army, for a guard vessel off Norfolk.

U. S. FLAGSHIP MALVERN,
Hampton Roads, Va, June 22, 1865.

SIR: In the absence of Acting Rear-Admiral W. Radford, I have the honor to state that yesterday a letter was received from Brevet Brigadier-General N. A. Miles, commanding at Fortress Monroe, requesting that a guard vessel might be stationed "at the entrance of the harbor for the purpose of requiring all vessels arriving after this date from Southern ports to await an examination by a health officer." The U. S. S. *Boyer** was detailed for this duty temporarily, and I would very respectfully suggest that one of the bomb schooners, provided with good boats, would answer all the requirements of a guard vessel and be of very little expense to the Government.

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

J. C. HOWELL,
Commander, U. S. Navy, Senior Officer, Hampton Roads.

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

Letter from the Secretary of the Navy to the Secretary of War, regarding orders issued forbidding further seizures of property by naval officers.

NAVY DEPARTMENT, *June 23, 1865.*

SIR: I have the honor to acknowledge the receipt of your letter of the 17th instant, and its enclosure, and to inform you that instructions have been given to arrest further naval expeditions or seizures of property by naval officers on the coast of North Carolina.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

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

* Formerly U. S. S. *Tristram Shandy.*

Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, for immediate cessation of seizures of property in the sounds of North Carolina.

NAVY DEPARTMENT, June 23, 1865.

SIR: The Department has received the report of Commander Macomb, dated the 19th instant, forwarded by you to it, announcing the termination of the expedition up Roanoke River and the capture of a large amount of ex-rebel property. It received at the same time a communication from the Secretary of War, enclosing a copy of one from Colonel Frankle, bearing endorsements of Generals Schofield and Grant, in regard to the importance of arresting the further seizure of private property by naval commanders on the coast of North Carolina. The order of General Schofield announcing the cessation of hostilities in North Carolina, proclaiming peace, and assuring the citizens that there would be no further molestation of their property, was received about the middle of May, yet it would seem that seizures of property continue to be made.

The Department does not understand what Commander Macomb means by ex-rebel property. The instructions of the Department sent to you on the 31st of May authorized the seizure of all property which belonged to the rebel naval service; not the property of private individuals.

There is no necessity for the Navy to make further excursions or expeditions. Such unnecessary and improper seizures as those indicated must cease, and you will give immediate instructions accordingly.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral WILLIAM RADFORD,
Commanding North Atlantic Squadron, Hampton Roads.

Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, for the abandonment of the naval station in the sounds of North Carolina.

NAVY DEPARTMENT, June 24, 1865.

SIR: The sounds of North Carolina as a naval station is to be abandoned. Withdraw all naval vessels and all naval property from those waters without unnecessary delay. Keep at Beaufort, N. C., a steamer which can cross the bulkhead and proceed to New Berne, or elsewhere in the sounds in case of emergency.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WILLIAM RADFORD,
Commanding North Atlantic Squadron, Hampton Roads.

Report of Commander Macomb, U. S. Navy, forwarding inventory of property captured from the navy yards on the Roanoke River.

U. S. S. SHAMROCK,
District Sounds, Edenton Bay, June 24, 1865.

ADMIRAL: I send by the *Ceres* the inventory of captured property from the navy yards on the Roanoke River.

There is a steam sawmill at New Berne which was taken from Edwards Ferry (I wrote concerning it in my No. 30), which was sent down before the inventory was made out, and therefore was not included. I have ordered it appraised, and shall forward the report as soon as received from New Berne.

The *Ceres* takes to Norfolk the steamer *Halifax*, which we captured in the stocks and launched.

In this connection I think it my duty to bring to the notice of the Department the work performed on this occasion by Carpenter Mark W. Paul, U. S. Navy, who managed, with the small means at his command, to launch this craft without any injury, though on account of the low state of the river the vessel was full 30 feet above the level of the water and only a few yards distant from the bank. The ways he constructed are 200 feet long and very steep.

Very respectfully, your obedient servant,

WM. H. MACOMB,
Commander, Commanding.

Acting Rear-Admiral WM. RADFORD,
Commanding North Atlantic Squadron.

P. S.—On board the captured steamer *Egypt Mills* there is a quantity of cotton, a few bags of sea-land and 99 bales, formerly the property of the rebel Government (whether naval authorities or not, I do not know), which should be included in the inventory, but she had been sent down the river before the inventory had been made out.

W. H. M.

Report of Commander Howell, U. S. Navy, regarding the departure of the U. S. S. Ossipee for Philadelphia.

FLAGSHIP MALVERN,
Hampton Roads, Virginia, June 27, 1865.

SIR: In the absence of Acting Rear-Admiral Radford, I have the honor to report that the U. S. S. *Ossipee* sailed for Philadelphia in tow of the U. S. S. *Yantic*, on the afternoon of June 26 instant.

Very respectfully, your obedient servant,

J. C. HOWELL,
Commander, Fleet Captain, and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Howell, U. S. Navy, giving inventory of property captured in the Roanoke River.

FLAGSHIP MALVERN,
Hampton Roads, Virginia, June 27, 1865.

SIR: In the absence of Acting Rear-Admiral William Radford, I have the honor to enclose herewith an inventory of property captured in the Roanoke River, by direction of Commander W. H. Macomb. Some bags of sea-land and 99 bales of other cotton are to be added to the list. I also enclose the copy of a letter from Commander Macomb, referring to the captures.

There is now at the navy yard, Norfolk, the following-named captured property:

Steamer *Cotton Plant*, stern wheel; Steamer *Fisher*, screw propeller; steamer *Egypt Mills*, screw propeller; one lighter, containing iron plat-

ing; *Halifax*, unfinished gunboat; one 6-inch rifle gun; 99 bales and some bags cotton.

The steamer *Dolly* and one lighter, containing iron plating, were sunk in the canal.

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

J. O. HOWELL,

Commander, Senior Officer Present.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, to send captured property to Philadelphia for adjudication.

NAVY DEPARTMENT, June 27, 1865.

SIR: Your letter of the 20th instant (No. 68) and enclosure have been received. You will have the captured property sent to Philadelphia and delivered to the prize commissioners with a report of the circumstances attending the seizure.

I am, respectfully, your obedient servant,

G. WELLES,

Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,

Commanding North Atlantic Squadron, Hampton Roads.

List of vessels composing the North Atlantic Squadron, July 1, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Agawam	10	Paddle	Lieut. Com. C. L. Franklin	Hampton Roads.
Anomono	4	Screw	Acting Ensign A. O. Kruger	Beaufort, N. C.
Arlotta	3	Schooner	Lieut. Com. W. C. West	Do.
Albemarle		Hulk	Acting Assistant Paymaster G. R. Watkins.	Sounds, North Carolina.
Alpha		Screw	Acting Ensign Jno. Brown	Hampton Roads.
Chicopee	10	Paddle	Commander H. N. T. Arnold	Repairing, navy yard, Norfolk.
Charles Phelps		Hulk	Acting Ensign W. Ottiwell	Crane Island coal station.
Delta		Screw	Acting Ensign W. F. Gragg	Sounds, North Carolina.
Glance	1	do	Acting Ensign H. Wheeler	Hampton Roads.
Gamma		do	Acting Ensign H. F. Curtis	Sounds, North Carolina.
Harcourt		do	Acting Ensign I. Miller	Hampton Roads.
Iosco	10	Paddle	Lieut. Com. J. (S.) Thornton	Sounds, North Carolina.
Lenapee	10	do	Lieut. Com. T. S. Phelps	Cape Fear River.
Malvern	12	do	Act. Vol. Lieut. G. W. Graves	Flagship.
Phlox		do	Acting Master H. North	Hampton Roads.
Picket launch No. 5..	1	Screw	Acting Ensign (J. H.) Chapman.	Navy yard, Norfolk; ordered to Philadelphia.
Renshaw		Schooner	Gunner E. A. McDonald	Sounds, North Carolina.
Shamrock	11	Paddle	Commander W. H. Macomb	Do.
Saugamon	2	Screw	Lieut. Com. R. Chandler	Repairing, navy yard, Norfolk.
William Badger		Hulk	Acting Ensign S. G. Swain	Beaufort, N. C.
Yantle	6	Screw	Lieut. Com. T. C. Harris	Hampton Roads (Philadelphia at present).
Boxer	4	Paddle	Act. Vol. Lieut. F. M. Green	Hampton Roads.
Tahoma	4	Screw	Lieut. Com. W. P. McCann	Off Newport News.

Very respectfully,

J. O. HOWELL,

Commander and Senior Officer.

Report of Acting Rear-Admiral Radford, U. S. Navy, regarding preparations for departure to Port Royal, S. C.

FLAGSHIP MALVERN,
Hampton Roads, Virginia, July 4, 1865.

SIR: I have the honor to inform the Department that the dock will be ready for this ship to-morrow, when she will be put in it. The necessary work will require about three days. As soon after coming out as possible, I shall proceed to Port Royal, touching at the different stations on the route.

