

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,
SUPERINTENDENT NAVAL WAR RECORDS,
COMMANDER GEORGE P. COLVOCORESSES, 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:
GOVERNMENT PRINTING OFFICE.
1901.

UNITED STATES VESSELS OF WAR SERVING IN THE SOUTH ATLANTIC BLOCKADING SQUADRON, OCTOBER 29, 1861, TO MAY 18, 1863.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Albatross.....	Fourth	378	Screw steamer.....	68	5
Arago.....			Coast-Survey schooner.....		
Angusta.....	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	1,728	Sloop of war.....	268	24
Curlew.....	Fourth	380	Screw steamer.....	68	
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	3
E. B. Hale.....	Fourth	220	do.....	46	4
Ellen.....	Fourth	341	Side-wheel steamer.....		2
Flag.....	Third	998	Screw steamer.....	116	7
Flambeau.....	Third	850	do.....	75	2
Florida.....	Third	1,291	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	9
James Adger.....	Third	1,151	Side-wheel steamer.....	98	9
Keystone State.....	Third	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.....	Third	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	674	Ship.....		3
Ottawa.....	Fourth	507	Screw steamer.....	83	4
Pocahontas.....	Third	604	do.....	95	6
Potomaska.....	Fourth	287	do.....	72	5
R. B. Forbes.....	Fourth	165	do.....	51	3
Release.....	Fourth	327	Ship.....	19	3
Restless.....	Fourth	265	do.....	70	4
Roebuck.....	Fourth	455	do.....	62	4
Sabine.....	Second	1,726	Sailing frigate.....	365	49
Sachem.....	Fourth	197	Screw steamer.....	39	5
St. Lawrence.....	Second	1,726	Sailing frigate.....	374	52
Savannah.....	Second	1,726	Sloop of war.....	264	36
Seminole.....	Third	801	Screw steamer.....	120	5
Seneca.....	Fourth	507	do.....	80	5
Shepherd Knapp.....	Fourth	838	Ship.....	102	3
Sumpter.....	Fourth	460	Screw steamer.....	81	5
Susquehanna.....	First	2,450	Side-wheel steamer.....	264	15
Unadilla.....	Fourth	507	Screw steamer.....	85	6
Uncas.....	Fourth	192	do.....	72	3

LIST OF UNITED STATES VESSELS OF WAR.

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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.
Vandalia.....	Fourth ...	783	Sloop of war.....	179	20
Vermont.....	First.....	2,633	Sailing ship.....	275	24
Victoria.....	Fourth ...	254	Screw steamer	44	3
Vixen.....	Fourth ...	300	Coast-Survey steamer.....	41	2
Wabash.....	First.....	3,274	Screw frigate.....	523	46
Wamsutta.....	Fourth ...	370	Screw steamer	57	5
Western World.....	Fourth ...	450do.....	51	3
Wyandotte.....	Fourth ...	464do.....	71	5

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State, to proceed to Mosquito Inlet, Florida, in view of the arrival at that place of the steamer Carolina from Nassau, New Providence.

FLAGSHIP WABASH,
Off St. Augustine, Fla., March 12, 1862.

SIR: Having received information that the rebel steamer *Carolina* has got into Mosquito Inlet from Nassau with arms, which she is now unloading, will you please proceed at once with the *Keystone State* under your command, off that place?

The bar is shallow, and of course you can not cross with your vessel, but I desire that you will keep as near the shore as possible until I can send others of light draft.

I enclose a copy of a letter containing interesting information.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Commander W. E. LE ROY,

U. S. S. Keystone State, off St. Augustine.

Please receive my commendation for the dispatch with which you executed my last order.

S. F. D. P.

Capture of the British schooner Fair Play, March 12, 1862.

Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark *Gem of the Sea*.

U. S. BARK GEM OF THE SEA,
Off Georgetown, S. C., March 12, 1862.

SIR: At 11 o'clock this morning, Georgetown light-house bearing W. by N., distant 9 miles, boarded the English schooner *Fair Play*, of Halifax, [Nova Scotia], and by her papers she hails from St. John, New Brunswick, and is bound to Nassau, New Providence. The captain of her reports himself in distress through loss of sails and water, which is his excuse for being in here.

On opening his letter to consignee I find by the invoice that the *Fair Play* has a suspicious cargo, and I therefore consider it my duty to send the vessel to Port Royal for your inspection in charge of Acting Master Nelson Provost.

Sir, I am, respectfully, your obedient servant,

I. B. BAXTER,
Commanding.

Commodore S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

P. S.—In the course of a few days I shall be obliged to leave here for Port Royal for supplies.

Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, regarding the disposition of the prize.

U. S. BARK GEM OF THE SEA,
Off Georgetown, S. C., March 21, 1862.

SIR: I sent the schooner *Fair Play* to Port Royal for the reason of not having supplies to go north and we could not supply her, and also

Commander
Le Roy
of
U.S.S.
Keystone
State
to go to
Mosquito
Inlet
in
pursuit
of rebel
steamer
Carolina

[Handwritten scribble]

the assurance I gave that we did not come to molest peaceable citizens has had a good effect. I am induced to believe from the result of my visit up the river and from my intercourse with the citizens here, if a sufficient force is left at this point to protect the Union sentiment, which is showing itself more and more, the State of Florida will soon be disenthralled. General Wright has been and is still here. He leaves to-morrow to meet you, and to him I refer for full particulars as to the actual condition of affairs. I am happy to say our views fully accord.

If the vessels should be kept here for any length of time, they will require provisions and coal. On my way down to this place from Palatka, I sent Acting Master Budd, with the first cutter of the *Wabash*, to seize 9 bags coffee belonging to the rebels, which he succeeded in obtaining.

I go up this evening in the *Ellen* with the two armed boats from the *Wabash*, in company with the *Darlington*, which latter vessel is now here to capture, if possible, the yacht *America* and steamer *St. Mary's*. When the objects in view have been fully accomplished, I shall make a full report of what has transpired since separating from the flagship.

Very respectfully, your obedient servant,

T. H. STEVENS,

Lieutenant, Commanding, and Senior Officer Present.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State, regarding reconnoissance in Mosquito Inlet, Florida.

U. S. S. KEYSTONE STATE,

At Sea, March 17, 1862.