Very respectfully, your obedient servant,

WM. RADFORD,
Acting Rear-Admiral, Commanding Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary Navy.

Statement of Commander Macomb, U. S. Navy, regarding the seizures made in the Roanoke River.

U. S. S. SHAMROCK,
Dist. of the Sounds of N. C., Croatan Sound, July 8, 1865.

SIR: I have received a copy of a communication from the Department to Acting Rear-Admiral Radford in regard to seizures of property made by the vessels of this district on the Roanoke River. The property referred to in my report of the 19th June as "ex-rebel property," was entirely such as had belonged to the rebel Navy Department, "or had been under its control," which I had been directed by Admiral Radford, under date of the 2d of June, to take possession of and forward an inventory of the same to the Department. (In this letter the admiral quotes an extract from a communication from the Department, and directs me to "conform to the above order as soon as possible.") Two of the vessels seized—the *Cotton Plant* and *Egypt Mills*—had been private property, but were taken possession of by the rebels during the rebellion and used by them up to the time when the rebel forces were withdrawn from the vicinity of the Roanoke River, in April last. The other vessels were all built by the rebel authorities, except the picket boat *No. 1* (Oushing's), which was captured by them. The cotton which was taken had belonged to the rebel authorities, but on their evacuation was seized by citizens, who carried it away from the place where it was stored by the rebels in the rebel navy yard at Halifax, N. C. I was only able to recover a small portion of it.

The property seized at Edwards Ferry (a steam sawmill and some lumber) belonged to the company (Elliot, Smith & Co.) that had the contract for building the ironclad ram for the rebel Navy. (The ram was burned on the ways by the rebels before evacuating.) Elliot also built the ram *Neuse*, on the Neuse River.

If Colonel Frankle states in his report (a copy of which is mentioned as having been referred to the Navy Department) that any of this property was private and had not been "under the control of the rebel Government," he makes a misrepresentation.

In regard to General Schofield's order, although that order was issued about the middle of May and consequently after my seizures had been made, and although those seizures were in no respect contrary to the

proclamation contained therein, I would respectfully state that I never received a copy and knew nothing about said order until I saw it in the papers.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Acting Rear-Admiral Radford, U. S. Navy, regarding orders issued.

FLAGSHIP MALVERN,
[Norfolk] Navy Yard, Gosport, Va., July 8, 1865.

SIR: I have the honor to inform the Department that I have ordered Commander Arnold, commanding *Ohiopee*, to proceed with his vessel, as soon as ready, to the sounds of North Carolina, and report to Commander Macomb as a relief to the *Iosco*. The latter vessel I have directed Commander Macomb to send to Boston as soon as she is relieved.

Very respectfully, your obedient servant,

WM. RADFORD,
Acting Rear-Admiral, Commanding Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Lieutenant-Commander Parker, U. S. Navy, regarding the prize tug Seaboard.

NORFOLK, VA., July 10, 1865.

ADMIRAL: I have to report that I learned at Richmond that the tug *Seaboard*, captured as a prize by the naval forces of the James River Division of the North Atlantic Squadron, of which you were then commodore commanding, on the 4th April, 1865, and afterwards sunk, had been raised by the U. S. quartermaster at Richmond and sent to this place for repairs. Acting upon your verbal instructions, I have this day made a written demand upon Brevet Colonel A. P. Blunt, assistant quartermaster (copy of which is enclosed, "A") for her. Brevet Colonel Blunt informs me that he will have to refer the matter to Quartermaster-General M. C. Meigs.

Very respectfully, your obedient servant,

JAMES PARKER,
Lieutenant-Commander.

Acting Rear-Admiral WM. RADFORD,
Commanding Atlantic Squadron.

[Enclosure.]

NORFOLK, VA., July 10, 1865.

SIR: Acting under orders from Acting Rear-Admiral William Radford, commanding Atlantic Squadron, I have to request that you will deliver to me the tug *Seaboard*, now in your possession.

This tug was captured as prize on the James River below Richmond, Va., on the 4th April, 1865, by the United States naval forces, then under command of Rear-Admiral D. D. Porter.

In bringing her through the obstructions at Drewry's Bluff she struck thereon and was bilged. The officer having her in charge ran her upon the bank just below the obstructions to prevent her sinking in deep water. Arrangements were being made for raising her by the Navy when the quartermaster at Richmond took possession of her and raised her. She has since been brought to Norfolk for repairs. I understand that you are about to send the *Seaboard* to Baltimore for repairs, and I have to ask that you delay doing so until the request first above made shall have been acted upon by the proper authority.

I am, sir, your obedient servant,

JAMES PARKER,
Lieutenant-Commander, U. S. Navy.

Brevet-Colonel A. P. BLUNT,
Assistant Quartermaster, etc.

Report of Acting Rear-Admiral Radford, U. S. Navy, regarding the disposition of vessels late of North Atlantic Blockading Squadron.

ATLANTIC SQUADRON,
U. S. Flagship Malvern, Norfolk, Va., July 13, 1865.

SIR: For the information of the Department I have the honor to report that I have ordered the U. S. S. *Shamrock* to New York, U. S. S. *Iosco* to Boston, U. S. S. *Boxer* to Boston, U. S. S. *Lenapee* to Boston, U. S. S. *Tahoma* to Philadelphia, U. S. S. *Phlox* to Baltimore, U. S. tug *Glance* to Philadelphia, U. S. tug *Alpha* to Baltimore.

The tugs *Gamma* and *Delta* have been ordered to the sounds of North Carolina to assist in bringing north the public property there; the *Boxer* is at present in the sounds for the same purpose.

The vessels within the limits of the late North Atlantic Squadron will be the *Sangamon*, ironclad, Lieutenant-Commander R. Chandler; *Chicopee*, third rate, Commander H. N. T. Arnold; *Agawam*, third rate, Lieutenant-Commander C. L. Franklin (in temporary command); *Yantic*, fourth rate, Lieutenant-Commander T. C. Harris; *Harcourt*, tug, Acting Ensign I. Miller.

The *Agawam* will be stationed at Hampton Roads as senior officer's vessel, Lieutenant-Commander C. L. Franklin.

The *Yantic* at Hampton Roads, as dispatch vessel.

The *Chicopee* at Cape Fear River, to relieve the *Lenapee*.

The *Harcourt*, tug, at Hampton Roads.

The *Sangamon* is at the yard ready for service. On the return of her commander from leave granted by the Department, I shall, unless otherwise directed, order her to City Point for the benefit of fresh water.

I am, very respectfully, your obedient servant,

WM. RADFORD,
Acting Rear-Admiral, Commanding Atlantic Squadron.

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

List of vessels composing division of the North Atlantic Squadron, July 15, 1865.

Name.	Guns	Class.	Commanding officer.	Present duty or station.
Agawam	10	Paddle	Lieut. Com. C. L. Franklin	Richmond, Va.
Anemone	4	Screw	Acting Ensign A. O. Krugo	To go north, Beaufort.
Arlotta	3	Schooner	Lieut. Com. W. C. West	Beaufort, to go north.
Albemarle		Hulk	Acting Assistant Paymaster G. (R.) Watkins.	Sounds.
Alpha		Screw	Acting Ensign John Brown	Hampton Roads, to go north.
Boxer	4	Paddle	Act. Vol. Lieut. F. M. Green	Sounds, to go north.
Chicopee	10	do	Commander H. N. T. Arnold	Yard, to go to Beau- fort.
Charles Phelps		Hulk	Acting Ensign W. Ottiwell	Coal vessel, Craney Island.
Delta		Screw	Acting Ensign W. F. Gragg	Sounds, to go north.
Glance	1	do	Acting Ensign H. Wheeler	Hampton Roads, to go north.
Gamma		do		Sounds, to go north.
Harcourt		do	Acting Ensign I. Miller	Convoying launch No. 5.
Ioseo	10	Paddle	Lieut. Com. J. (S.) Thornton	Sounds, to go north.
Lempeo	10	do	Lieut. Com. T. S. Phelps	Cape Fear River.
Malvern	12	do	Act. Vol. Lieut. G. W. Graves	Flagship.
Phlox		do	Acting Master H. North	Hampton Roads, to go north.
Ronshaw		Schooner	Gunner E. A. McDonald	Sounds, to go north.
Shamrock	10	Paddle	Commander W. H. Macomb	Do.
Saugamon	2	Screw	Lieut. Com. R. Chandler	Yard, to go up James River.
Tahona	4	do	Lieut. Com. W. P. McCann	Ordered north.
William Badger		Hulk	Acting Ensign S. G. Swain	Beaufort.
Yankee	5	Screw	Lieut. Com. T. C. Harris	Dispatch vessel, Hamp- ton Roads.

Very respectfully, etc.,

WM. RADFORD,
Acting Rear-Admiral.

[Telegram.]

NAVY DEPARTMENT, *July 18, 1865.*

Under the President's proclamation this Department is authorized to take possession of all property that belonged to the rebel Navy Department. There is a lot of timber at Richmond, coming under this class of property, which the naval authorities were directed to remove. The special agent of the Treasury declined to allow its removal, but the Secretary of the Treasury will instruct him not to interfere with you. Please detail a guard to protect the timber until the naval authorities can remove it.

GIDEON WELLES,
Secretary of Navy.

General A. H. TIERRY,
Richmond, Va.

[Telegram.]

NAVY DEPARTMENT,
Washington, July 18, 1865.

Take possession of the timber at Richmond that belonged to the rebel Navy Department, as previously ordered, and in pursuance of the

proclamation of the President. The Treasury Department will instruct the special agent not to interfere with the matter and I have requested General Terry to detail a guard to protect the timber until it can be removed by the Navy.

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral WILLIAM RADFORD,
Commanding Atlantic Squadron, Norfolk, Va.

Report of Acting Rear-Admiral Radford, U. S. Navy, regarding departure for Port Royal, S. C.

FLAGSHIP MALVERN,
Hampton Roads, July 19, 1865.

SIR: I have the honor to inform the Department that I will sail this day for Hilton Head, S. C., touching at the different ports on my way south.

I have the honor to be, very respectfully, your obedient servant,
WM. RADFORD,
Acting Rear-Admiral.

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

[Telegram.]

NAVY DEPARTMENT, *July 20, 1865.*

The President's proclamation directs the Secretary of the Navy to take possession of all property belonging to the Navy Department, within certain geographical limits, in which Richmond is included. You are authorized and directed to take possession in the name of the Secretary of the Navy of all property at Richmond which belonged to the rebel Navy Department and to call on General Terry for a guard to protect it. If anyone holding such property refuses to give it up, report fact by telegraph, stating the person and kind of property.

The Treasury agent will not withhold naval property on your demand for it, under the President's proclamation and the orders of this Department.

GIDEON WELLES,
Secretary of the Navy.

Commander R. T. RENSHAW,
Senior Naval Officer, Richmond, Va.

Furnish one copy of the above telegram to Major-General Terry.

G. WELLES,
Secretary.

Report of Acting Rear-Admiral Radford, U. S. Navy, transmitting report of the loss of the U. S. steam transport Quinnebaug,

FLAGSHIP MALVERN,
Beaufort, N. C., July 23, 1865.

SIR: I have the honor to forward herewith to the Department the report of Lieutenant-Commander W. C. West, in the case of the loss

of the U. S. steam transport *Quinnebaug*, in crossing the bar at this place on the morning of the 20th instant.

Very respectfully, your obedient servant,

WM. RADFORD,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

NAVAL STATION, *Beaufort, N. C., July 23, 1865.*

SIR: I have the honor to report that the transport steamer *Quinnebaug*, loaded with troops, left this port July 20, 1865, at 7:30 a. m. At about 8:45 a. m. she struck on the reef off Shackleford Banks and set her colors half-mast, union down. The U. S. S. *Corwin*, Coast Survey, which was coaling at the wharf at the time, was ordered and proceeded immediately to the steamer's assistance.

The following officers of the station volunteered their services and went out in charge of launches which were taken in tow by the *Corwin* and the army tug *Goliath*, viz., Acting Master and Pilot J. P. Foote, Gunner Stephen Young, Acting Ensign Samuel G. Swain, of naval station; Acting Ensign A. O. Krige, and Mate G. W. Briggs, of U. S. S. *Anemone*, these officers taking with them men from the station. Great credit is due to these officers and men for their prompt and valuable services rendered in saving the lives of those on board the *Quinnebaug*. Acting Ensign J. Chadwick, who deserves much credit for his services rendered while on board the ship *Benjamin Adams*, at anchor outside, for the promptness which he manifested to have boats sent from said ship to render assistance, from which ship Mr. Charles Freckrall, second officer, rendered invaluable service in saving life at the time the steamer struck. I would also present to your notice Acting Master R. Platt, commanding U. S. S. *Corwin*, Coast Survey, and his officers and crew, whose prompt and valuable assistance to the saving of many lives is worthy of special notice.

Captain T. [C.] Dunn, late in command of U. S. S. *Montgomery*, deserves much praise for his valuable services in doing all in his power toward saving life.

Captain J. Cox, harbor master at Morehead [City], Captain Henry Melvern, of army tug *Goliath*, and Mr. J. Green, U. S. Army, clerk to the quartermaster, U. S. Army, did efficient service, and deserve much praise for their services rendered, thereby assisting in saving the lives of those on board.

To the energy and unceasing efforts of these officers and men the preservation of the lives of those men is due. Some twenty-five lives were lost in the panic at the time of the steamer first striking.

I enclose a report from signal officer, Mate L. T. Lee, of the above disaster.

Very respectfully, your obedient servant,

WM. C. WEST,
Commanding Naval Station.

Acting Rear-Admiral WM. RADFORD,
Commanding Atlantic Squadron.

Report of Acting Rear-Admiral Radford, U. S. Navy, of arrival at Port Royal, S. C.

FLAGSHIP MALVERN,
Port Royal, S. C., July 25, 1865.

SIR: I have the honor to inform the Department that I arrived here to-day in the *Malvern* from Beaufort, N. C.

I have the honor to be, very respectfully, your obedient servant,
WM. RADFORD,
Acting Rear-Admiral, Commanding Atlantic Squadron.

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

[Telegram.]

NAVY DEPARTMENT, July 27, 1865.

Have you carried out the Department's instructions of the 20th instant to take possession of all rebel property belonging to rebel Navy Department? The Department has received no answer to its telegram, nor has it been advised of your action.

G. WELLES,
Secretary of the Navy.

Commander R. T. RENSHAW, U. S. Navy,
Senior Naval Officer, Richmond, Va.

[Telegram.]

RICHMOND, July 28, 1865.

Your instructions to take possession of timber belonging to rebel Navy have been carried out, and will soon be ready to send to Norfolk navy yard. I have received no other instruction or telegram from the Department.

R. T. RENSHAW,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Radford, U. S. Navy, transmitting report of Lieutenant-Commander Phelps, U. S. Navy, relative to affairs in Cape Fear River.

FLAGSHIP MALVERN,
Port Royal, S. C., August 3, 1865.

SIR: I have the honor to enclose herewith a copy of a report which I have this day received from Lieutenant-Commander T. S. Phelps, commanding U. S. S. *Lenapee*, senior officer, Cape Fear River, N. C.

The rebel torpedo boat, referred to in the report, will be sent north in the *Hetzel*.

I have the honor to be, very respectfully, your obedient servant,
WM. RADFORD,
Acting Rear-Admiral.

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

[Enclosure.]

U. S. S. LENAPEE,
 Wilmington, N. C., July 31, 1865.

SIR: I have the honor to acknowledge the receipt of your order dated 26th instant, and will respectfully state that, as there is much here requiring my personal supervision, I have directed the *Donegal* to return to Port Royal.

The presence of an armed vessel in the Cape Fear River is necessary in consequence of the bitter feeling between the white and black population, which may at any time rise into an actual outbreak, but is at present kept subdued by the knowledge that the means to quell it are within reach. The crew of the *Lenapee* is, to a certain extent, acclimated, and thus by retaining her the hazard of bringing a new crew into the river at this season will be avoided.

The preliminary party for raising wrecks, etc., in this river arrived and reported a few days since.

I have in my charge, at this place, about 200 tons (estimated) of iron plating, prize of war, which I am anxious to ship to Norfolk, but have been unable to charter a vessel for that purpose.

The *Release* will be dispatched, according to your order, as soon as practicable.

I shall send by her north a quantity of rod iron and iron shafting, prize of war.

The rebel torpedo boat raised by my orders is at present used by the surveying party, and will be sent north on the *Hetzel* unless you otherwise direct.

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

THOS. S. PHELPS,
 Lieutenant-Commander.

Acting Rear-Admiral WILLIAM RADFORD, U. S. Navy,
 Commanding Atlantic Squadron, Port Royal, S. C.

Abstract log the U. S. S. Malvern, February 5 to April 11, 1865.

February 5.—At 9:30 a. m. called all hands to muster. The artillery shelling the rebel intrenchments. At 2:10 p. m. a rebel steamer in sight crossing the river opposite the light-house, supposed to be a ram. At 2:30 the army transport steamer *S. R. Spaulding* arrived from sea. At 3:30 the rebel steamer recrossed the river and came to again off the light-house. At 5 the rebel steamer proceeded up toward Wilmington.

February 6.—From 8 to meridian the gunboats off Flag Pond Hill engaged in shelling the woods.

February 8.—At 4:10 p. m. received on board eight prisoners captured by Lieutenant Oushing with their muskets, etc. Major-General Schofield and Brigadier-General Comstock and staff came on board this ship; left at 9:30.

February 9.—From 8 to meridian: Lieutenant Oushing went in at Fort Anderson under a flag of truce; returned at 12 meridian. At 1 p. m. sent the nine rebel prisoners captured by Lieutenant Oushing on shore to Major-General Terry.