SIR: In obedience to your order of the 12th instant, I proceeded off Mosquito Inlet, anchoring the same afternoon, and on the following morning sent in a boat to make a reconnoissance. We found the channel had changed to the southward of the entrance marked by the buoy, the old one being entirely closed at low water. Owing to the sea on the bar, I did not deem it prudent to permit the boat to attempt to cross the bar, but on the morning of the 14th, I sent a boat inside, finding 11 feet on the bar. I enclose accompanying a rough tracing of the position of the channel, with soundings, etc. The only vessel visible was a small schooner lying near the town of New Smyrna, where there were only 2 feet water at low tide, and distant 2 or 3 miles from the bar. The boat's crew landed on one of the points, but nothing of interest was discovered. On the evening of the 16th the *Penguin* arrived, and, in obedience to the verbal order brought me by Lieutenant Commanding Budd, I left this morning at 9 o'clock, having delayed the night to enable me to supply the *Penguin* with coal to the amount of 20 tons.

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

W. E. LE ROY,

Commander.

Flag-Officer SAMUEL F. DU PONT, U. S. Navy,

Comdg. South Atlantic Blockading Squadron, off St. Augustine.

I commend the zeal you have evinced, and trust that you will be able effectually to close up Charleston, as it is of the utmost importance to rigorously maintain the blockade there.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. R. GOLDSBOROUGH,
U. S. S. Florida, Comdg. Naval Blockading Forces off Charleston.

Operations in Mosquito Inlet, Florida, March 21-22, 1862.

Report of Flag-Officer Du Pont, U. S. Navy, regarding boat expedition from the U. S. steamers Penguin and Henry Andrew.

FLAGSHIP WABASH,
Off Mosquito Inlet, Florida, March 24, 1862.

SIR: I have to report to the Department some casualties that have occurred to officers and men belonging to two of the vessels of my fleet, casualties as painful as they were unexpected, but the loss of gallant lives has expiated the error of judgment which enthusiastic zeal had induced.

The Department was informed after the capture of Fernandina that so soon as I should take possession of Jacksonville and St. Augustine I would give my attention to Mosquito Inlet, 50 miles south of the latter, which, according to my information, was resorted to for the introduction of arms transhipped from English ships and steamers at the British colony of Nassau into small vessels of light draft.

I accordingly ordered the *Penguin*, Acting Lieutenant Commanding T. A. Budd, and the *Henry Andrew*, Acting Master S. W. Mather, to proceed to this place, the latter to cross the bar, establish an inside blockade, capture any rebel vessels there, and guard from incendiarism large quantities of live-oak timber on the Government lands, cut and ready for shipment, to which the Department had called my attention.

On reaching here myself on the 22d, I was boarded by the executive officer of the *Penguin* and informed that Lieutenant Commanding Budd, with Acting Master Mather, had organized an expedition from the two vessels and had moved southward through the inland passage leading into Mosquito Lagoon, passing [New] Smyrna, with four or five light boats, carrying in all some 43 men.

Soon after this report, which I heard with anxiety, the results were developed. It appears that after going some 15 or 18 miles without any incident, and while on their return and in sight of the *Henry Andrew*, the order of the line being no longer observed, the two commanding officers quite in advance, landed under certain earthworks which had been abandoned or never armed, near a dense grove of live oak, with underbrush. A heavy and continuous fire was unexpectedly opened upon them from both these covers. Lieutenant Commanding Budd and Acting Master Mather, with 3 of the 5 men composing the boat's crew, were killed; the remaining 2 were wounded and made prisoners.

As the other boats came up they were also fired into and suffered more or less. The rear boat of all had a howitzer, which, however, could not be properly secured or worked, the boat not being fitted for the purpose, and could therefore be of little use. The men had to seek cover on shore, but as soon as it was dark, Acting Master's Mate

15 or 18
miles
north?

?
was that
ever recover-
ed?

Rhodes
Grave?
by live
Oak
point?

4 directory of Jake Stone's property
east line of property, and along road leading
south to Lighthouse

McIntosh returned to the boats, brought away the body of one of the crew who had been killed, all the arms, ammunition, and flags, threw the howitzer into the river, passed close to the rebel pickets, who hailed, but elicited no reply, and arrived safely on board the *Henry Andrew*.

On hearing of this untoward event, I directed Commander Rodgers to send off the launch and cutters of this ship to the support of the *Andrew*. The boats crossed the bar at midnight and the next morning the vessel was hauled close up to the scene of the late attack, but no enemy could be discovered.

The bodies of Lieutenant Budd and Acting Master Mather were received under a flag of truce, and the commanding officer, a Captain Bird, who had come from a camp at a distance, made some show of courtesy by returning papers and a watch, as if ashamed of this mode of warfare, for these were the very troops that, with sufficient force, means, and material for a respectable defense, had ingloriously fled from St. Augustine on our approach.

I enclose a copy of my instructions to Acting Lieutenant Budd, the original of which was found on his person and was one of the papers returned by the rebel officer.

Lieutenant Commanding Budd and Acting Master Mather were brave and devoted officers. The former commanded the *Penguin* in the action of the 7th of November and received my commendation. The latter, in the prime of life, was a man of uncommon energy and daring, and had no superior, probably, among the patriotic men who have been appointed in the Navy from the mercantile marine.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Instructions of Flag-Officer Du Pont, U. S. Navy, for the commanding officers of the U. S. steamers *Penguin* and *Henry Andrew*.

FLAGSHIP WABASH,

Off St. John's, Fla., March 19, 1862.

SIR: I send the *Henry Andrew*, Acting Master Mather, commanding, to report to you for duty.

You will please, as far as you can, buoy out the channel, and make reconnoissances in boats to ascertain the depth of water, and, if satisfactory, direct the *Henry Andrew* to cross the bar and blockade the inlet [Mosquito] and [New] Smyrna.

If the rebel steamer *Carolina*, or *Kate*, has not left the inlet, capture her and all the other vessels found there.

From a copy of a communication which I have furnished Acting Master Mather you will perceive that there is said to be a large quantity of live-oak timber, ready cut, inside of Mosquito Inlet. If this be so I desire that the same should be taken possession of in the name of the Government and so held until I can send some light-draft vessels to transport it to the North.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer.

Acting Lieutenant T. A. BUDD,

Commanding U. S. S. *Penguin*, off Mosquito Inlet, Florida.

officers
Budd (Penguin)
&
Mather
(Henry Andrew)

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Mather, U. S. Navy, commanding U. S. S. Henry Andrew, to proceed to Mosquito Inlet for cooperation with the U. S. S. Penguin.

FLAGSHIP WABASH,
Off St. John's, Florida, March 19, 1862.

SIR: You will please proceed with the *Henry Andrew* under your command off Mosquito Inlet and report for duty to Acting Lieutenant Commanding Budd, of the *Penguin*.

As far as possible I desire that the channel should be buoyed and that reconnoissances be first made in boats, and, if satisfactory, that the *Henry Andrew* shall cross the bar and blockade the inlet and [New] Smyrna from a suitable position.

The latest information from Smyrna is that a small fort of three guns has been abandoned. Mosquito Inlet has been much resorted to for the introduction of arms in small vessels, transshipped from English sailing vessels and steamers at Nassau. I am told that the *Carolina*, or *Kate*, has recently been there; whether she has left you will, of course, ascertain, and, if not, capture her and any other vessels there.

The accompanying letter contains information of importance in reference to large quantities of live oak, cut and prepared for shipment, but abandoned at the time of the breaking out of this rebellion. You will take possession of the same in the name of the Government, and I will endeavor to send at an early day a sufficient number of light-draft vessels to receive it and transport it to the North.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master S. W. MATHER,
U. S. S. *Henry Andrew*, off St. John's.

Report of Commander Rodgers, U. S. Navy, regarding the bodies and effects of the late commanding officers of the U. S. steamers *Penguin* and *Henry Andrew*.

U. S. S. HENRY ANDREW,
Off [New] Smyrna, March 23, 1862.

MY DEAR SIR: I found the vessel within 400 yards of the houses. Mr. Barnes had sent on shore a flag of truce and had arranged for a cessation of hostilities until sunset, in order to disinter and deliver the bodies of Captain Budd and Captain Mather. They have just come on board, and I send them by the fifth cutter to the *Wabash*.

The commanding officer, Captain Bird, met the flag very courteously and delivered the watch of Captain Budd, his papers, and other effects. He also sent for a watch belonging to Captain Mather. Mr. Wright, who went with the flag, thinks that there are two infantry companies here who formed the attacking force.

Besides the two captains, 2 men were killed outright, 2 mortally wounded, and one slightly wounded in the leg. The negro pilot was shot through the foot. We can see two of the boats, or could when the tide was lower. Mr. Barnes says that they are broken [so] as to be useless.

The other two boats can not be seen. The earthwork is within 700 yards of us; it seems unfinished. Between us and it is a shoal which we may, perhaps, cross at high tide after sounding it out. The pilot doubts if there is room enough for us to swing.

dead
4
sure

When was the
FL land &
Lumber mill built?

Mr. Wright saw two captains of infantry and one cavalry officer, from which he infers that there were at least three companies.

I hesitate under your instructions as to remaining here another day to look for the gun. It may possibly have been taken away, and there might be some little difficulty in finding it, if it has been left.

Should you wish to recall our boats, will you hoist the cornet at the fore and fire a gun. I can take no hostile step until sunset, under Mr. Barnes' agreement.

I remain, very faithfully and respectfully, your obedient servant.

C. B. P. RODGERS.

Flag-Officer DU PONT,
Commanding South Atlantic Blockading Squadron.

Mr. Barnes' arrangements seem to have been admirable.

List of casualties.

FLAGSHIP WABASH,
Off St. Augustine, Fla., March 25, 1862.

SIR: The following casualties occurred in the attack upon the boat expedition under Acting Lieutenant Budd:

Name.	Vessel.	Casualty.
Acting Lieutenant T. A. Budd	Penguin ..	Killed.
James Marlow, ordinary seaman	do ..	Do.
Walter Burch, ordinary seaman	do ..	Do.
John Dennis, master's mate	do ..	Wounded in shoulder.
William Twaites, ordinary seaman	do ..	Wounded in hand.
Acting Master S. W. Mather, commanding	Henry An- drew.	Killed.
Lewis Deloris, ordinary seaman	do ..	Do.
John Bates, seaman	do ..	Do.
Samuel Arnold, seaman	do ..	Do.
William Brown, ordinary seaman	do ..	Do.
A. W. Kelsey, acting assistant paymaster	do ..	Wounded in hand.
Walter Bradley, acting third assistant engineer	do ..	Wounded in forehead.
Thomas Welch, ordinary seaman	do ..	Wounded and a prisoner.
Henry C. Rich, ordinary seaman	do ..	Do.
James T. Allen, ordinary seaman	do ..	Wounded in thigh.

I herewith enclose Dr. Clymer's report of the wounds received by Lieutenant Budd and Acting Master Mather.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Abstract log of the U. S. S. Penguin.

March 21, 1862.—At 5 p. m. the captain, Acting Master Wright, and Master's Mate Dennis left on an expedition up the inlet with 21 men in

7
people!

Dr.
Clymer

the first cutter and whaleboat. At 7 p. m. Master's Mate Dennis came alongside with a verbal order from Captain Budd for a rifled howitzer and appurtenances and thirty rounds of ammunition, all of which were delivered.

March 22.—At 5:03 p. m. U. S. frigate *Wabash* arrived. At 6:05 *Henry Andrew* signaled, we repeating to the *Wabash*. At 8:30 p. m. boat from the flagship came alongside. At 8:45 same boat left for the *Andrew*. At 9:15 returned, having one of the crew of the *Andrew*, bringing intelligence that our captain had been shot by the rebels, also some of the crew, and needed medical assistance. Assistant Surgeon Higginbotham, with Acting Master Blatchford and 8 men, repaired immediately on board. At 11 p. m. four boats from the flagship came alongside.

Report of Lieutenant Williamson, U. S. Navy, transmitting copies of correspondence regarding the return of killed and prisoners.

U. S. S. PENGUIN,

Off Mosquito Inlet, Florida, March 29, 1862.