February 10.—At 11:15 a. m. the *Mackinaw* and *Lenapee* engaged in shelling the enemy's works. From meridian to 4 p. m. the *Shawmut* firing into the rebel intrenchments. At 1:30 ceased firing and anchored. At 5:40 the *Huron* commenced shelling the left bank to the southward

of Fort Anderson. At 6:10 the *Huron* ceased firing. At 9:30 Acting Master's Mate Horton with a boat's crew of 13 men left the ship with three other boats on an expedition up the river.

February 11.—At 4:10 a. m. Lieutenant Cushing returned on board from a reconnaissance up the river. At 6:30 the third cutter returned, as also the other boats from the *Seneca* from up Cape Fear River. At 8:30 heard artillery firing on the eastern shore: shelling the woods. At 10 the *Montauk* moved up the river and opened fire on Fort Anderson. From meridian to 4 p. m.: The *Montauk* and *Mackinaw* proceeded up the river and engaged Fort Anderson. At 2:30 the *Mackinaw* returned to her anchorage; the fort returned the fire. From 4 to 6 p. m. the *Montauk* shelling Fort Anderson. At 7:20 she weighed anchor and stood down the river. At 7:40 the expedition headed by Captain Cushing left the ship. At 9:30 Fort Anderson opened fire on the boats. At 10 the expedition returned to the ship.

February 13.—At 6:30 p. m. the dummy monitor made fast astern of us. At 9:30 the dummy monitor was towed down the river and anchored, the weather being unfavorable for the scheme. Large fire in the woods on west bank of the river. Wind at noon, N., force 2, weather fair, air 37°.

February 15.—At 11 p. m. Lieutenant Cushing left the ship with 15 armed men and the dummy monitor.

February 16.—At 1 a. m. Lieutenant Cushing returned with dummy monitor and anchored her. At 6:30 a. m. several shots were fired from Fort Anderson. At 10:30 p. m. Lieutenant Cushing and Acting Master's Mates Horton and Eagan, with second and third cutters and the *Monticello's* barge, left the ship on an expedition up the river.

February 17.—At 1:30 a. m. the expedition returned to the ship. At 3 p. m. the *Lenapee*, *Pactuxet*, *Maratanza*, and *Montauk* got underway and stood up toward Fort Anderson, each vessel engaging the fort, which returned our fire slowly. From 4 to 6 p. m.: During the watch, vessels engaged in shelling the fort, the fort replying slowly. At 6 the vessels ceased firing. At 11:30 p. m. the dummy monitor was started up river in charge of Lieutenant W. B. Cushing.

February 18.—At 1:45 a. m. Lieutenant Cushing returned on board. At 2 a. m. the boats returned, after having anchored the dummy monitor. At 8:40 a. m. the *Mackinaw* and monitor *Montauk* took their positions and opened fire on Fort Anderson. At 9:15 the fort returned the fire slowly. At 10 the *Osceola*, *Pontoosuc*, *Huron*, *Sassacus*, and *Pactuxet* took their positions and opened fire on the fort. At 11 got underway and stood farther up the river. At 11:50 came to anchor. From meridian to 4 p. m. the gunboats still engaging Fort Anderson. At 1 Admiral Porter went up the river in picket launch. At 1:30 the enemy replying quite briskly. At 1:50 the enemy opened fire from the right bank of the river. At 2 the Admiral returned on board. At 2 opened fire with our 20-pounder howitzers on the right bank of the river; fired 6 shots. At 3 the enemy ceased firing. At 3:30 the *Seneca* advanced into action. From 4 to 6 p. m.: The *Montauk*, *Sassacus*, *Mackinaw*, *Nyack*, and *Seneca* still engaging the fort, the fort replying slowly. From 6 to 8 p. m. gunboats shelling fort occasionally. At 9:30 p. m. gunboats ceased firing. At 9:45 Lieutenant Cushing and picket launch No. 6 proceeded up the river on an expedition.

February 19.—At 12:30 a. m. the picket boat returned, the *Montauk* firing at intervals of ten to twenty minutes. At 6:52 a. m. the *Sassacus* opened fire; at 7 a. m. received signal dispatch that Fort Anderson had surrendered; at 7 got under way and proceeded up opposite the

fort. At 7:30 Admiral Porter and Fleet Captain Breese left the ship; returned at 8:20; from 8 to meridian several boats dragging for torpedoes. At 11 the *Huron* and *Pontoosuc* passed up the river dragging for torpedoes. From meridian to 4 p. m. the *Unadilla* proceeded up the river; received on board 3 prisoners. At 1 the *Osceola*, *Pawtuxet*, and *Mackinaw* proceeded up the river; at 1:30 got underway and proceeded up the river; at 2 came to anchor; boats up the river dragging for torpedoes; rebel battery opened fire on them; delivered two torpedoes to the *Monticello*. At 7 p. m. a steamer came up the river with troops and commenced landing them on the east side of the river. At 7:30 third cutter left the ship in charge of Acting Master's Mate William Horton.

February 20.—At 1:32 p. m. the Admiral left the ship. Three gunboats passed through the obstructions and opened fire on both banks of the river; at 3:30 received the news of the capture of Charleston, S. C. From 4 to 6 the gunboats engaged in shelling both banks of the river; heard heavy volleys of musketry; from 6 to 8 p. m. the fleet still shelling the battery. At 6:20 Admiral Porter came down the river and went on board the transport steamer *S. R. Spaulding*; at 6:30 ceased firing. At 6:40 the Admiral returned on board.

February 21.—At 8:50 a. m. weighed anchor and stood up to the fleet; at 9:15 anchored. One shot was fired from Fort Strong at the dummy monitor. At 4 p. m. gunboats opened fire on Fort Strong, fort replying occasionally. At 6:10 gunboats ceased firing.

February 22.—From 4 to 8 a. m. several boats employed transporting troops; at 10:30 a. m. got underway and stood up the river; at 11:15 came to anchor off Fort Strong. The enemy evacuated all the works along the river. At 11:30 the Admiral left the ship; boats from the fleet engaged dragging for torpedoes and clearing obstructions from the river. At 12 meridian all the vessels fired a salute of thirty-five guns. At 2:45 p. m. anchored off Wilmington and fired a salute of twenty-one guns. At 5:10 James F. Herschaft, landsman, one of the crew of the *Southfield*, who was captured by the rebels, made his escape and reported himself on board this ship.

February 23.—At 4:20 p. m. left Wilmington. At 6:30 came to anchor off Fort Fisher.

March 3.—At 11 a. m. got underway and proceeded to sea (from Beaufort).

March 5.—Anchored off the navy-yard, Gosport, Va.

March 17.—At anchor in Hampton Roads.

March 19.—At 10:20 a. m. got underway and proceeded up James River. At 6 p. m. passed City Point. At 8:40 came to anchor.

March 20.—At 6:10 a. m. weighed anchor and steamed down the river, the *Bat* following with Admiral Porter on board. At 7:40 came to anchor off City Point. At 5:45 p. m. Rear Admiral Porter and Assistant Secretary Fox came on board. From 6 to 8 p. m. Assistant Secretary Fox and aids left the ship to take passage on the *Bat* for Fortress Monroe.

March 29.—Lying at anchor off City Point. From 8 to meridian: At 9:20 a. m. the *Commodore Hull* came down the Appomattox River and proceeded to Bermuda Hundred. At 10 a. m. Admiral D. D. Porter and President A. Lincoln proceeded up the Appomattox River in the barge in tow of a tug. At 11:10 the barge came down the Appomattox and proceeded to Bermuda Hundred. At 11:35 the President and Admiral returned to the steamer *River Queen*. At 1:30 p. m. the Admiral came

on board. At 3:40 p. m. heavy firing heard in the direction of Petersburg. At 10:10 heavy firing heard to the south side of Appomattox River. At 12 midnight the firing going on heavily.

April 1.—Heavy firing from 10 to 11 p. m. over City Point in a south-westerly direction. Firing from the north bank of the Appomattox River.

April 2.—At 12:30 a. m. Colonel Bowers, of General Grant's staff, came on board with dispatches for Admiral Porter; an army tug also came alongside with dispatches for the Admiral. At 12:30 heard heavy and rapid firing in the direction of Dutch Gap, apparently from our fleet. At 1:30 the firing ceased and commenced again at 1:50 in the direction of Appomattox River. At 2 all firing ceased. At 4:10 heard heavy and rapid artillery firing along our lines, apparently in the neighborhood of Petersburg. At 4:45 heard heavy volleys of musketry and artillery in the direction of Dutch Gap. At 9:45 Admiral Porter left the ship. Heavy firing in the direction of Petersburg. At 2:30 p. m. expedition left the fleet composed of all men able to bear arms, to go on shore. From 8 to midnight four gunboats came down the James River and anchored off Bermuda Hundred; heavy firing in the direction of Petersburg.

April 3.—From midnight to 4 a. m. heard heavy firing in the direction of Petersburg, also saw a large fire in the same direction. At 3:15 a heavy explosion took place in the direction of Petersburg. At 4:35 a heavy explosion in W. N. W. direction. At 5:25 explosion heard in a N. W. direction. At 7:30 Captain Adams came on board and reported the evacuation of Richmond. At 9:30 heard a loud explosion in N. N. W. direction. At 9:40 received the news of the evacuation of Richmond and the occupation of it by our forces. At 1:20 the *Columbia*, with rebel prisoners on board, weighed anchor and proceeded down the river.