SIR: Enclosed please find communications marked A, B, C, D, all bearing upon the same subject. In order to carry out the instructions in my communication, I directed Acting Master Commanding Harris to send a flag of truce, which he did on the 26th instant. Acting Master W. G. Wright, who went with the flag of truce, informed me that he saw a different body of men from those who were at New Smyrna when the first flag of truce went there. You will perceive by the postscript of Captain Bird's reply that they have three prisoners instead of two. John Bates (seaman) and William Brown (ordinary seaman) were the men whose bodies were disinterred, therefore the other prisoner must be Samuel Arnold (seaman) of the *Henry Andrew*. Captain Bird stated that the prisoners were not so badly wounded as at first supposed and that he thought they would all recover.

Acting Master Commanding Harris desired that I would say to you that a 12-pounder rifle howitzer would be very useful to him in case of attack, to be used on the afterpart of his vessel. He also wished me to say that his vessel is not coppered and the pilot informs him the worms are very destructive in those waters.

Yours, respectfully,

J. C. WILLIAMSON,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosure A.]

U. S. S. PENGUIN,
March 24, 1862.

SIR: Please send by the boat all the information you have to communicate to the flag-officer relative to your observations; also send the arms belonging to the *Wabash* as per letter sent.

The flag-officer wishes to recover the two prisoners, and if any opportunity offers you can say that the flag-officer pledges himself that two prisoners will be set at liberty in exchange for them.

Respectfully, your obedient servant,

J. C. WILLIAMSON,
Lieutenant, Commanding.

Acting Master Commanding THOMAS A. HARRIS.

*buried!
shore*

*Letters
of...*

[Enclosure B.]

U. S. S. HENRY ANDREW,
Mosquito Inlet, March 26, 1862.

SIR: I have to request, if deemed compatible with your sense of duty, permission to disinter and transfer to this vessel the bodies of the two men buried at New Smyrna on March 23.

I am also empowered to say that should the two prisoners who fell into your hands on the 22d be returned by this conveyance, Flag-Officer S. F. Du Pont, commanding South Atlantic Squadron, pledges himself that two prisoners will be released in exchange for them.

Very respectfully, your obedient servant,

T. A. HARRIS,
Commanding *H. Andrew*.

Captain BIRD,
Commanding Confederate Forces, near New Smyrna, Fla.

[Enclosure C.]

CAMP NEAR [NEW] SMYRNA, FLA., March 26, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of this date. Your first request has been already complied with. In reply to your second, I beg leave to state that the prisoners which fell into my hands on the evening of the 22d have been removed to the interior and placed in the general hospital, and in consequence refer you to Brigadier-General Trapier, commanding forces East and Middle Florida, at his quarters, Baldwin, Fla.

I have the honor to remain, your obedient servant,

D. B. BIRD,
Commanding Post.

T. A. HARRIS,
Commanding *U. S. S. H. Andrew*.

P. S.—You seem to labor under a mistake as to the number of prisoners; there were 3 instead of 2.

D. B. B.

[Enclosure D.]

U. S. S. HENRY ANDREW,
Mosquito Inlet, Florida, March 27, 1862.

SIR: I herewith transmit to you copy of my communication of 26th instant to Captain Bird, commanding Confederate forces, and his reply this moment received.

Upon sending in, permission was granted to disinter the bodies of the two men and transfer them to this vessel, and the commanding officer, being some 18 miles distant, will return reply with regard to prisoners this day at 12 o'clock m.

I have disposed of the remains of the men as ordered.

Very respectfully, your obedient servant,

T. A. HARRIS,

Acting Master, Commanding *Henry Andrew*.

Lieutenant Commanding J. C. WILLIAMSON,
U. S. S. Penguin, off Mosquito Inlet, Florida.

T. A. Harris
letters?

Report of Colonel Dilworth, C. S. Army, commanding forces of the Department of East and Middle Florida.

HEADQUARTERS PROVISIONAL FORCES,
DEPARTMENT EAST AND MIDDLE FLORIDA,
Tallahassee, Fla., April 4, 1862.

MAJOR: I have to report a most successful skirmish, which took place at [New] Smyrna on [the] 23d ultimo, Captain D. B. Bird, Third Regiment, Florida Volunteers, U. S. [Army], commanding post, the skirmishers commanded by Captain Strain, Third Regiment, and Lieutenant Chambers, of Captain Owens' independent troop of cavalry.

The enemy landed, or attempted to land, from gunboats *Penguin* and *Henry Andrew* in launches, when our men fired into them. The enemy retreated to the opposite side of the river and abandoned their launches, five in number.

Captain Bird reports 7 killed, 3 prisoners, and about 30 wounded. Among the killed were Captain Mather, of the *Henry Andrew*, and Lieutenant Budd, of the *Penguin*. A runaway negro also was captured, who had piloted the enemy into the inlet to [New] Smyrna, and who was to be hanged.

This skirmish I regard as quite a success; not a man on our side killed or wounded.

[New] Smyrna is the place where arms, etc., for [the] Confederate States have been landed, and the enemy were seeking to capture them. The enemy are preparing to advance from Jacksonville to Baldwin to cut them off there.

I have the honor to subscribe myself, respectfully, your obedient servant,

W. S. DILWORTH,
Colonel, Commanding.

Major T. A. WASHINGTON,
Assistant Adjutant-General, Pocatigo, S. U.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Harris, U. S. Navy, to assume command of the U. S. S. *Henry Andrew*.

FLAGSHIP WABASH,
Off Mosquito Inlet, March 23, 1862.

SIR: You are hereby ordered to the command of the U. S. S. *Henry Andrew* in place of Acting Master S. W. Mather, supposed to have been either killed or taken prisoner by the rebels in their attack upon the boats on yesterday.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master T. A. HARRIS,
U. S. S. *Penguin*, off Mosquito Inlet, Florida.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Williamson, U. S. Navy, to assume command of the U. S. S. *Penguin*.

FLAGSHIP WABASH,
Off Mosquito Inlet, Florida, March 23, 1862.

SIR: You are hereby ordered to take command of the U. S. S. *Penguin*, now lying off Mosquito Inlet, Acting Lieutenant T. A. Budd, her

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Williamson, U. S. Navy, to assume temporary charge of the blockade of Mosquito Inlet.

FLAGSHIP WABASH,
Off Mosquito Inlet, Florida, March 21, 1862.