April 4.—At 1:30 a. m. the *Commodore Morris* came down the Appomattox River with a number of pontoons going up to Dutch Gap. At 9 the steamer *River Queen* proceeded up the river with the President on board. At 10 anchored, waiting for the President. At 10:35 the *River Queen* coming up, got underway and proceeded up slowly. At noon passed Aiken's Landing. At 1:40 p. m. came to anchor near Fort Darling. At 4:35 arrived off the Rocketts and anchored; fired a salute of 35 guns.

April 5.—At 10 the *Maumee* arrived. Major-General Weitzel came on board. At 11:30 President Lincoln and suite left the ship. The *Sassaous* arrived. A marine guard of 24 men left the ship as guard to the President.

April 6.—At 11 p. m. Colonel Bowers came on board with dispatches for the Admiral.

April 7.—At 8:30 a. m. the President and Admiral Porter left the ship. At 8:50 the President's boat, *River Queen*, came down the river.

April 10.—Lying at anchor off Richmond, Va. At 5:40 a. m. all the vessels of this fleet fired a salute of thirty-five guns each, in honor of the capture of the rebel General Robert E. Lee and his entire command. At 7:15 got underway and proceeded down the river. At 11:50 arrived off City Point and anchored.

April 14.—At 9 a. m. Admiral D. D. Porter left this ship and hoisted his flag on the *Tristram Shandy* and proceeded down the river. At 10 quarters for inspection, Captain W. C. Wise turning the ship over to Lieutenant Bache.

CONFEDERATE REPORTS AND CORRESPONDENCE.

Order of Flag-Officer Mitchell, U. S. Navy, to Lieutenant Bradford, U. S. Navy, regarding picket and patrol boats.

FLAGSHIP VIRGINIA,
James River Squadron, February 2, 1865.

SIR: We have not enough officers to establish more than two picket posts.

As soon as the ice breaks up sufficiently to admit of it, the picket and patrol boats will perform their usual service on the river and the shore pickets will be discontinued.

I am, very respectfully, your obedient servant,

JOHN K. MITCHELL,
Flag-Officer James River Squadron.

Lieut. Comdg. WM. L. BRADFORD, Provisional Navy U. S.,
Comdg. Naval Shore Batteries, Headquarters Battery Semmes.

Letter from Flag-Officer Mitchell, U. S. Navy, to Captain Mason, U. S. Army, regarding the breaking up of ice near Wilton Bridge, James River.

FLAGSHIP VIRGINIA,
James River Squadron, February 2, 1865.

CAPTAIN: I have just received your note of this morning and beg leave to state that it will afford me great pleasure to comply, as far as practicable, with your request in regard to breaking up the ice near Wilton Bridge. I therefore send the *Beaufort*, Lieutenant Commanding J. W. Alexander, with instructions to afford you every assistance in his power, and, if necessary, to remain near the bridge to insure its safety.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Captain CHAS. T. MASON,
U. S. Engineer Corps, Drewry's Bluff.

P. S.—The *Roanoke*, the only other iron boat in the squadron, is on the ways undergoing repairs.

J. K. M.,
Flag-Officer.

Letter from Flag-Officer Mitchell, U. S. Navy, to Acting Master Smith, U. S. Navy, declining to spare the U. S. S. Torpedo from Wilton Bridge.

FLAGSHIP VIRGINIA,
James River Squadron, February 4, 1865.

SIR: Your application for the *Torpedo* has been received, and I regret that she can not be spared at present, as she is now the only boat in connection with the *Beaufort* (that is crippled) that we can use to protect the Wilton Bridge from ice and to keep open our communication with the city.

So soon as she can be spared from this indispensable duty you can have the use of her.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Acting Master P. W. SMITH, Provisional Navy U. S.,
Chaffin's Bluff.

Order of Flag-Officer Mitchell, U. S. Navy, to Lieutenant Bradford, U. S. Navy, commanding naval batteries, James River.

FLAGSHIP VIRGINIA,
James River Squadron, February 4, 1865.

SIR: On the evening of the 1st instant our patrol gunboat was fired upon by the pickets of the enemy near the Graveyard.

The ice has prevented the usual patrolling of the river, but it will probably be resumed to-night, and I would not be surprised if the enemy should extend his picket firing on our boats below the Graveyard and opposite Semmes.

If he should, I would be glad if you will give to our boats every support in your power.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieut. Comdg. WM. I. BRADFORD, Provisional Navy U. S.,
Commanding Naval Batteries, James River.

Report of Lieutenant Dunnington, U. S. Navy, commanding U. S. S. Virginia, giving memorandum of work required upon that vessel.

U. S. S. VIRGINIA,
James River Squadron, February 5, 1865.

SIR: I have the honor to submit the following memorandum of work to be done on this vessel, viz:

The iron will have to be taken off on the starboard forward knuckle, pieces of timber bedded in and new iron put on, and two pieces of deck iron near same place. A portion of broken iron will have to be taken off on starboard side of shield near bow gun and replaced with new.

The iron will have to be taken off for a space of 13 feet on port quarter of shield, a greater part of the woodwork taken out. A new string piece and new portion of shield put in and ironed and heavily shored up.

Between after port and port quarter port all the iron and woodwork will have to be taken out and replaced.

On the port quarter below knuckle a number of boltheads are gone. They will have to be driven in and replaced.

On fantail one piece of iron will have to be taken up, straightened, and put down again. Some few boltheads are gone. The bolts will have to be replaced.

On shield deck one beam will have to be taken out and replaced with a new one. Six pieces of iron will have to be put in place of broken

ones. One piece of deck iron will have to be taken up, straightened, and put down. A new smokestack and escape pipe from deck up will be required. The top of the pilot house will have to be taken off and replaced with a new one, owing to its having been crushed in.

On port bow there is a slight leak, which is hardly necessary to notice.

On berth deck there is one beam broken, which can be strongly shored up and made stronger than it originally was.

Owing to the crushing effect of heavy shot, I would recommend the shoring up of berth deck, ward room, and gun deck, fore and aft, with heavy shores, so as to throw the strain on all parts equally. Pains can be taken on gun deck so as not to interfere with the working of guns.

The windlass on berth deck is almost useless, but can with little work be made efficient. It is important that we should be able to weigh anchor secure from the enemy's sharpshooters.

On berth deck the force pumps, intended to use in case of fire or when the crew could not go outside of shield, have never been completed. A very little work would finish them and they would be of great use.

While the vessel is undergoing the necessary repairs to be made on her, she will have a portion of the wood and iron work off forward and aft, and although she could go into an action, yet she is not an efficient ironclad, and to hasten the work and have her efficient before we may need her services I recommend she go as near the navy yard as possible.

Very respectfully,

JNO. W. DUNNINGTON,
Lieutenant, Commanding.

Flag-Officer J. K. MITCHELL,
Commanding James River Squadron.

[Telegram.]

RICHMOND, *February 6, 1865.*

(Received 7th.)

Constructor Porter can complete the new vessel in ninety days. Machinery is ready at Columbus to suit. I do not wish to move it without reliable assurance that Wilmington will be held long enough [to complete] the work. Before ordering it on, therefore, please advise me the chances of our holding Wilmington.

S. R. MALLORY,
Secretary of the Navy.

General BRAGG,
Wilmington.

[Telegram.]

WILMINGTON, *February 8, 1865.*

I hope your gunboat will be pushed to completion. This place will be held so long as our means enable us. There is no indication of any movement against it, and our means of defense are improving.

BRAXTON BRAGG,

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond.

*Letter from the Secretary of the Navy to the President, recommending Commander Wood, U. S. Navy, for promotion on account of conspicuous gallantry in the capture of the U. S. S. Underwriter.**

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, February 7, 1865.

SIR: I deem it but just to the Navy and to Commander Wood that I should invite your attention to his gallant exploit in command of the naval portion of the expedition against New Berne in February last, when he cut the Federal gunboat *Underwriter* out from under the enemy's guns, and to recommend his promotion to the grade of captain in the Provisional Navy, and of his second in command, Lieutenant Loyall, to that of commander, in recognition thereof.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

The PRESIDENT.

Order of Flag-Officer Mitchell, U. S. Navy, to the commanding officer of the guard ship Richmond, regarding the protection for working party near Graveyard.

FLAGSHIP VIRGINIA,
James River Squadron, February 8, 1865—9:15 p. m.

A party from Battery Brooke are expected to fell trees on river bank near Graveyard to-night. If the enemy open on them the guard ship (*Richmond*), the *Hampton*, and the *Nansemond* will promptly move to their protection.

The guard ship will see that this order is at once communicated to the two gunboats named above and keep a bright lookout on the enemy.

Respectfully, etc.,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

COMMANDING OFFICER, GUARD SHIP RICHMOND.

Instructions from Flag-Officer Mitchell, U. S. Navy, to Lieutenant Bradford, U. S. Navy, regarding patrol duty.

FLAGSHIP VIRGINIA,
James River Squadron, February 10, 1865.

SIR: Yours of yesterday's date, respecting signal between the fleet and its night picket boats, has been received.

Our gunboats, while on patrol duty down the river, are governed by the following articles in my general instructions:

ART. 17. They will be prepared at all times to repeat any signals that may be agreed upon, either with guns, rockets, lanterns, or in any other way.

ART. 18. All information obtained respecting the movements of the enemy will be communicated by signal or boat, if of sufficient importance to be immediately known to the commanding officer of the squadron. And the picket boats, by general instructions for steam torpedo picket boats, article 8, viz:

"On the discovery of any important movements of the enemy, requiring the immediate movement of the squadron to counteract or oppose them, three muskets will be fired at intervals of about twenty seconds, followed by the discharge of one rocket."

* For capture of the U. S. S. *Underwriter*, see Series I, Volume 9, pp. 439-454.

I shall be glad to receive from you any suggestions on the subject which may contribute to the prompt communication to each other by night and by day of any important intelligence that may be obtained.

Entire reliance should not be placed in guns or lights, which can not be depended upon in thick weather, the very time when the enemy will probably make his movements. In such cases boats on water and couriers on land should be used.

On the night of the 8th instant, at the request of the commanding officer of Battery Brooke, I directed the guard vessel and the patrol gunboats to protect your party employed in cutting down trees on the river bank opposite the Graveyard. The order will be repeated, however, to keep a bright lookout on the enemy and give you all the protection in their power.

I am, very respectfully, your obedient servant,

JOHN K. MITCHELL,
Flag-Officer James River Squadron.

Lieutenant Commanding W. L. BRADFORD,
Commanding Naval Batteries, Battery Semmes, James River.

Appointment of Captain Semmes as rear-admiral, U. S. Navy, for gallant and meritorious conduct in command of the U. S. S. Alabama.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, February 10, 1865.

SIR: You are hereby informed that the President has appointed you, by and with the advice and consent of the Senate, a rear-admiral in the Provisional Navy of the Confederate States of America for gallant and meritorious conduct in command of the steam sloop *Alabama*.

You are requested to signify your acceptance or nonacceptance of this appointment.

S. R. MALLORY,
Secretary of the Navy.

Rear-Admiral RAPHAEL SEMMES, Provisional Navy U. S.

*Appointment of Lieutenant Loyall as commander, U. S. Navy, for gallant and meritorious conduct in the capture of the U. S. S. Underwriter.**

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, February 10, 1865.

SIR: You are hereby informed that the President has appointed you, by and with the advice and consent of the Senate, a commander in the Provisional Navy of the Confederate States of America "for gallant and meritorious conduct as second in command and executive officer of the naval expedition which, on the night of the 1st of February, 1864, cut out from under the guns of the enemy at New Berne, N. C., the Federal gunboat *Underwriter* and destroyed her."

You are requested to signify your acceptance or nonacceptance of this appointment.

S. R. MALLORY,
Secretary of the Navy.

Commander BENJAMIN P. LOYALL, Provisional Navy U. S.

* For capture of the U. S. S. *Underwriter*, see Series L Volume 9, pp. 439-454.

Order of Flag-Officer Mitchell, U. S. Navy, to Lieutenant Arledge, U. S. Navy, to assume command of the U. S. S. Beaufort.

FLAGSHIP VIRGINIA,
James River Squadron, February 12, 1865.

SIR: You are hereby detached from the U. S. ironclad *Fredericksburg*, and will assume the temporary command of the U. S. gunboat *Beaufort* during the absence of Lieutenant J. W. Alexander, who has been sent to the hospital.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

First Lieutenant G. H. ARLEDGE, Provisional Navy U. S.,
U. S. Ironclad Fredericksburg.

Report of Flag-Officer Mitchell, U. S. Navy, regarding assignments of officers.

FLAGSHIP VIRGINIA,
James River Squadron, February 12, 1865.

SIR: In reply to your letter of the 10th instant, I have to state that Lieutenant Littlepage reported for duty in the squadron and was assigned to the *Virginia* on the 25th ultimo.

I would also state, for the information of the Department, that Lieutenant Dalton reported on the 7th instant, and has been assigned to the command of the *Richmond* during the absence from sickness of Commander Kell.

I have this day detached Lieutenant Arledge temporarily from the *Fredericksburg* and ordered him to assume command of the *Beaufort* during the absence of Lieutenant Commanding Alexander, who has been sent to the hospital. I have also directed Lieutenant Skinner, of the *Fredericksburg*, to report to Lieutenant Commanding Dunnington for temporary duty on board of the *Virginia*.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Captain S. S. LEE, U. S. Navy,
Office of Orders and Detail, U. S. Navy Dept., Richmond, Va.

Order of Flag-Officer Mitchell, U. S. Navy, to Commander Rootes, U. S. Navy, regarding a transfer to the naval station at Halifax, N. C.

FLAGSHIP VIRGINIA,
James River Squadron, February 13, 1865.

SIR: You will be pleased to transfer W. B. Mangum, attached to the *Fredericksburg*, under your command, with his accounts, to the naval station at Halifax, N. C., and order him to report to Captain James W. Cooke, commanding.

He should be furnished with rations for the trip.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Commander THOS. R. ROOTES, Provisional Navy U. S.,
Commanding U. S. Ironclad Fredericksburg.

Order of Flag-Officer Mitchell, U. S. Navy, to Lieutenant Bradford, U. S. Navy, regarding signals.

FLAGSHIP VIRGINIA,
James River Squadron, February 15, 1865.

SIR: The signals proposed in your communication of the 10th instant, to give notice of certain advance movements of the enemy, meet my approbation, and I will at once adopt them for our patrol gunboats, picket boats, and shore picket stations.

As the former only have cannon, the picket boats and picket stations will have to use musketry instead.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieut. Comdg. WM. L. BRADFORD, Provisional Navy U. S.,
Comdg. Naval Shore Batteries, Hqs. Battery Semmes.

Order of Flag-Officer Mitchell, U. S. Navy, to Lieutenant Arledge, U. S. Navy, regarding the transfer of a sailor to the U. S. ram Neuse.

FLAGSHIP VIRGINIA,
James River Squadron, February 15, 1865.

SIR: You will be pleased to transfer B. F. Phillips, ordinary seaman, with his accounts, from the steamer *Beaufort*, under your command, to the steamer *Neuse*, near Kinston, N. C., and order him to report to the commanding officer of the *Neuse*.

He should be furnished with rations for the trip.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieut. Comdg. G. H. ARLEDGE, Provisional Navy U. S.,
Steamer Beaufort.

Order of the Secretary of the Navy to Rear-Admiral Semmes, U. S. Navy, to assume command of the James River Squadron.

OFFICE OF ORDERS AND DETAIL,
U. S. Navy Department, Richmond, February 15, 1865.

SIR: You will be pleased to assume command of the James River Squadron, relieving Flag Officer Jno. K. Mitchell, Provisional Navy U. S., detached.

By command of the Secretary of the Navy:

I am, very respectfully, your obedient servant,

S. S. LEE,
Captain in Charge.

Rear-Admiral RAPHAEL SEMMES, Provisional Navy U. S.,
Commanding, etc., Richmond, Va.

Report of Flag-Officer Mitchell, U. S. Navy, giving information regarding torpedoes placed by the enemy in James River.

FLAGSHIP VIRGINIA,
James River Squadron, February 17, 1865.

SIR: From statements made to me by the master of the flag-of-truce-boat *Allison* and by Pilot Moore, who was on board in charge of her, there is reason to believe that the enemy has placed torpedoes in the river just below Cox's Landing.

I shall communicate this information to my successor, Rear-Admiral Semmes, on being relieved by him.

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

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond Va.

General order of Flag-Officer Mitchell, U. S. Navy, on relinquishing command of the James River Squadron.

GENERAL ORDERS, }
No. 24. } C. S. FLAGSHIP VIRGINIA,
James River Squadron, Chaffin's Bluff,
February 18, 1865.

By order of the Navy Department I shall transfer to-day the command of the squadron to Rear-Admiral Raphael Semmes, Provisional Navy Confederate States.

My successor comes with a reputation that I trust will inspire every one with a confidence of success which it has not been the fortune of the squadron to achieve under my command.

In taking leave, I return my thanks to the officers and men for the support I have received from them, and, with the assurance that I shall rejoice in any good fortune that may attend them under another leader, I bid all a sincere farewell.

I desire that the above may, on its receipt, be read at general muster on the quarter-deck of each vessel.

JOHN K. MITCHELL,
Flag-Officer James River Squadron.

Report of Captain Mitchell, U. S. Navy, regarding the transfer of the James River Squadron to Rear-Admiral Semmes, U. S. Navy.

RICHMOND, *February 18, 1865.*

SIR: In compliance with your order of the 15th instant, I have this day transferred the command of the James River Squadron to Rear-Admiral Raphael Semmes, Provisional Navy U. S.