SIR: As I am about to leave for other stations on the coast, you are hereby directed to take charge of the blockade of Mosquito Inlet, outside and inside the bar.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. C. WILLIAMSON,
U. S. S. *Penguin*, off Mosquito Inlet.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Harris, U. S. Navy, regarding the maintenance of the inside blockade of Mosquito Inlet, Florida.

FLAGSHIP WABASH,
Off Mosquito Inlet, Florida, March 24, 1862.

SIR: You will consider yourself as under the general directions of Lieutenant Commanding J. C. Williamson, of the *Penguin*, whenever it be necessary to refer to him, and the weather and other circumstances permit your doing so.

Your special duty is to maintain an inside blockade of the inlet, to prevent introduction of arms and intercourse with the rebels. The large and valuable quantity of live oak, cut and piled in certain localities, indicated in a paper which had been furnished to the late Acting Master Mather, you will also protect from injury as far as in your power.

You are aware that three boats, not including the gig, were abandoned by the late expedition, with the rifled howitzer belonging to the *Penguin*. If these can be recovered, or any portion of them, without incommensurate risk, it should be done, but any boats sent for this purpose must have the cover of the guns of the *Andrew*.

You will also, if possible, recover the bodies of the two men who were buried at [New] Smyrna, and inter them by the side of those who were buried from your ship.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master T. A. HARRIS,
Commanding U. S. S. *Henry Andrew*, Mosquito Inlet, Florida.

Report of Flag-Officer Du Pont, U. S. Navy, regarding measures for the preservation of valuable timber in Mosquito Inlet.

FLAGSHIP WABASH,
Off Mosquito Inlet, Florida, March 24, 1862.

SIR: The *Henry Andrew*, now under command of Acting Master T. A. Harris, has just returned from a reconnoissance some 4 miles up

Protecting
the
live
oak
Union
Resource

Where
were
those
men
buried?
Letters of
T.A. Harris

Halifax River, the inland passage northward from Mosquito Inlet, and found about 40,000 feet of live oak and 2,000 feet of red cedar. The timber was on the bank of the stream ready for shipment, and had been apparently well cared for, being covered with palmetto leaves and mud to protect it from the sun.

It is in all probability the timber referred to by Mr. Elijah Swift in his communication to the Department of September 5, and forwarded to me in the dispatch of the honorable Secretary of the Navy of the 5th of October last.

I have given directions that a strict guard be kept to prevent its destruction by incendiarism awaiting the orders of the Department as to the proper disposition of it.

I should be glad if Mr. Swift could be informed of the safety of his property.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

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

Order of Captain Lardner, U. S. Navy, to Commander Parrott, U. S. Navy, commanding U. S. S. Augusta, to proceed to blockade duty off Charleston, S. C.

U. S. S. SUSQUEHANNA,
Port Royal, March 24, 1862.

SIR: As soon as the *Augusta*, under your command, is ready for sea, you will please proceed to Charleston, S. C., and report to the senior officer of the blockading squadron off that place.

The flag officer considers it of the utmost importance that the blockade embracing Stono, Bull's Bay, and Georgetown, should be rigorously maintained.

Very respectfully, your obedient servant,

J. L. LARDNER,

Captain and Senior Officer.

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

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Gillis, U. S. Navy, commanding U. S. S. Seminole, to report for duty at Hampton Roads.

FLAGSHIP WABASH,
Off St. Augustine, Fla., March 25, 1862.

SIR: On receipt of this order please prepare with all possible dispatch for sea and proceed to Hampton Roads and report to Flag-Officer L. M. Goldsborough for duty.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. P. GILLIS,
U. S. S. Seminole, Commanding Blockading Force, Wassaw.

what is
4
miles
north of
inlet on
Halifax?

yes,
FL
L. & L.
CO.

convenient to yourself, to North Edisto and relieve Lieutenant Commanding Rhind, who is short of supplies and coal, receiving from him such information as his long experience there will suggest.

I have ordered the *Dale* to assist in the occupation of North Edisto, and Captain Boutelle has gone to Otter Island to pilot her out of St. Helena Sound and into Edisto, when the transport steamer *Boston* goes round there to tow her in, in accordance with the instructions given to her captain by the U. S. quartermaster, so soon as he has delivered the provisions at Edisto with which he left here this morning.

Respectfully,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding G. B. BALCH,
U. S. S. *Pocahontas*, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Williamson, U. S. Navy, regarding the position of the U. S. S. *Henry Andrew* at Mosquito Inlet, Florida.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 5, 1862.

SIR: I have the pleasure to acknowledge the receipt of your letter of the 29th March, with the accompanying papers, and approve of the steps you have taken to carry out my instructions. I beg you also to convey to Acting Master Commanding T. A. Harris my approval of his actions.

I dispatch this by the U. S. surveying vessel *Bibb*, under Captain Boutelle, assistant of the Coast Survey, to ascertain from you the present condition of affairs in and around Mosquito Inlet.

Captain Boutelle takes down a 12-pounder rifled howitzer for the *Henry Andrew*, which is sent in compliance with the request of Acting Master Harris.

I wish you to inform me if you consider the *Henry Andrew* as in any danger from the rebel fire where she lies, and whether she can maintain her position inside the bar without improper hazard. My object in keeping her there was not only to prevent the ingress of arms from Nassau, New Providence, but also to guard the large quantity of live oak from incendiarism.

At this season the blockade can be effectually maintained outside, particularly with two vessels, but I should regret the loss of the timber, yet this must be submitted to if there is any risk of the loss of the *Henry Andrew* in her present position.

You will therefore act according to your best judgment in the matter, and withdraw her if necessary outside the bar.

You will please reply in full to this communication, informing me of your wants in the various departments of both vessels.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. C. WILLIAMSON,
U. S. S. *Penguin*, off Mosquito [Inlet.]

P. S.—Since the above was written the *Bibb* goes down under charge of her first officer, Mr. Platt.

S. F. DU PONT,
Flag-Officer.

what actions? burial?

Charleston. The distance to Church Flats is 5 miles; from there to Charleston, 15 miles. It is reported a battery of four guns exists at Church Flats. The Charleston and Savannah Railroad is but 2 miles from Church Flats. No intelligence has been received of late from the mainland, but I shall use every endeavor to obtain all the intelligence I can.

It was reported yesterday morning that the enemy were erecting earthworks at Watt's Cut, on Jehossee Island. I immediately ordered the point to be shelled, and sent a detachment from the Third New Hampshire Volunteers, under cover of artillery, on the island. The earthworks proved to be simply a shelter for the picket stationed there. I propose to make a reconnoissance in force on the island in a few days, and am in hopes to capture a few of the enemy on picket opposite Little Edisto Island.

I am, very respectfully, your obedient servant,

E. Q. FELLOWS,

Colonel Third New Hampshire Volunteers, Commanding Post.

Lieutenant A. B. ELY,

Acting Assistant Adjutant-General.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Mullany, U. S. Navy, commanding U. S. S. Bienville, to proceed to Mosquito Inlet, Florida, carrying coal and supplies.

FLAGSHIP WABASH,

Port Royal Harbor, April 15, 1862.

SIR: You will please proceed with the U. S. S. *Bienville* under your command off the bar of Mosquito Inlet, East Florida, where you will find the *Penguin* and *Henry Andrew*, the latter inside the bar.

Lieutenant Commanding Williamson is in want of coal and supplies; the requisitions for both vessels will be filled and sent to the *Bienville* for them. Will you please fill up both vessels?

After performing this service, you will proceed to Charleston and report for blockading duty to Captain J. L. Lardner, of the *Susquehanna*.

On your way down, call off the St. John's Bar, and if you can draw a boat out from the *Ottawa*, or any vessel lying at Mayport Mills, send the accompanying dispatch in to Lieutenant Commanding Stevens.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Lieutenant Commanding J. R. M. MULLANY,

U. S. S. Bienville, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Ammen, U. S. Navy, commanding U. S. S. Seneca, to relieve Lieutenant Stevens, U. S. Navy, in St. John's River, Florida.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 15, 1862.

SIR: You will please proceed with the *Seneca* under your command to the St. John's River and relieve Lieutenant Commanding Stevens as senior officer of the naval force there.

The detachment of the prize crew for the schooner *Glide*, and of one other man (a fireman), who, by Captain Lardner's authority, I am about to send home in the *Connecticut* invalided, will leave this vessel six men short of her complement, a deficiency seriously felt in her small force. In my letter to the Secretary reporting the capture of the *Glide* I have mentioned this fact.

Very respectfully, your obedient servant,

JOHN DOWNES,
Lieutenant, Commanding.

Flag-Officer SAML. F. DU PONT,
Port Royal.

Order of Commander Mullany, U. S. Navy, to Lieutenant Benham, U. S. Navy, to proceed to the relief of the U. S. S. Henry Andrew.

U. S. S. BIENVILLE,
Off Mosquito Inlet, East Florida, April 20, 1862.

SIR: I have just been informed by the commander of the *Henry Andrew* that his vessel is on shore and in a critical position.

You will please take charge of three boats from this ship (arming the crews before leaving) and proceed to the *Henry Andrew*, there taking such measures for her preservation as you may deem most judicious.

Respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Lieutenant A. E. K. BENHAM,
Executive Officer U. S. S. Bienville, off Mosquito Inlet.

Report of Lieutenant Nicholson, U. S. Navy, commanding U. S. S. Isaac Smith, regarding his inability to proceed to sea.

U. S. S. ISAAC SMITH,
St. Augustine, Fla., April 20, 1862.

SIR: In my dispatch of the 17th instant I fully informed you of my situation. The winds have still been from the eastward until to-day; the surf still breaks very heavy, and there is now no possibility of my getting to sea before the spring tides, and not then unless I have coal. I send the small schooner with my dispatches, and beg that you will send me a few tons of coal by her with all possible speed.

I have been now eleven days watching for an opportunity for getting to sea. The schooner *United States* is not yet out, and the steamer *Belvidere* is also "bar bound." A steamer last night came to off the bar and signaled that she had communications for me, but left at 1 o'clock, not giving me a chance of getting a boat to her at daylight. I took her to be the *Rhode Island*.

Captain Parsons, the captain of the prize schooner, deserted from me at [St.] Augustine; he belongs to Jacksonville and has made his way there. A few days ago he acknowledged all the facts about the schooner and said that he would have nothing to do with her; that he had only taken charge of her to prevent being made a Confederate soldier.

Department before leaving New York a muster roll of the crew and a separate list of the officers of the *Dawn*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant A. G. CLARY,
Commanding *Dawn*, New York.

Report of Lieutenant Williamson, U. S. Navy, regarding the floating of the U. S. S. *Henry Andrew* in Mosquito Inlet, Florida.

U. S. S. PENGUIN,
Off Mosquito Inlet, April 22, 1862.

SIR: Commander Mullany having determined to remain after I had closed my communication of the 21st instant, to learn if Captain Harris succeeded in getting his vessel off at high water, furnishes me the opportunity of again addressing you. *off the bar*

I am happy to be able to state to you that Acting Master Commanding Harris was successful on last night's high tide in getting the *Henry Andrew* afloat. This morning at 6 he proceeded up the Halifax River, and when in the neighborhood of Bob's Bluff commenced firing shell, and occasionally we heard the report of small arms. At about noon he returned to the entrance of the harbor and came on board. He reports he went up the river to ascertain if the live oak had been disturbed, as a fire was seen in that direction while his vessel was ashore. He discovered, I regret to say, the live oak on fire, and all consumed but about 10,000 feet, which he thinks he may preserve.

During his absence to report he left Acting Master Wright, with 36 men armed with small arms and the howitzer, to extinguish the fire. The steamer returned up the river to cover the men, without waiting for Captain Harris's return.

While passing up the river this morning he discovered a body of about 60 men, which was the cause of the firing. He dispersed the men before he returned to the entrance. I have furnished Captain Harris, as far as I have been able, with everything he requires for the defense of his vessel; among those most essential were my hot-water hose and my boarding netting.

I did have placed on the bar a can buoy (which I found on shore) but the wind has been so constantly from the eastward, making a heavy surf there, that it has been swept away, with other buoys we had there to mark the channel. It is the impression that the bar has shifted and is filling up, but at present we are unable to ascertain on account of the sea on the bar.