Without the remotest intention of impugning the right, nay, the duty, of the Department to make any disposition it deems proper of officers on duty without question, yet, as my removal, under the circumstances, is at least suggestive of the idea that [it] is the result of misconduct or mismanagement on my part in the late movement of the squadron against the enemy, I respectfully ask that I may be informed of any complaints against me that may have reached the Department,

in order that an opportunity be thus afforded for explanation or vindication, while those who participated in the movement and on whose testimony I may have to rely for justification are within convenient reach and the incidents fresh upon their mind.

I avail myself of this occasion to say that I shall always be glad of an opportunity to render myself in any way useful to the country.

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

JOHN K. MITCHELL,
Captain, Provisional Navy U. S.

Captain S. S. LEE,

Office of Orders and Detail, Navy Department, Richmond, Va.

Memorandum regarding the James River Squadron for Rear-Admiral Semmes, U. S. Navy.

FLAGSHIP VIRGINIA,
James River Squadron, Chaffin's Bluff, February 19, 1865.

This squadron is composed of the following vessels:

Virginia, ironclad; Lieutenant Commanding Dunnington; undergoing repairs of damages received on the 24th ultimo by the fire of the enemy in Trent's Reach; will probably be finished by the 1st of April.

Richmond, ironclad; Commander Kell, who is sick at hospital; First Lieutenant Dalton in charge; in good condition, but torpedo defenses to be refitted.

Fredericksburg, ironclad; First Lieutenant Barbot in charge; in good condition, but torpedo defenses to be refitted.

Hampton, gunboat; Lieutenant Wilson, of the *Virginia*, in charge, Lieutenant Commanding Shepperd being at hospital; in good condition.

Nansemond, gunboat; Lieutenant Commanding Walter R. Butt; serviceable, but requires calking, etc. (See survey on her.)

Roanoke, iron gunboat; Lieutenant Commanding Pollock; undergoing repairs on the ways at the navy yard, Richmond.

Beaufort, iron gunboat; Lieutenant Arledge in charge, in place of Lieutenant Commanding Alexander, who is sick at the hospital; not serviceable, except in emergencies; should be sent to navy yard to go on the ways as soon as possible to examine propeller and rudder. (See survey.)

Richmond's lighter is aground opposite Chaffin's Bluff in shoal water. When weather will permit she ought to be patched up so that she can be sent to the yard to be repaired, if possible, and put in serviceable condition. She is very rotten.

There are two lighters on the flats, opposite Chaffin's, kept to raise a sunken fire vessel near by. The ice and severe weather for a month have prevented anything being done. When raised the fire vessel should be sent to the navy yard to be calked, where there are now three others for the same purpose, viz, to be put in serviceable condition as fire vessels. They are all rotten and in such bad condition that they require the utmost care and watching to be kept afloat. The Navy Department directs that they be kept prepared for use as fire vessels. (See survey upon fire vessels.)

The steam torpedo boat *Hornet*, attached to the *Fredericksburg*, was sunk above the graveyard by collision with the *Allison* (steamer).

Her position has been determined by dragging, and buoyed, but the ice and severe weather have prevented any efforts being made to raise her. I am inclined to think that she is not seriously damaged and that she can be recovered by working at night under cover of our gunboats, and, if necessary, of an ironclad. The position is under the fire of the enemy's batteries.

The *Virginia's* lighter lies alongside of her and is in good condition.

The *Virginia's* (flag-officer's) barge is undergoing repairs at navy yard.

There is reason to apprehend that the enemy has placed torpedoes below Cox's Landing; so reports Pilot Moore and the master of the flag-of-truce boat *Allison*.

It has been my intention, as soon as the ice will permit, to replace the booms that were carried away above Kingsland Creek by the late freshet, and to let the north end rest under cover of the picket line in front of Chaffin's works.

Your attention is called to the report of examination of the condition of the obstructions in Kingsland Reach; also to the reports of Lieutenant Kennon of self-acting torpedoes placed by him opposite or near Batteries Semmes and Dantzler. They were washed away by the late freshet, or are perfectly harmless, the squadron having passed over their beds twice. An electric torpedo has been placed opposite to and with wires connecting it with Battery Semmes.

There are two picket stations above Battery Semmes, occupied by the squadron at night, when the picket boats can not run on account of ice or other causes.

Only two gunboats being available for patrol duty, but one is run at night, the other being kept as the relief.

The general instructions for patrol and picket boats, to be found in the General Order Book, will show the measures adopted to watch the enemy and prevent a surprise movement on his part.

The only available steam torpedo boat for picket service is the *Wasp*, attached to the *Virginia*.

The steam tug *Torpedo*, Lieutenant Commanding Roberts, is also attached to the squadron temporarily; she belongs to the submarine defense service of James River, Lieutenant Commanding Jones. She is in good condition, and every Thursday relieves the regular mail boat *Shrapnel*, which lays by for clearing and overhauling.

Respectfully submitted, by your obedient servant,

JNO. K. MITCHELL,

Late Flag-Officer James River Squadron.

Rear-Admiral RAPHAEL SEMMES, Provisional Navy U. S.,

Commanding James River Squadron.

P. S.—Since the foregoing was penned the steamer *Schultz* has been blown up by a torpedo just below the bluff at Bishop's, 60 yards from the south bank, probably one of those placed by Lieutenant Kennon and drifted from its original position.

J. K. M.

Sea officers in James River Squadron.

Officers.	Vessel to which attached.	Remarks.
<i>First Lieutenants.</i>		
J. W. Dunnington.....	Commanding Virginia..	Sick, February 12; hospital.
F. E. Shepperd.....	Commanding Hampton..	In charge.
H. H. Dalton.....	Richmond.....	Hospital.
J. W. Alexander.....	Commanding Beaufort..	Hospital.
W. R. Butt.....	Comdg. Nansmond.....	
W. W. Pollock.....	Commanding Roanoke..	Hospital.
A. Barbot.....	Fredericksburg.....	
Albert G. Hudgins.....	Richmond.....	
W. W. Roberts.....	Commanding Torpedo..	
J. D. Wilson.....	Virginia.....	Hampton, temporarily.
G. H. Arledge.....	Fredericksburg.....	Comdg. Beaufort, temporarily.
H. B. Littlepage.....	Virginia.....	
L. R. Hill.....	Richmond.....	
T. L. Skinner.....	Fredericksburg.....	Virginia, temporarily.
<i>Second Lieutenants.</i>		
W. P. Mason.....	Virginia.....	Hospital.
Daniel Trigg.....	do.....	Expedition with Lieut. Kennon.
W. W. Read.....	Richmond.....	
T. P. Bell.....	Fredericksburg.....	
C. Gormley.....	do.....	
<i>Masters.</i>		
H. S. Cooke.....	Fredericksburg.....	
T. L. Wragg.....	Richmond.....	
W. F. Shippey.....	Virginia.....	
H. B. Edinborough.....	do.....	Detached, on indefinite leave.
<i>Passed Midshipmen.</i>		
P. H. Gibbs.....	Virginia.....	
F. M. Thomas.....	do.....	
H. H. Scott.....	do.....	Ordnance officer.
L. M. Rootes.....	Fredericksburg.....	
J. A. Peters.....	Richmond.....	
H. H. Tyson.....	do.....	
J. B. Rutelll.....	Nansmond.....	
<i>Midshipmen.</i>		
F. S. Kennett.....	Virginia.....	
B. S. Johnson.....	do.....	Expedition with Lieut. Kennon.
W. S. Davidson.....	do.....	
F. L. Place.....	Fredericksburg.....	
E. C. Mæchen.....	Richmond.....	Hospital.
<i>Master's Mates.</i>		
Jas. T. Layton.....	Virginia.....	Hospital.
A. E. Albertson.....	Virginia, lighter.....	Charge of lighter.
W. A. Lamkin.....	Fredericksburg.....	
R. N. Spraggins.....	do.....	
G. M. Rootes.....	do.....	
W. McBlair.....	Richmond.....	
C. E. Brindley.....	do.....	
J. E. Rollins.....	Hampton.....	
Lyman Buck.....	do.....	
Thos. Mason.....	do.....	
C. B. Bohannon.....	Nansmond.....	Hospital.
W. B. Littlepage.....	do.....	
A. W. Masters.....	do.....	
S. L. Simpson.....	Roanoke.....	
L. Bowdoin.....	do.....	
W. R. Rowe.....	Beaufort.....	
E. Smith.....	do.....	
G. Foster.....	do.....	
W. Smith.....	Torpedo.....	Hospital.

[Telegram.]

FLORENCE, [S. C.], *February 19, 1865.*

I am at this place, en route for Wilmington with my command, about 400 men and officers, to be tendered you for battery service. Is Wilmington still intact? Please answer immediately to this place and to Marion Court-House.

J. R. TUCKER,
Flag-Officer, U. S. Navy.

General BRAGG.

[Endorsement.]

Come on with your force.

R. F. H.,
M. G.

[Telegram.]