April 23, 1862.—I have just received reports from Acting Master Commanding T. A. Harris and Acting Master P. Dickinson of the manner in which the *Henry Andrew* got ashore, which I enclose, marked "A"* and "B;"* also Mr. Harris's report of the firing, and the examination of the live-oak timber on the 22d instant, marked "C,"* which I enclose. The *Henry Andrew* is now outside taking in her coal and provisions, and I shall send her in if possible this afternoon.

Mr. Harris states in coming over the bar at 1:20 p. m. he had one-fourth less 2 fathoms.

Very respectfully, your obedient servant,

J. C. WILLIAMSON,
Lieutenant, Commanding U. S. S. Penguin.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Squadron.

* Not found.

sand deposited
mouth
Bar of the inlet

Bob's Bluff

Report of Acting Master Harris, U. S. Navy, commanding U. S. S. Henry Andrew, regarding the attempt to save live-oak lumber in Mosquito Inlet.

U. S. S. H. ANDREW,
Mosquito Inlet, Florida, April 22, 1862.

SIR: Referring to mine of 21st, we succeeded in getting afloat last night at high water, 2 a. m., with no damage to the vessel. I immediately pumped up the boilers and hastened steam in order to examine the condition of the live oak, for the safety of which I had reasons to feel some apprehension. Upon arriving there, found that the whole had been fired; placed 30 men on shore (with howitzer) to extinguish the fire, and save all that was not so far consumed as to render it useless, and returned below to report the facts at once, thinking, possibly, the *Bienville* would leave before we should succeed in extinguishing the fire.

I have succeeded in saving about 10,000 feet.

The party was fired upon from near the house opposite; two discharges only. Threw a couple of shell, and heard nothing more from them afterwards.

I was unable to get to the bar in time for the tide this day, but will come out as early as possible to-morrow.

Could you spare six rifles, or less, with their ammunition, they would be a very important addition to our small arms, this vessel having only twenty very inferior muskets.

Very respectfully, your obedient servant,

T. A. HARRIS,
Acting Master, Commanding.

Captain J. R. M. MULLANY,
Commanding U. S. S. Bienville, off Mosquito Inlet, Florida.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Creighton, U. S. Navy, to assume command of the U. S. S. Ottawa and prepare for sea.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 22, 1862.

SIR: The *Ottawa* having arrived, so soon as Lieutenant Commanding Stevens is ready to hand over to you the command, you will, in conformity with your orders from the Department, assume the same and prepare her with all possible dispatch for sea.

The *Ottawa*, I have just learned, has gone into Skull Creek to receive her coal from the *Fulton*. She will return to this anchorage to-morrow morning, when Lieutenant Commanding Stevens will be ready to receive you on board.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. B. CREIGHTON,
U. S. Ship Vermont, Port Royal.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding the Cunard steamer Karnak.

NAVY DEPARTMENT, *April 24, 1862.*

SIR: The Cunard steamer *Karnak* sailed from Havana on the 12th instant, for New York, via Nassau, having on board the mails. She is now overdue five days, and as she has always been very regular, fears are entertained that she may have met with some accident to her machinery.

The Department desires you to direct any of your vessels proceeding along the coast to keep a lookout for the *Karnak*, and if fallen in with to render her assistance if required. She is an iron screw steamer, bark-rigged, 1,163 tons gross.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Creighton, U. S. Navy, to proceed to St. Augustine, towing the schooner Garibaldi, carrying supplies.

Flagship WABASH,
Port Royal Harbor, S. C., April 24, 1862.

SIR: You will please take in tow the schooner *Garibaldi*, with coal and supplies for the steamer *Isaac Smith*, Lieutenant Commanding Nicholson, now inside the bar at St. Augustine, and deliver her to that officer.

Immediately on the performance of this service you will proceed off Charleston and report to the senior officer there for blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. B. OREIGHTON,
U. S. Gunboat Ottawa, Port Royal.

P. S.—It is barely possible that Lieutenant Commanding Nicholson has left St. Augustine and may be in St. John's River. Should this be the case, please tow the *Garibaldi* off St. John's. I would recommend your looking in on your way down.

S. F. DU PONT.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, regarding expedition of that vessel to Mosquito Inlet, carrying coal and supplies.

U. S. S. BIENVILLE,
Off Charleston, S. C., April 24, 1862.

SIR: Agreeable to your order of the 15th, I proceeded with this vessel to the anchorage off Mosquito Inlet, East Florida, arriving the 17th instant, and delivered coal and supplies to the *Penguin* and *Henry Andrew* with as much dispatch as the very high sea that prevailed during my stay would permit. I supplied the *Penguin* with 1,000 pounds of bread to replace a portion of that sent to her which proved unfit for

use, 136 tons of coal, 2,000 gallons of water, and a spare condenser I had on board, capable of making from 20 to 30 gallons of fresh water per hour, and which was in operation before I left. I supplied the *Henry Andrew* with 50 tons of coal, a boat, and 5 Enfield rifles, with accouterments and ammunition, which Acting Master Commanding Harris represented himself greatly in need of.

I was detained until the 23d instant in consequence of the *Henry Andrew* being unable to come out to receive her supplies and coal, at first on account of the heavy sea on the bar and subsequently owing to her grounding on a sand spit in the harbor on the 19th instant.

As her situation was precarious, I sent Lieutenant Benham, the executive officer of this ship, with three boats and crews, to her assistance, with orders to take such measures for her preservation as he might deem most judicious.

Fortunately, she was floated off at 2 a. m. on the 22d instant and was employed during the day in looking after the Government live oak.

On the 23d she came outside at high water, received her supplies, and returned on the same tide.

I enclose for your information a letter addressed to me by Acting Master Commanding Harris, of the *Henry Andrew*. One of the ship's boats was swamped on the bar while going to the assistance of the *Henry Andrew*, but all hands were saved, together with the boat, though I regret to say five Enfield rifles, accouterments, and ammunition were lost.

The *Penguin* and *Henry Andrew* had each about 20 tons of coal in their bunkers in addition to what I gave them.

There is now on board this vessel 365 tons of coal, 100 of which is required for ballast.

Respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Expedition of the U. S. steamers Wamsutta and Potomska in search of an escaped brig in the vicinity of Dorchester, Ga., April 25-27, 1862.

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 14, 1862.