FORK ROADS, *February 20, 1865.*

I telegraphed Commodore Pinkney asking him to organize all the naval forces in his department and those from Charleston into one command under his charge, and assign them to duty at the batteries at the obstructions, taking the surplus as an infantry support. It is desirable to have every man who can bear arms, and I hope the Commodore will do it. Colonel Gaillard can be ordered on other duty, and his troops assigned to duty in the line. Keep me advised of Hagood's movements. See him about it. I have had no answer.

R. F. HOKÉ,
Major-General.

Major PARKER.

[Telegram.]

WHITEVILLE, [N. C.], *February 21, 1865.*

Telegram received. I have 350 sailors unused to marching, no artillery or transportation for stores or baggage. Have a train here on which I propose to move to Cheraw, [S. C.], and thence to Charlotte, [N. C.]. All store trains are going back. I do not think the small force can check enemy, and propose leaving in any direction you think best after sending my sick trains. Please answer immediately. I would suggest the Cheraw route for the sake of transportation for baggage.

J. R. TUCKER,
Flag-Officer, Commanding.

General BRAGG.

[Telegram.]

WHITEVILLE, [N. C.], *February 21, 1865.*

(Received 5:30 a. m.)

I have seen the superintendent of this road, Captain Dram, who states that events have occurred since your telegram of the 19th which in his opinion precludes the arrival of my train. Please answer immediately at this point if it is proper for me to come on.

J. R. TUCKER,
Flag-Officer.

General R. F. HOKÉ.

Unofficial letter from Lieutenant Eggleston, U. S. Marine Corps, regarding general Confederate matters.

O. S. S. FREDERICKSBURG,
James River Squadron, February 27, 1865.

MY DEAR SIR: I have intended writing for some time, but have not done so from the fact that the mail communications have been so interrupted for some time, but I now believe I have a safe conveyance for some letters, and will avail myself of it and write several. Our affairs do not look very bright at present. The bad turn things have taken dates, in my belief, from the removal of General Johnston from command of the Army of Tennessee. Sherman since that time has moved wherever he pleased, and after sweeping through the State of Georgia, unobstructed almost, is now endeavoring to close in the rear of Richmond, compelling us to evacuate Charleston and, in fact, the entire State of South Carolina. The loss of the country would be of little moment did it not interfere so seriously with the supplies for this army, which have to be drawn from southwest Georgia. The northern half of Virginia, including the rich Shenandoah Valley, has been made a desert waste by the ravages of war, and North Carolina and Virginia together could not support an army of 20,000 men. We expect to hear of a battle daily between our forces and Sherman, and hope for the best results since General Johnston has been placed in command of our forces. On the lines around Richmond everything is very quiet, Grant evidently waiting for Sherman to accomplish his purpose before he moves. If we succeed in whipping Sherman everything will then be well.

Our squadron, consisting of the ironclads *Virginia*, *Richmond*, and this vessel, on the 23d ultimo proceeded down the river some 10 miles, and but for the timidity of the pilots on the *Virginia* and *Richmond* would have changed the entire phase of the war in this section, our object being nothing less than the division of Grant's army into three parts and the destruction of his water base at City Point. We were to go through their obstructions, and after running through their pontoon bridge some 15 miles below, would have left one ironclad to cruise up and down the river to prevent them from communicating with each other. The other two would have gone down to City Point some 40 miles farther, and there obstructed the channel with sunken vessels so that it would have been impossible for them to have removed them under the fire of the ironclad that would have been left to prevent them, while the other ironclad would have been free to run up the Appomattox; Grant's army would thus have been cut in three parts with no prospect of being able to communicate with each other. Our army would then have been able to mass and crush each part in detail.

This vessel passed through the Yankee obstruction at 1:30 a. m., and we all flattered ourselves that every difficulty had been overcome. The enemy's fire from their mortars had been quite troublesome for some time, but their heavy guns had not struck us once. After waiting for the other vessels for about an hour and seeing nothing of them, our captain sent me in a small boat to report to the commodore that we were safely through and ask if we should wait any longer. I went up to the obstructions, and seeing nothing of them, continued for some distance before I came to them. After reporting, the commodore ordered me to return without delay and say to our captain that both the other vessels were aground and would not be able to get off before 11 a. m. the next day. This compelled our abandonment of all ideas of

success, for the first requisite was a complete surprise, and before the next night they would have time to concentrate a large fleet above City Point. We came up the river some $1\frac{1}{2}$ miles, and at daylight the enemy had an easy range from his shore batteries of 100 and 200 pounder Parrotts on the vessels that were aground. The projectile had no effect at 1,100 yards, but a double-turreted monitor, seeing their helpless condition, came within 1,000 yards and opened with XI and XV inch guns. The XV inch were the only ones that did any damage, and they did not penetrate, but crushed in 6 inches of iron and 28 inches of wood. The splinters killed 6 and wounded 14 men. Projectiles of this weight will penetrate any ironclad that has ever been built, I believe.

This squadron is now commanded by Admiral Semmes, late of the *Alabama*. He is a small man, nothing particularly striking in his appearance except his eye, which is very fine and piercing. I think his reputation will suffer with the country in having accepted this command, for he has not room here to fight as large vessels as these are.

* * * * *

I remain, very truly, yours, etc.,

E. T. FEGGLESTON.

Judge R. J. TOWNES,
Austin City, Tex.

[Telegram.]

FAYETTEVILLE, [N. C.], *February 27, 1865.*

I have received orders to report at Richmond with my entire command. I shall leave at once with those here. Will you order Lieutenant Commanding Evans, with his detachment, to report at Richmond also?

J. R. TUCKER,
Flag-Officer, U. S. Navy.

General BRAGG or General HOKE.

Special order of General Bragg, U. S. Army, regarding movements of the forces under his command.

SPECIAL ORDERS, } HDQRS. DEPT. OF NORTH CAROLINA,
No. 59. } *Kinston, March 10, 1865.*

I. Major-General D. H. Hill, commanding troops from Army of Northern Virginia, will move with them early to-morrow morning by highway to Goldsboro. Such as are unable to march will be immediately sent to the depot for transportation by rail.

II. Major-General R. F. Hoke, with his own division and Brigadier-General Baker's command, will cross the Neuse to-morrow, destroying the communication in his rear. He will forward to Goldsboro, as rapidly as possible, by rail, all disabled men and valuable stores, and move with his command to that point as soon as this object is accomplished. Such supplies as can not be transported by daylight on 12th instant or issued to the troops must be destroyed, and the command will march, via Goldsboro, to Smithfield, [N. C.].

III. The Sixth North Carolina Cavalry and Captain Chesnut's squadron, Second South Carolina Cavalry, will report to Major-General Hoke.

IV. The different staff departments at the post of Kinston will leave, under Major-General Hoke's orders, by rail.

V. Captain Price, C. S. Navy, commanding C. S. S. *Neuse*, is desired to cover Major-General Hoke's movements, and, if practicable, before sacrificing his vessel, to move down the river by way of diversion, and make the loss of his vessel as costly to the enemy as possible.

VI. Headquarters will be removed to Goldsboro to-morrow.

By order of General Bragg:

F. S. PARKER,
Acting Assistant Adjutant-General.

Order of the Secretary of the Navy to Rear-Admiral Semmes, C. S. Navy, for the destruction of the vessels of his command on the evacuation of Richmond.

CONFEDERATE STATES OF AMERICA,
Executive Office, Richmond, Va., April 2, 1865.

SIR: General Lee advises the Government to withdraw from this city, and the officers will leave this evening accordingly.

I presume that General Lee has advised you of this and of his movements, and made suggestions as to the disposition to be made of your squadron. He withdraws from his lines toward Danville this night; and, unless otherwise directed by General Lee, upon you is devolved the duty of destroying your ships this night, and with all the forces under your command joining General Lee. Confer with him, if practicable, before destroying them.

Let your people be rationed as far as possible for the march and armed and equipped for duty in the field.

Very respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Rear-Admiral RAPHAEL SEMMES,
Commanding James River Squadron.

Letter from Major-General Lomax, C. S. Army, to Rear-Admiral Semmes, C. S. Navy, regarding the encampment of his command near Danville, Va.

HEADQUARTERS FORCES,
Danville, April 12, 1865—1 p. m.

ADMIRAL: Pursuant to instructions from General Beauregard, you will encamp your command 2 miles from this place and await further orders. You will send 200 men to Pelham Station, [N. C.], as a guard for stores, to report to General Ruggles. Place pickets well out from your camp.

By order Major-General Lomax:

WALTER K. MARTIN,
Assistant Adjutant-General.

Admiral SEMMES.

Order of General Beauregard, U. S. Army, to Brigadier-General Semmes, commanding naval brigade, to assist in protection of stores.

HEADQUARTERS,

Greensboro, N. C., April 16, 1865—1 o'clock p. m.

GENERAL: General Beauregard directs that you move with your brigade to the break in the railroad about 12 miles from this point and act as a guard to the stores.

You will give all the assistance in your power in unloading stores and transferring them to the south side of the creek, and then reloading them.

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

GEORGE WM. BRENT,

Colonel and Assistant Adjutant-General.

Brigadier-General SEMMES.