SIR: I have the honor to enclose a copy of the report of Lieutenant Commanding A. A. Semmes, commanding the U. S. S. *Wamsutta*, of a reconnoissance made by him and Acting Lieutenant Commanding P. G. Watmough, in the U. S. S. *Potomska*, up Riceboro River on the 26th and 27th ultimo.

The object of the expedition was to ascertain the condition of things in that vicinity, as well as to destroy a brig which was known to be near Dorchester.

After proceeding up Riceboro River, a very crooked and narrow stream communicating with the waters of Sapelo Sound, about 30 miles, and within less than 2 miles of Dorchester, they ascertained that the brig had been burned by the rebels, and not deeming it advisable [to proceed further], the vessels returned.

what
does this
mean?
day?
yes

which I trust will be but temporary. Be this as it may, I think it due to you and to myself to express my most unqualified appreciation of the zeal, efficiency, and devotion which have marked your services in this fleet, and I trust they will not be overlooked by the Department.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Captain J. L. LARDNER,
U. S. S. Susquehanna, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Captain Lardner, U. S. Navy, to proceed at once to Hampton Roads.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 27, 1862.

SIR: I have received orders this afternoon at 4 o'clock to send the *Susquehanna* to Hampton Roads.

You will discontinue coaling, and as the tide will not serve to allow you to cross the bar this evening, you will please proceed at daylight in the morning, and on your arrival at Hampton Roads report to Flag-Officer L. M. Goldsborough.

The rifled howitzer of the *Susquehanna*, now on board the *Hope*, will be returned this very evening.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Captain J. L. LARDNER,
U. S. S. Susquehanna, Port Royal.

Letter from Flag-Officer Du Pont, U. S. Navy, to the Secretary of the Navy, objecting to the withdrawal from the squadron of Captain Lardner and the U. S. S. Susquehanna.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 27, 1862.

SIR: I received this afternoon at 4 o'clock the Department's order to direct the *Susquehanna* to proceed to Hampton Roads and report to Flag-Officer Goldsborough.

She happened to be in this harbor coaling and I have given orders to Captain Lardner to proceed to sea at daylight to-morrow morning, the state of the tide not enabling him to cross the bar this evening.

It would be doing injustice to the public interests here and to myself did I fail to say that the withdrawal of this ship and the officer in command is a serious inroad into the efficiency of this squadron.

I had prepared to shift my flag to her on Tuesday for the purpose of visiting Charleston, and to see for myself if it was possible to place the blockading ships in more effective positions. Captain Lardner's experience made his presence there very important to me.

The *Susquehanna* is the only vessel, by her armament, which could cover the large force of weak vessels now off that port. I have information that three ironclad gunboats may be soon expected from France. Boats of that kind, too, are building in Charleston itself. It has been

stated frequently that an iron ram is at Savannah and may come down Wilmington River and attack the force there.

I have information to-day that nearly all the live oak has been burned at [New] Smyrna, some 30,000 feet of it. The *Henry Andrew* could not prevent it, but landed her crew and put out the fire. She is the only vessel that can cross Mosquito Bar, and troops should have been sent to protect it.

Further, the rebels are in possession of Jacksonville, and my gunboats only control the river below it.

A vessel ran into Darien a few days since. I require more vessels everywhere. The Department is sending me more and more stringent directions in reference to the blockade, directing courts of enquiry to be held for any infractions of it, and the Senate is passing resolutions reflecting on myself and my officers, and I appeal to the justice of the Department if this is a moment to reduce my force and take from me my most efficient ships and most experienced officers.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Parrott, U. S. Navy, regarding the disposition of vessels seized for violation of the blockade.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 28, 1862.

SIR: All vessels seized for violating the blockade must be sent either to Philadelphia or New York, and not to this port, attention being paid also to the general orders from the Department about the separation of the master and crew of the captured vessel.

You will please so inform the commanding officers of the blockading ships under your direction.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Commander E. G. PARROTT,

U. S. S. Augusta, Senior Officer off Charleston.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Collins, U. S. Navy, commanding U. S. S. Unadilla, to proceed to duty off Charleston, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 28, 1862.

SIR: You will please proceed with the *Unadilla* under your command off Charleston and report to the senior officer in charge for blockading duty.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Lieutenant Commanding N. COLLINS,

U. S. S. Unadilla.

makes signals of what she sees, and is a point for bearings at her end of the line.

The *Madgie* is off the Lawford Channel and close in.

It will be seen that while the ends of the line are as near the shore as is practicable, the center is thrown well out. This partly arises from the trend of the bar, but also it has been considered the best formation, as giving more room for pursuit in the direction of the bar.

The *Ottawa* is off Stono, and the *Restless* at Bull's Bay. Particular care is taken to have the fires of the steamers in condition for going ahead fast at daylight and at high tide at night.

One of the difficulties of the blockade of Charleston is that high water there occurs about the time the moon goes down.

The distance necessary to cover with vessels for making a complete blockade of Charleston is very great, and counting from off Dewees Inlet to the east end of Rattlesnake Shoal, and from Breach Inlet round to shoal water near Lawford Channel, is not less than 17 nautical miles, or 20 statute miles.

Respectfully submitted to Flag-Officer Du Pont by your obedient servant,

E. G. PARBOTT,
Commander and Senior Officer Present.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Marchand, U. S. Navy, enjoining vigilance in the suppression of blockade running.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 12, 1862.

SIR: You are acquainted, through our several interviews and from letters from the Department, how systematic and determined the efforts are to run the blockade of Charleston.

I rely upon the vigilance and determination you have already shown, upon your resuming the command off that post as senior officer, that everything will be done to make the blockade more and more stringent. I will keep increasing your force by every available vessel which reaches me.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. B. MARCHAND,
U. S. S. James Adger.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Whiting, U. S. Navy, commanding U. S. S. Wyandotte, to proceed to blockade duty off Mosquito Inlet.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 12, 1862.

SIR: You will please proceed with the U. S. S. *Wyandotte*, under your command, off the bar of Mosquito Inlet, east coast of Florida, and relieve Lieutenant Commanding J. C. Williamson, of the *Penguin*, in charge of the blockade.

You will receive such information from Lieutenant Commanding Williamson which his experience off Mosquito may suggest as desirable you should know.